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RIX GREATS

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ACES WILD
THE STORY OF THE BRITISH GRAND PRIX
Peter Miller
PELHAM BOOKS

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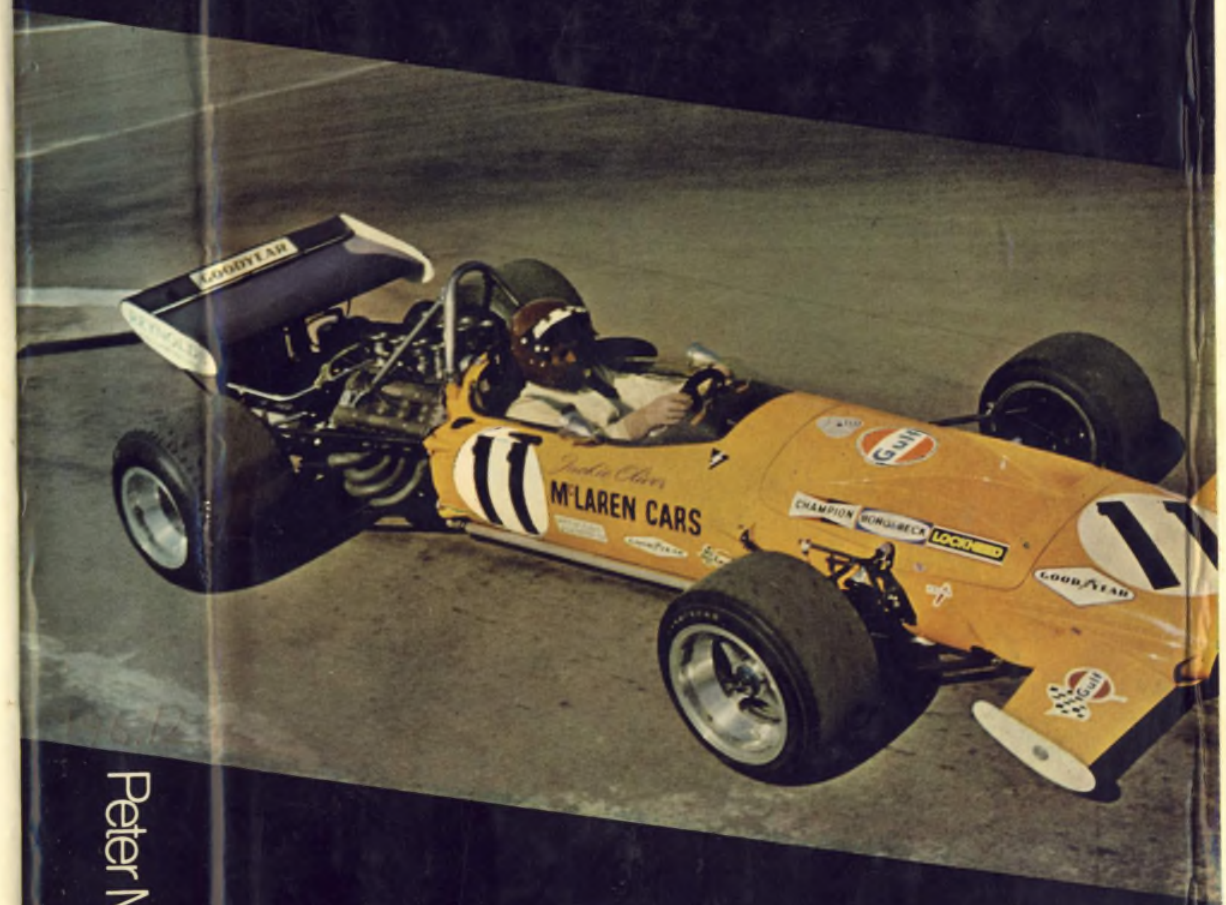

Peter Miller

ACES WILD
The Story of the British Grand Prix
Peter Miller

Motor racing is one of the most exacting and dangerous sports in the world today. And Grand Prix racing for Formula 1 single-seater cars is the toughest of them all.

The ultimate ambition of every racing driver since 1950, when the competition was first introduced, has been to be crowned as 'World Champion'. In this, his fourth book, author Peter Miller looks into the background of just one of the annual qualifying rounds – the British Grand Prix – which go to make up the elusive title.

Although by no means the oldest motor race on the English sporting calendar, the British Grand Prix has become recognised as an epic and invariably dramatic event, since its inception at Silverstone, Northants, on October 2nd, 1948. Since gaining World Championship status in May, 1950 – it was in fact the very first event in the Drivers' Championships of the World – this race has captured the interest not only of racing enthusiasts, but also of the man in the street.

It has been said that the supreme test of the courage, skill and virtuosity of a Grand Prix driver is to win the Monaco Grand Prix through the narrow streets of Monte Carlo and the German Grand Prix at the notorious Nürburgring. Both of these gruelling circuits certainly stretch a driver's reflexes to the limit and the winner of these classic events is assured of his rightful place in racing history.

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But although the British Grand Prix has been contested on such widely diversified circuits as Silverstone, Aintree and Brands Hatch its victors have included some of the great racing aces of all time. For example, Luigi Villoresi (1948): 'Nino' Farina (1950): Froilan Gonzales (1951 and 1954): Alberto Ascari (1952 and 1953): Stirling Moss (1955 and with Brooks 1957): Juan Manuel Fangio (1956): Tony Brooks (with Moss 1957): Peter Collins (1958): Jack Brabham (1959, 1960 and 1966): Count Wolfgang 'Taffy' von Trips (1961): Jim Clark (1962, 1963, 1964, 1965 and 1967): Jo Siffert (1958): Jackie Stewart (1969 and 1971) and Jochen Rindt (1970).

It is interesting to note from the above resume, that the British Grand Prix has been won by no less than seven drivers who went on to become World Champion on one, or more occasions, Farina, Ascari, Fangio, Brabham, Clark, Stewart and Rindt.

In *Aces Wild,* Peter Miller who is known internationally as a former racing and rally driver, team manager, motoring journalist and broadcaster and author of *The Fast Ones, From Start to Finish* and *Men at the Wheel,* highlights the 'magic moments' of the first twenty-four British Grands Prix. This is not a technical book of interest only to the specialists of motor sport. It is the story of the dramas and the heartbreaks of the British Grand Prix, which celebrates its 25th anniversary in 1972. Written in a simple and informative style it describes how every race in the series was won – or lost – before the chequered flag was finally reached.

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ACES WILD
THE STORY OF THE BRITISH GRAND PRIX

Peter Miller

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Aces Wild: The Story of the British Grand Prix

By the same Author:

THE FAST ONES
MEN AT THE WHEEL
START TO FINISH

Aces Wild: The Story of the British Grand Prix

PETER MILLER

PELHAM BOOKS

First published in Great Britain by
PELHAM BOOKS LTD
52 Bedford Square
London, W.C.1
1972

7207 0580 0

Set and printed in Great Britain by Tonbridge Printers Ltd, Peach Hall Works, Tonbridge, Kent in Garamond eleven on twelve point on paper supplied by P. F. Bingham Ltd, and bound by James Burn at Esher, Surrey

To My
Dearest Mother With Love

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Chapter One

Now and Then

On Saturday, July 17, 1971, Scotsman Jackie Stewart – who was to become world champion racing driver for the second time 29 days later – won the 24th British Grand Prix at Silverstone, Northants.

Stewart completely dominated the event, which that year had been sponsored by the International Wool Secretariat and designated the Woolmark British Grand Prix for the first time. His blue Tyrrell Cosworth-Ford V8, entered by Ken Tyrrell, the rugged timber merchant from West Horsley, Surrey, averaged 130.4 mph over 68 laps of the three-mile circuit. In practice, both Stewart and the Swiss-Italian Ferrari driver, Clay Regazzoni, had lapped in 1 minute 18.1 seconds, to share the fastest-ever lap at Silverstone, 134.0 mph, since the circuit opened.

The first British Grand Prix was held at Silverstone on October 2, 1948, but on that occasion, the winning Maserati, driven by the veteran Italian ace Luigi 'Gigi' Villoresi, had to complete 68 laps of a 3.8-mile circuit, which incorporated the main runways of the former airfield circuit in addition to the perimeter roads.

This longer circuit was only used on one occasion, however, and it is only by studying the results of the following year's race, held on May 14, 1949 that any comparison figures may be established. Then, the celebrated Swiss driver, Baron Emmanuel de Graffenried set a race-winning average of 77.3 mph with his Maserati over 100 laps of the shortened three-mile circuit. The dapper and elegant little Siamese driver Prince Birabongse, commonly known amongst motor sports enthusiasts as B. Bira, needed every once of his talent to produce a fastest

lap (Maserati) in 2 minutes 10.4 seconds at an average speed of 82.8 mph.

Due to the vast improvements in suspension, tyres and general road-holding of the modern grand prix car, it is virtually impossible to attempt to analyse the respective performances of cars and drivers in equivalent events over the past quarter of a century. There is little point, therefore, in comparing the merits and skill of such great aces as Guiseppe 'Nino' Farina, Alberto Ascari, Froilan 'the Pampas bull' Gonzales and five-times world champion Juan Manuel Fangio against those of Jackie Stewart, Jacky Ickx, Graham Hill and Ronnie Peterson.

Suffice to say that since the debut of the British Grand Prix, a mere three years after the termination of the Second World War, the race has become accepted as an epic and frequently dramatic event on the international grand prix calendar.

To date, the British Grand Prix has been won by no less than seven drivers who went on to become world champion driver on one, or more occasions. These are Nino Farina – winner of the first world title in 1950 – Alberto Ascari, Juan Manuel Fangio, Jack Brabham, Jim Clark, Jackie Stewart and the Austro-German, Jochen Rindt. In fact, this 'magnificent seven' between them won 15 out of the 24 races under review.

As the British Grand Prix is Britain's most prestigious and important motor race of the year, it is obvious that hundreds of thousands of words have been written in national newspapers and sporting publications on each year's event.

When I was first asked by my publisher to produce 50,000 words on the story of the British Grand Prix since its inception, I decided that it would be unwise to attempt to produce a lap by lap repetition of every race, for it would quickly become boring to the average reader. Gear ratios and tyre pressures and lists of lap speeds are, in my opinion, relatively unimportant, for it is the racing driver himself who must play the decisive part in ultimate victory.

In 'ACES WILD' therefore, I have deliberately concentrated on the human interest side of the sport, rather than the technical, and have attempted to highlight the 'Magic Moments' of the British Grands Prix. But before describing the moment of truth

and how each event was won, or lost, before the chequered flag was finally reached at Silverstone, Aintree or Brands Hatch, I have looked into the preliminary championship races each season to set the scene for our own classic event.

This approach will possibly upset the purists, but it has enabled me to introduce some of the colourful characters who make up the motor racing circus which rides into town once a year for the British Grand Prix.

I take this opportunity of thanking the authors of the numerous books which refer to the British Grand Prix and the four pre-war events held at Brooklands and Donington Park, for allowing me to research from their pages. Also the editors of the leading contemporary motoring publications such as *Autocar, Autocourse, Autosport, Motor, Motoring News* and *Motor Sport* for their detailed race reports, which have been of considerable help. And to Neil Eason Gibson of the Royal Automobile Club's Motor Sport division for his advice and encouragement.

Chapter Two

Pre-war Quartet

The first Grand Prix of the Automobile Club de France was held in 1906 on a triangular, 63-mile circuit outside Le Mans, through La Ferte Bernard and St Calais in two daily stages totalling 767 miles. This historic event was won by Franz Szisz in his four-cylinder, 12.8-litre Renault at an average speed of 62.8 mph. Second was Felice Nazzaro (16-litre Fiat) and third was Albert Clement (Clement).

Another two decades was to elapse before the first 'grand prix' was held in Britain on Saturday, August 7, 1926. This was the Brooklands Grand Prix of the Royal Automobile Club, which took place on the famous 2.616-mile Brooklands circuit near Weybridge, Surrey. Two artificial 'S' bends made up of

sandbags were introduced in the Finishing Straight to reduce speeds, and there were only nine starters for the 110-lap, 287-mile event.

The regulations for 1926 and 1927 specified an engine capacity of 1½ litres, with a minimum weight for the complete car of 1,322 pounds in 1926 and 1,543 pounds in 1927. The main opposition came from the fabulous straight-eight, twin-supercharged Delages, the Bugattis and the new and very fast straight-eight Talbots.

The Delages suffered a serious design fault in that the exhaust manifold was on the off-side of the engine and the driver's feet were steadily grilled from the exhaust pipe fitted just a few inches away. Throughout the 1926 season it was common practise for the Delages to visit the pits at frequent intervals to enable a hot-footed driver to bathe his feet in a bucket of cold water. It had happened at the European Grand Prix at San Sebastian, when the second-placed Delage driven by Edmond Bourlier and the talented newcomer Robert Senechal was slowed by 'paddling' tactics, and it was to happen again at Brooklands.

The field included such contemporary giants as Louis Wagner, Robert Benoist, H. O. D. Segrave (later Sir Henry), Albert Divo, Malcolm Campbell (later Sir Malcolm), G. E. T. Eyston and Senechal. The pace was fast and furious and several cars were soon in mechanical trouble. Although crash helmets were not mandatory in those early days, the bearded Senechal wore a leather one of immense proportions, while Dubonnet raced in sartorial style in a light blue suit and Basque beret tilted over one ear.

The race developed into the expected tussle between the Talbots and the Delages with Campbell's singleton Bugatti making an heroic attempt to get amongst the leaders, and eventually doing so in the closing stages of the race. Divo, with his check cloth cap worn characteristically back to front, worked like a demon changing the plugs of his Talbot at the pits, while Segrave thundered round with yellow flames from his exhaust mingling with those of Benoist's Delage which was circulating with the dash-board alight. Wagner had to stop four times in six laps with the body panelling glowing red hot in order to cool his blistered feet.

Four hours and 56 seconds after the start, the winning Delage, driven courageously by the exhausted Senechal and Wagner, took the chequered flag at 71.6 mph from Malcolm Campbell (Type 39 Bugatti) and the Benoist/Dubonnet Delage. Henry Segrave retired his Talbot shortly after it had caught fire at the pits, but set the fastest lap of 85.9 mph.

Only the three light blue cars, the two Delages and the Bugatti, completed the course, and the Delage team drivers had some angry comments to make about the exhaust systems designed by the car's creator M. Lory. The *Autocar* correspondent commented on the state of the winning pair Senechal and Wagner and said 'their feet, which, being cooked literally until as brown as a well-done chicken, caused them considerable pain'.

The second Brooklands Grand Prix of the Royal Automobile Club held on Saturday, October 1, 1927 originally promised to be an exciting race, but a crop of last-minute non-starters marred the event. Most disappointing to the British crowd was the absence of the impressive 12-cylinder Type 806 Fiats, which had been expected to take on the full might of the Delage team but the Italians explained that they were too busy preparing their Schneider Cup seaplanes to compete. Weather conditions were frightful as the eleven starters lined up in a high wind and driving rain, and it was soon obvious that the principal fight for supremacy would be between the official Delage team represented by Robert Benoist, Edmond Bourlier and Albert Divo and the works Molsheim-entered Bugattis of Louis Chiron, Count Emilio Materassi and Count Caberto Conelli.

Despite a meteoric start by Materassi in the Bugatti, with Bourlier's Delage and Campbell's Bugatti hot in pursuit, Materassi's car developed cooling trouble, and he dropped off the leader board. After a frenzied pit stop he charged back into the race, but soon crashed into a sandbank and retired.

The Delage team had overcome the furnace-like cockpit temperature conditions of the previous year by reversing the cylinder block, so that the exhaust pipe was on the opposite side to the driver, and were running steadily in first, second and third places with Divo in command. Shortly before the end of

the race, which was held on the same circuit as in 1926 but with the distance increased from 287 to 326 miles, the rain reduced to a fine drizzle, causing Bourlier to throw aside the immaculate raincoat which he had worn throughout.

After Divo had been signalled to call into the pits twice to investigate a minor exhaust fault, thereby losing his hard-fought lead, Robert Benoist moved up to first position and retained it until the end of the race. His winning time was 3 hours 49 minutes and 14 seconds, at an average speed of 85.6 mph. Benoist had that year won the French Grand Prix at Montlhery and the Delage domination was forced home by Bourlier who finished seven seconds behind his team-mate (having taken second place at Montlhery) and a disgruntled Divo who finished third nearly 15 minutes behind the winner and was convinced that he had been robbed of victory by team tactics.

It was ten years to the day, on October 1, 1937, when the next grand prix was held in Britain on the three and one-eighth-mile circuit at Donington Park, Derbyshire. The first Donington Grand Prix, organised with customary efficiency by the Derby and District Motor Club, covered 80 laps of the narrow, exciting and demanding road course laid out in private grounds owned by Mr J. G. Shields. The announcement of this 250-mile international grand prix which attracted a full complement of European teams caused a shock-wave of enthusiasm to spread around the country.

The Donington race heralded the end of the 750 kg formula which had enriched continental motor racing for the past four years and proved the invincibility of the all-conquering German Mercedes-Benz and Auto-Union teams. These were the fastest road racing machines the world had ever seen at the time, capable of speeds little short of 200 mph under racing conditions.

In 1937, the fabulous 5.6-litre Mercedes-Benz W.125 and the 6-litre rear-engined Auto-Union C Type machines had swept the grand prix field before them. In a series of grandes épreuves arranged by the Association Internationale des Automobile Clubs Reconnus (the A.I.A.C.R., the then-ruling body of international motor sport), the two rival German marques had achieved the following successes:

Tripoli Grand Prix	
Hermann Lang, Mercedes-Benz	134.4 mph
Avusrennen, Berlin	
Hermann Lang, Mercedes-Benz	162.6 mph
Vanderbilt Cup, Long Island, N.Y.	
Bernd Rosemeyer, Auto-Union	82.6 mph
Eifelrennen Nürburgring	
Bernd Rosemeyer, Auto-Union	82.9 mph
Belgian Grand Prix, Spa	
Rudolf Hasse, Auto-Union	104.1 mph
German Grand Prix, Nürburgring	
Rudolf Caracciola, Mercedes-Benz	82.8 mph
Monaco Grand Prix	
Manfred von Brauchitsch, Mercedes-Benz	63.3 mph
Swiss Grand Prix, Bremgarten, Berne	
Rudolf Caracciola, Mercedes-Benz	99.4 mph
Italian Grand Prix, Monza	
Rudolf Caracciola, Mercedes-Benz	81.5 mph
Czechoslovakian Grand Prix, Masaryk, Brno	
Rudolf Caracciola, Mercedes-Benz	85.9 mph
Pescara Grand Prix	
Bernd Rosemeyer, Auto-Union	87.6 mph

Of the 12 major grand prix events of 1937, Mercedes-Benz were to win seven and Auto-Union five.

This first Donington Grand Prix promised to be the finest motor race ever seen in Britain and was something of a novelty. For whereas today in Great Britain we have a wide range of circuits available to the public, it must be remembered that, in 1937, Brooklands was the only other alternative to Donington Park, which offered a whole new concept of racing hazards in natural surroundings. Even in practice crowds poured into the picturesque Derbyshire circuit to witness this display of Teutonic supremacy, when the four works Mercedes-Benz took on the unorthodox and the three ungainly Auto-Unions.

And what a line-up of driver talent there was, with the 36-year-old veteran and European champion 'Rudi' Caracciola heading the Mercedes team, supported by the blond aristocrat Manfred von Brauchitsch, the elegant Englishman, Richard 'Dick' Seaman

and the former racing motor cyclist and racing mechanic, Hermann Lang. Auto-Union were represented by the flamboyant and brilliant young Bernd Rosemeyer, who had become the national and European champion in only his second season of motor racing and was a hero throughout Germany. Rosemeyer's team-mates at Donington were former motor-cyclist Hans Müller and an upcoming driver, Rudolf Hasse, who had surprisingly won the Belgian Grand Prix at Spa.

The Auto-Unions were soon in trouble at practice, reputedly as one of the team's technicians had blended several hundreds of gallons of fuel in the wrong proportions, thus seriously affecting the cars' performance. Nevertheless, Rosemeyer set a new circuit record on the opening day. On the final day of practice, von Brauchitsch, the son of a Prussian colonel and nephew of Field Marshal Walther von Brauchitsch, commander-in-chief of the German Army, took pole position for the race in his Mercedes with an outstanding lap of 86.0 mph, ahead of Rosemeyer, Lang and Seaman.

The wily and experienced Mercedes-Benz team manager Alfred 'Don Alfredo' Neubauer had been forced to accept defeat at the hands of the Auto-Union team in 1936. But the introduction of the sensational new W.125 Mercedes in 1937 had raised his morale considerably and he was hoping for an impressive Mercedes victory at Donington to round off a most successful season and level the score with his old friend and rival, Dr Feuereissen, team manager of Auto-Union.

It was not to be however, for although the race developed into a tremendous battle which had the 60,000-strong crowd weak with excitement between von Brauchitsch (Mercedes), Rosemeyer (Auto-Union) and Caracciola (Mercedes), von Brauchitsch lost the lead on lap 61 when a tyre burst at around 160 mph. He managed to control the car and drove it on the rim back to the pits, but although he made a valiant attempt to regain the lead, von Brauchitsch simply could not match Rosemeyer's mastery of the Donington circuit.

Rosemeyer flashed across the line to victory after just over three hours' racing at an average of 82.9 mph, with von Brauchitsch second and Caracciola third. The two remaining Auto-Unions of Müller and Hasse were fourth and fifth, and

von Brauchitsch and Rosemeyer shared fastest lap at 85.6 mph.

After the prize-giving ceremony, Rosemeyer drove to a London hospital and laid his laurel wreath and flowers by the bedside of the still-unconcious English girl, Kay Petre, who had been injured while practising for the Brooklands 500.

Tragically, the Donington Grand Prix on October 1 was to be Bernd Rosemeyer's last race, for at the end of the 1937 racing season both Auto-Union and Mercedes-Benz undertook a series of world land speed record attempts prior to the annual German Motor Show. With the Auto-Union streamlined car, Rosemeyer was the first man to pass the 250 mph mark for both the measured kilometre and mile and he was overjoyed when his wife Elly Beinhorn, herself an international flier of repute, presented him with their first son on November 12. Tazio Nuvolari, the 'flying Mantuan', who was to replace Rosemeyer in the Auto-Union team, made a special journey from Italy a few weeks later and was a proud godfather at the child's christening.

On January 28, 1938, a bitterly cold and foggy day, Rosemeyer reported to the Frankfurt-Darmstadt autobahn to find that Rudi Caracciola had regained for Mercedes the world record over the kilometre and the mile at an incredible speed of around 270 mph. Despite the adverse weather conditions, Rosemeyer insisted on trying to beat Caracciola's new record without delay and the streamlined Auto-Union was pushed out onto the road. After a warm-up practice run at around 268 mph team officials and friends begged Rosemeyer to abandon the attempt and try again the following day, but he wouldn't be put off. All went well at first and he flashed past the 7.6 kilometre marker – the start of the measured course – at around 250 mph. Then suddenly, disaster struck at kilometre 9.2 and the report came over the crackling field telephone that he had crashed off the autobahn at around 280 mph. Wreckage was scattered over a wide area and Rosemeyer was catapulted into the trees. The idol of Europe died at the age of 28.

The second R.A.C. Donington Grand Prix which was originally scheduled to take place on October 1, 1938, was nearly the victim of the rapidly deteriorating political situation in Europe as the war clouds began to gather.

This was the time when the Germans were demanding the immediate return of the Sudetenland, refugees were streaming across the borders and final ultimatums were being issued to Prague. By the end of September, both the Auto-Union and Mercedes teams had arrived in England, and nobody knew if the race was to be run or not. While Dr Feuereissen of Auto-Union remained in London, Herr Neubauer travelled up to Donington with both the Mercedes and Auto-Union cars, personnel and equipment to await developments. When the news broke that Germany intended to mobilise, there was a rapid exodus to the English coast, and Neubauer gave instructions to his chief mechanic that if the British made any attempt to stop the column and confiscate the cars, they were to be set on fire immediately.

Eventually there came the historic meeting with Hitler, Mussolini, Daladier and Neville Chamberlain in Munich and Europe settled back into an uneasy calm. But, by the time it seemed that war had been diverted, it was too late to meet the October 1 date. The Donington Grand Prix was, therefore, postponed until Saturday, October 22.

It became something of a temporary reconciliation celebration between England and Germany, and the race was attended by the senior Nazi official, Obergruppenführer Huhnlein and many leading German diplomats, while the Royal Family was represented by the Duke of Kent.

1938 was the first year of a new racing Formula, which laid down minimum weights in relation to engine cubic capacity. Mercedes-Benz introduced their new three-litre V12 Type W.154 at the Pau Grand Prix in April, while Auto-Union were less fortunate with their D Type V12 car to counter the challenge of their old adversaries.

For this the second meeting of the two most famous German teams on British soil, both Mercedes and Auto-Union each entered four cars. Mercedes were represented by Walter Baumer, Manfred von Brauchitsch, Hermann Lang and Richard Seaman, while Auto-Union put their faith in Hans Muller, Rudolf Hasse, Christian Kautz and Tazio Nuvolari. Pole position on the grid was taken by Lang's silver Mercedes and next to him was the yellow-sweatered Italian champion Nuvolari, who had run into

and killed a wandering deer in practice and already despatched the stuffed head back to Mantua to decorate his study.

Nuvolari was in colossal form and his handling of the rear-engined Auto-Union around the fast and tricky Donington circuit was sheer poetry to watch. After a pit stop mid-way through the race, Nuvolari at the age of 48 was nearly one minute behind race-leader Lang and 18 seconds behind Müller's Auto-Union. With his elbows flaying in the wind and the occasional hammer-blow on the side of his car as encouragement with his clenched fist, Nuvolari flung himself back into the fray. Soon he was past Müller and snapping at Lang's heels, and a great cheer went up as he slammed the Auto-Union into the lead and left the Mercedes trailing. At the finish, Nuvolari had opened a gap of more than $1\frac{1}{2}$ minutes on Lang, who headed Seaman (Mercedes), Müller (Auto-Union) and von Brauchitsch (Mercedes).

As the red-helmeted Italian ace accepted the laurel wreath of victory, he dedicated his win to the memory of Bernd Rosemeyer and his infant son. He had proved that, with Rosemeyer, he was one of the very few drivers who were capable of handling the Auto-Unions at race-winning speeds.

Chapter Three

1948 – The Silverstone Saga Begins

From the outbreak of war in September, 1939 until the cessation of European hostilities in May, 1945 motor racing became a forgotten sport, although in 1940 the Italians still managed to run a closed-circuit version of the Mille Miglia, the Tripoli Grand Prix and the Targa Florio in Sicily. After the war, in September, 1945, the French held a race meeting in the Bois de Boulogne outside Paris to celebrate the Liberation, and the Italians came back with an impromptu hill climb at Naples that December.

It was not, however, until 1946 that motor racing returned to Europe in earnest with a widely diversified collection of pre-war machinery, much of which had been hidden from view in the German-occupied countries. The Nice Grand Prix was the first major event of post-war racing, when Villoresi won in a 1½-litre Maserati and less than a month later Raymond Sommer was victorious in the Marseilles Grand Prix in a similar car. Shortly after this, the team of 1½-litre Type 158 Alfa-Romeos, which had first been seen in the 1938 Coppa Ciano at the Montenero circuit at Leghorn were dusted off, re-bodied and considerably modified – with devastating effect. Driven by Achille Varzi, Count Carlo Trossi, Nino Farina and Jean-Pierre Wimille, the Alfas were victorious in the Grand Prix des Nations at Geneva, the Turin Grand Prix and the Milan Grand Prix; between them, the four drivers were consistently well placed.

In 1947, the Alfa-Romeo team only competed in the four major events – the Swiss, European, Bari and Italian Grands Prix – and won every one of them, leaving the various independent drivers in a collection of Maseratis, Talbots and E.R.A.s to clean up the remaining score of races on the international calendar.

Coinciding with the introduction of the new Formula 1 for grand prix cars (which stipulated a maximum supercharged engine capacity of 1½-litre, or 4½-litre unsupercharged, with no restrictions on weight, frontal area or fuel) was the opening of the Silverstone circuit, near Towcester, Northants. This former war-time airfield had recently become available and, despite its bleak and dismal look, the thought of opening an entirely new British circuit appealed immensely to the enthusiasts who made it all possible. It is thanks to their foresight and initiative under the most difficult post-war conditions that Silverstone has already written its name into motor racing history as it approaches its Silver Jubilee.

Hastily improvised at the latter end of 1948 as the R.A.C. Grand Prix, the event which was held on October 2 that year was the forerunner of the British Grand Prix we know today. And although the race did not receive its official title until May 14, 1949, even race historians and the organisers themselves still refer to the earlier meeting as the 'First' British Grand Prix.

Throughout this book, therefore, I have retained the same numerical sequence as the programmes to avoid confusion over any particular year between 1948 and 1971.

There were twenty-five starters for this inaugural event, which was run for the first and only time on a 3.8-mile figure-of-eight circuit. Race distance was over 65 laps, 250 miles in all. The race was an experiment, and the circuit used proved rather slow and uninteresting both for drivers and spectators. But nevertheless, real motor racing had at last returned to our shores and the intrepid public braved the mud and the primitive conditions in their thousands when race day dawned.

The organisers had attracted a star-studded entry headed by the Italian Gigi Villoresi and his young friend and pupil, Alberto Ascari, in the new 1½-litre 4CLT/48 Maseratis. Alberto, son of the former grand prix driver, Antonio Ascari who was killed while leading the 1925 French Grand Prix at Montlhery, was a comparative newcomer, but had already beaten the vastly experienced Villoresi when the car made its debut at the 1948 San Remo Grand Prix. The team of 4½-litre Talbot-Lagos was represented by the Monegasque Louis Chiron, Giancarlo Comotti, Louis Rosier and the French wool broker Philippe 'Phi-Phi' Etancelin who, like Divo and Blériot before him, was readily recognised by his cap worn back to front. Prince Bira and Reg Parnell both had the latest Maseratis, and Bob Gerard in his E.R.A. was widely fancied by the partisan crowd. Louis Chiron occupied pole position on the grid, while Villoresi and Ascari were together on the back row, having arrived too late to be timed in practice.

During the early stages it was the immaculate light-blue clad figure of Chiron out in front, but he was gradually overhauled by Villoresi and Ascari who came charging through the field like a hot knife through butter. The 1948 Talbots were completely outclassed in performance, although Rosier eventually finished fourth more than four and a half minutes in arrears. Villoresi had the traumatic experience of seeing the rev counter drop out of the facia panel and wedge itself under the clutch, but this did not prevent him from scoring an immensely popular victory in 3 hours 18 minutes and 3 seconds, 14 seconds ahead of his team-mate Ascari. Bob Gerard was third man home and Villoresi

set fastest lap at 77.7 mph. The motoring press were not over-enthusiastic about the first grand prix on the new circuit, but despite its shortcomings, the die was cast for better things.

Chapter Four

1949–Maserati Strikes Again

A mere seven months after the first R.A.C. Grand Prix had been held at Silverstone, the first actual British Grand Prix took place on the outer perimeter of the Silverstone circuit on May 14. Prior to the debut of Britain's major motor racing event there was a 50-mile race for 500 cc cars. Most of the 36 starters were Coopers, and the leader throughout was young Stirling Moss, the driver who went on to become a legend in his lifetime and a household word around the world until his near-fatal accident at Goodwood in 1962. Stirling's victory at 68.8 mph was acknowledged by a rather apathetic crowd, who found the swarms of buzzing '500s' noisy and boring to watch.

The race was to be run over 100 laps of the three-mile circuit, 300 miles in all and although there was disappointment that the Alfa-Romeos had disappeared from the fray in 1949, tension rose before the start at 2.30 p.m. Despite the untimely deaths of three top-line drivers Count Carlo Felice Trossi (after a long illness), St John Horsfall (killed at Silverstone) and France's most brilliant driver Jean-Pierre Wimille (killed driving a Simca in practice at Buenos Aires in January), there was a formidable entry.

On the front row of the five-car grid were the trio of Maserati 4CLT/48s of Villoresi, Bira and Baron Emmanuel de Graffenried, together with the E.R.A.s of Englishmen Peter Walker and the bespectacled Bob Gerard, who had finished third the previous year. Other cars of particular interest were the Talbot-Lagos of the Frenchmen Etancelin, Yves Giraud-Cabantous and Louis

Chiron, and the Belgian bandleader, Johnnie Claes.

Signor Enzo Ferrari, a former racing driver of repute and patron of the famous Scuderia (literally, stable) Ferrari Alfa-Romeos was making a concentrated attack on the international scene with two new short-chassis V12 Ferraris driven by Peter Whitehead and Raymond Mays.

Immediately the Union Jack was lowered to signal the start of the British Grand Prix, a relentless duel developed between the identical Maseratis of Bira and Villoresi. Villoresi slammed by on lap three into the lead, with Bira now in hot pursuit and Gerard and Chiron playing a waiting game. The volatile 'Phi-Phi' Entancelin was displaying all his Gallic temperament, with his arms sawing at the wheel as he shouted into the wind, which whistled over his reversed cloth cap. Both Whitehead and Mays were in trouble with their Ferrari and shortly after, Mays came into the pits to hand over to Ken Richardson, who later crashed into the crowd at Abbey Curve and injured several spectators.

Gradually the race picture altered as Villoresi dropped out with falling oil pressure and Bira retired with front-end damage after hitting an oil-drum filled with concrete. Derbyshire farmer, Reg Parnell took over the lead for six laps until he started a series of frequent pit stops for oil and his Maserati finally expired on Lap 69 leaving the wily de Graffenried and Bob Gerard in command. Gerard's policy of taking it comparatively easily in the early stages and allowing the faster and more exotic cars to force the pace was paying dividends, until his engine went off-song and Louis Rosier's Talbot began to close on him.

For the last 60 miles or so the position remained unchanged, with de Graffenried extending his lead slightly, Bob Gerard holding on valiantly in his aged E.R.A. and Rosier unable to urge the big Talbot into greater efforts. Baron de Graffenried was a worthy winner in 3 hours 52 minutes and 50 seconds at an average of 77.3 mph, with Gerard a delighted second after an epic drive against severe pressure from the Italian and French challenge, and Rosier third. Fourth place in an E.R.A. was shared by David Hampshire and bandleader Billy Cotton of Brooklands fame and fastest lap was set by Bira at 82.8 mph before his excursion into the much-abused chicane at Club Corner, which

channelled drivers in a 15-mph crocodile after approaching it at high speeds.

So ended the first British Grand Prix, with another win for Maserati and the obvious message that, if Britain was going to get to the top of the international tree in motor racing, it was time for the pre-war cars to be put under the dust sheets for ever. It was generally agreed that the use of the three-mile perimeter track was a vast improvement on the one used the previous October, and that it provided far more of a spectacle for the public. But conditions on the desolate Silverstone circuit were sparse in those early days, and long lines of cars inched their way out of the mud-filled car parks long after the Grand Prix was over.

Chapter Five

1950—Alfas Supreme

This was the year that, with their financial problems apparently solved, the Alfa-Romeo team came back on to the circuits of Europe. The cars were the basic Type 158 design with variations to the supercharging system, ultra refinement of valve gear, porting and the exhaust system. Designated the Type 159, these machines were built to challenge the big new 4½-litre unsupercharged twelve-cylinder Ferraris from Maranello. It was felt that the four-cylinder Maseratis had virtually reached the end of their potential power output and only an entirely new car could bring the famous marque back among the leaders.

1950 was also the year that the F.I.A. introduced their World Championship of Drivers, which was to be decided on a point system awarded in each of the major grands prix. Before then, there had been several championships of one type or another, but these had not been recognised by the F.I.A.

It is interesting to note that the very first event counting for

the World Championship was in fact the third R.A.C. British Grand Prix at Silverstone, which also carried the rather grandiose title of the 10th Grand Prix D'Europe, held at Silverstone on May 15. At a meeting which took place in Paris in 1949, the Commission Sportive of the F.I.A. was advised by the United States delegates that the only North American race which qualified as a 'grande épreuve' was the annual Commemoration Day Indianapolis 500. European drivers were allowed to compete if they passed the rigorous qualifying trials and, as it was hoped that some American drivers would race in Europe, it was agreed that Indianapolis should be included in the championship series.

Although there were applications for the national grands prix of Argentina, Holland and Spain to be incorporated in the series, the C.S.1. eventually announced that the seven following European and American events were sufficient in the first year: G.P. of Europe (Silverstone, May 15), Monaco G.P. (Monte Carlo, May 21), Indianapolis 500 (Indianapolis, U.S.A. May 30), Swiss G.P. (Berne, June 4), Belgian G.P. (Spa-Francorchamps, June 18), French G.P. (Rheims, July 2) and the Italian G.P. (Monza, September 3). The original point-scoring system used gave eight points for first, six for second, four for third, three for fourth and two points for fifth place, and one bonus point for setting fastest lap in the race.

As soon as details of the world championship were announced, the directors at Alfa-Romeo began to sign drivers and were successful in obtaining the services of Dr Guiseppe Farina (an engineering degree, not a medical one, incidentally) and the highly-talented Argentinian, Juan Manuel Fangio, who was to become world champion driver on five occasions. Fangio, nicknamed 'El Chueco' (the bandy-legged one), had already established a great reputation in his own country – and, indeed, throughout South America – for his epic drives in long-distance road races, and during his first European season in 1959 he scored brilliant victories at the San Remo Grand Prix (Maserati), the Pau Grand Prix, the Roussillon Grand Prix, the Marseilles Grand Prix (Simca) and the Albi Grand Prix. For 'political' reasons it was agreed that Consalvo Sanesi, a mechanic who had been promoted to the racing department of Alfas, should become a works driver, but he was seriously injured in a crash on the

Mille Miglia (literally, the 1,000 miles), Italy's classic road race, and was replaced by veteran Luigi Fagioli.

The third British Grand Prix was honoured by the presence of King George and Queen Elizabeth, Princess Margaret and the Earl and Countess Mountbatten, and it was the first time that a reigning monarch had watched a road race in Britain.

The Silverstone circuit was spruced up for the occasion, and the Royal party watched the first public demonstration of the long-awaited and much-vaunted B.R.M. (British Racing Motors), with which Raymond Mays did three laps before the 100,000-plus crowd. After its run, the light green car was displayed in a regal pavilion at the rear of the pits, but the car which carried so many British hopes and so much British money that had gone into its development was not race-worthy.

From the moment that practice started, it was obvious that the formidable Alfa Corse team had nothing to fear from the feeble opposition, particularly as Enzo Ferrari had withdrawn his promised new supercharged 1½-litre cars. Britain's leading driver, Reg Parnell, who had considerable pre-war racing experience, was delighted to be given the fourth works Alfa, and soon proved that he thoroughly deserved his selection. Pole position on the grid was taken by Farina at 93.8 mph, and his relaxed, straight-arm driving style was to be copied in the future by many up and coming drivers. Behind the four fastest Alfas of Farina, Fangio, Fagioli and Parnell came Bira (Maserati), Giraud-Cabantous and Euegene Martin (Talbots), de Graffenried (Maserati), Rosier (Talbot), Peter Walker (E.R.A.) and Chiron (Maserati), British hopes rested with Walker and the other E-type E.R.A. of Leslie Johnson, and the older cars of Bob Gerard and Cuth Harrison.

The third British Grand Prix was hardly a thrilling spectacle for the paying public, for during most of the race they saw the red Alfas out in the lead, with Farina, Fangio and Fagioli switching the lead amongst themselves and Parnell hunched bulkily in the cockpit in fourth place. A few laps from the end, however, Fangio pulled into the pits with a wrecked engine after an oil-pipe fracture, and Parnell was making up time after having hit a large hare at over 130 mph earlier in the race, with devastating effect on the front end of his car.

Behind the three Alfa Romeos, the rest of the field was trailing round the Northamptonshire countryside in a rather desultory manner. Both of the E-type E.R.A.s had dropped out and the only real excitement throughout the race was the battle between Bob Gerard and Cuth Harrison for sixth and seventh places, which was finally resolved in Gerard's favour after a last minute stop for a churn of fuel. Fourth and fifth places were taken by the Talbots of Giraud-Cabantous and Rosier.

Farina won the opening round in the drivers' world championship at an average speed of 90.9 mph in 2 hours 13 minutes and 23 seconds, scoring eight points for a win and one point for fastest lap of 94.0 mph. Fagioli, who finished less than three seconds behind Farina, scored six points, and Parnell four points after a most impressive drive. Farina gave a military salute to the royal box as he crossed the line.

After placing fourth in the Belgian Grand Prix and winning the Swiss and Italian Grands Prix, Nino Farina took the title of world champion with 30 points for his best four performances out of six events. Fangio was second with 27 points and Fagioli third with 24 points. Throughout the season Juan Manuel Fangio made it clear to the Alfa-Romeo directors and the world at large that he was entirely capable of beating Farina whenever he wanted to, and that, if he drove for the Milan company again, he would not allow the world championship to interfere with his own progress.

Chapter Six

1951 – Ferrari First

Nineteen fifty-one was the year when the powerful $4\frac{1}{2}$-litre 12-cylinder Ferraris took on the older $1\frac{1}{2}$-litre supercharged Alfas, and although the latter were successful in four of the seven

championship races it was obvious that the days of the smaller, eight-cylinder cars were numbered.

At the end of the 1950 season there had been much speculation and rumours that the Alfa-Romeo team would not be seen again in 1951, but eventually both Farina and Fangio signed new contracts. Signor Ferrari was quick off the mark to obtain the services of Villoresi, who was getting over a serious accident at Geneva, and young Alberto Ascari. From the beginning of the 1951 world championship season with the Swiss Grand Prix held on the wooded Bremgarted circuit at Berne, when Fangio's Alfa headed Piero Taruffi's Ferrari and the two remaining works-entered Alfa-Romeos of Farina and Sanesi, it was obvious that every championship event would be a hard-fought affair. Alfa-Romeo scored again in the Belgian Grand Prix at Spa, where Farina won from the Ferraris of Ascari and Villoresi, with Fangio setting fastest lap of the 8.7-mile circuit through the Ardenne forests at 120.5 mph. Alfa Corse was again victorious at the French and European Grand Prix on July 1, when Fangio had a convincing win over the Ferraris of Ascari and Villoresi again.

With three rounds completed and the Alfa-Romeo star in the ascendant, the fourth R.A.C. British Grand Prix at Silverstone promised to be a real needle-match, which Ferrari anxious to prove their winning potential after three second places. They brought three 4½-litre V12 cars for Ascari, Villoresi and the burly Argentinian, Froilan Gonzales, who was a great personal friend of Fangio's. Against them were arrayed the four Alfa-Romeos of Farina, Fangio, Sanesi and the rugged Italian Felice Bonetto. The race, which had been moved back in the calendar to July 14 was over 90 laps, 260 miles in all.

Despite a long series of delays in the development of the V16 B.R.M.s, the Bourne-based team were able to have two cars ready in time for Silverstone, to be driven by Reg Parnell and Peter Walker, although they did not appear until the morning of the race and were placed on the back row of the grid. Among the other starters were the 4½-litre Talbots of Louis Rosier, Louis Chiron, Johnny Claes and the ebullient former Fleet Air Arm pilot Duncan Hamilton, while wool broker Peter Whitehead was at the wheel of the big 4-litre 'Thin Wall Special' Ferrari. The sensation of practice was Froilan Gonzales, who hurtled his

scarlet Ferrari round to set fastest time at 100.6 mph, the first driver ever to break the magic ton at Silverstone.

The front row consisted of the Ferrari of Gonzales in pole position and the two Alfa-Romeos of Fangio and Farina sandwiched between Ascari's Ferrari on the outside, but as the flag dropped, it was Bonetto who shot into the lead from the second row. His audacity was short-lived however, for he was soon overhauled by first Gonzales and then by Fangio, who set off after his compatriot 'Pepe', who was sliding his big Ferrari all over the road in an effort to stay ahead. Fangio eventually forced by him on lap 10, and it was now Alfa versus Ferrari in earnest, with both drivers thrilling the crowd with their mastery of the circuit.

Gonzales was driving the race of his life, sitting right on Fangio's tail and harassing him all round the circuit. He got by on lap 40 to the delight of the crowd, with Fangio now in pursuit and Farina lying a handy third. Both of the B.R.M.s were soldiering on, but Parnell and Walker were having miserable drives, with excessive cockpit heat causing them severe physical pain. Ascari retired with a broken gearbox at two-thirds race distance and, when Gonzales stopped to refuel shortly after, he gallantly offered his Ferrari to Ascari, who declined with a wave of thanks.

Gonzales rushed back into the race still in the lead and there was absolutely nothing that Fangio could do to catch the flying Ferrari, despite the *'FASTER'* signals being given to him regularly by his pit. Towards the end of the race Gonzales was able to relax a little, and he eventually crossed the line in 2 hours 42 minutes and 18 seconds to win the British Grand Prix at an average of 96.1 mph and score his first major European victory. Second, third and fourth places were taken by Fangio, Villoresi and Bonetto, with Sanesi sixth. Reg Parnell and Peter Walker struggled into fifth and seventh places, and were given immediate medical attention for badly blistered hands and legs.

With Gonzales' victory, Alfa-Romeos domination had finally ended, and the days of the small, highly supercharged engine were over. It was the end of an unbroken run of twenty-five successes in five-and-a-half years – an all-time record for any single make or type car.

Fangio was placed second and set fastest lap in the German Grand Prix and won the Spanish Grand Prix on the Pedralbes circuit at Barcelona after the Ferrari team had been plagued by tyre trouble – again setting fastest lap – winning the World Championship for the first time in his second full European season. This great driver and sporting ambassador was to achieve this honour on another four occasions in the years ahead.

Chapter Seven

1952 – Ferrari Again

It came as a shattering blow to the hopes of the B.R.M. team when it was announced that world championship events in 1952 would be for Formula 2 cars and not for Formula 1 machines, for they had expected to give the Italians a real fight. Once again Alfa-Romeo withdrew from the fray, having already extracted the maximum power from the Type 158/159s which had been designed nearly a decade and a half before. As the new formula was scheduled to be introduced in 1954, the Alfa directors decided that it would be a waste of money to produce a new car for just two racing seasons.

In addition to the seven world championship races for Formula 2 cars, there was also a series of eight French Formula 2 events. But B.R.M. were determined to enter a strong team in the event of Formula 1 races being staged, and signed up Fangio and Gonzales, while Stirling Moss declined to drive for the team after preliminary trials with the car. The 1952 season saw the introduction of several new teams and one of the first to announce his line-up was the brilliant French designer, Amédée Gordini, known to his colleagues as 'the sorcerer', for his ability to extract phenomenal horse-power from comparatively small power units. His drivers were Robert Manzon, André Simon and the former French motor-cycle champion, Jean Behra. The British H.W.M.

team based at Walton-on-Thames nominated George Abecassis, Lance Macklin, Stirling Moss and Peter Collins, and John Heath as a reserve driver; Connaught Engineering produced cars for Ken McAlpine, Tony Rolt, Dennis Poore and Ken Downing. The Swiss driver Rudolf Fischer was seen at the wheel of an independently-entered Formula 2 Ferrari and designer Enrico Plate modified two Maserati 4CLTs to Formula 2 specification for Baron de Graffenried and the French-born American Harry Schell.

At the beginning of the year Charles Cooper and his son John of the Cooper Car Company, Surbiton, introduced an extremely small Formula 2 Cooper fitted with a Bristol engine, and the first three cars were sold immediately to Eric Brandon, Alan Brown and Bob Chase, whose car was to be driven by the most promising new driver, Mike Hawthorn. Hawthorn (the only son of Leslie Hawthorn, a well-known and respected motor-cycle racer and owner of the Tourist Trophy garage at Farnham, Surrey) had already scored numerous successes with an immaculately-prepared Riley in sports car events, and was said to be a potential world champion.

During the season the new four-cylinder Ferraris were to prove unassailable and the curtain-raiser at the Syracuse Grand Prix in March gave them an overwhelming 1–2–3 victory at the hands of Ascari, Taruffi and Farina. Ascari won again at the Pau Grand Prix from Rosier's Ferrari and missed the Swiss Grand Prix as he had gone to the Indianapolis 500 to drive a 4-litre Ferrari. But the Maranello team was successful anyway, for Piero Taruffi won from the independent Ferrari of Fischer, with Jean Behra third (Gordini), and the two Englishmen, Ken Wharton (Frazer-Nash) and Alan Brown (Cooper-Bristol), fourth and fifth respectively.

Ascari scored brilliant wins in the Belgian and European Grand Prix at Spa and the French Grand Prix at Rouen-Essarts, and was already leading the world championship table comfortably when the fifth R.A.C. British Grand Prix was held at Silverstone on July 19.

A most unfortunate non-starter at Silverstone was the reigning champion, Juan Manuel Fangio, who was recovering from multiple injuries received in the Monza Grand Prix. Fangio had

driven a B.R.M. in the Ulster Trophy race at Dundrod on the foothills above Belfast, Northern Ireland, on June 6 and left immediately after the race on the long and tiring journey to Monza. He drove all through the night from the Channel port terminal and started from the back row of the grid with his new Maserati six-cylinder car. Exhausted and obviously off-form, Fangio crashed heavily in the early stages and was rushed to hospital in serious condition. He was to be out of racing until the Argentinian 'Temporada' series the following January and, without detracting in any way from Ascari's mastery of the 2-litre Ferrari, it is quite obvious that Fangio's absence had considerable bearing on the world championship as a whole that year.

There was a comprehensive entry of some thirty cars for the British Grand Prix, with drivers from ten different nations taking part. The three scarlet Ferraris of Farina, Ascari and Taruffi occupied the front row of the grid, with the little blue Simca of Frenchman Robert Manzon sitting cheekily alongside them, while the second row consisted of Ken Downing's Connaught and the two Cooper-Bristols of Reg Parnell and Mike Hawthorn. Hawthorn was already a journalist's dream after his sensational debut at the Goodwood Easter Monday meeting and his fourth place in the Belgian Grand Prix after a Homeric drive against far more experienced drivers. Stirling Moss was once again driving the new G-type E.R.A., which had been completely rebuilt after the engine had blown-up and caught fire in the Belgian event, causing Stirling to jump clear for his life. H.W.M. had the services of Duncan Hamilton, Tony Gaze, Peter Collins and Lance Macklin, and Connaughts were able to obtain last-minute entries for Dennis Poore and Lloyd's stockbroker Eric Thomson. Gordini was represented by Manzon, Prince Bira, Maurice Trintignant and Johnny Claes, while de Graffenried and Schell handled the two Plate Maseratis.

The race was an impressive and devastating victory for Alberto Ascari, who dominated the race from start to finish and took the chequered flag in 2 hours 44 minutes and 11 seconds at an average of 90.9 mph. He also set a new Formula 2 lap record at 94.0 mph to score a further nine points in the drivers' championship race, giving him 26 points to Taruffi's 19 points and Farina's 13 points.

Ascari's supremacy was so complete, that it tended to overshadow the rest of the field, for he led by six seconds at the end of the first 2.9-mile lap of the 85-lap race, 246 miles in all and pulled steadily away. Behind Ascari came Farina in the second works Ferrari and then, to the delight of the crowd, was Dennis Poore driving his Connaught with considerable verve in his first world championship race. Piero Taruffi, the former motorcycle racer and son of a distinguished Roman surgeon, was rapidly making up lost time after a poor start, and he moved up into third spot behind his team-mates after passing Downing and Poore.

Mike Hawthorn was driving the Cooper-Bristol impressively, his green-jacketed body perched high in the cockpit and his familiar polka-dot bow tie looking as immaculate as ever. After a very brisk pitstop by the Cooper mechanics and some much slower work in the Connaught pit, Hawthorn moved up into third place in his dark green Cooper, and there is little doubt that his drive in the British Grand Prix certainly enhanced his chances for the Ferrari factory drive he was to get the following year. Dennis Poore could possibly have moved up into second place, but he was physically sick after one of the Connaught pit staff had in the haste of the moment mistakenly given him an orange drink mixed with methanol. Stirling Moss was not a bit happy with the G-type E.R.A., for after a spin in the opening laps the car began overheating and was eventually abandoned. In the closing stages of the race, Farina's Ferrari, which had been running rough, suddenly found its wind again, but despite a thrilling chase he could not get on terms with Thompson's Connaught.

Alberto Ascari's victory in the British event was his third consecutive grand prix victory, and the great Italian ace went on to win the German, Dutch and Italian events in rapid succession. In so doing, he easily clinched the 1952 world championship, for the first time. But he did even more than that by winning the Argentinian, Dutch and Belgian events in the first three races of the 1953 championship, thus winning nine consecutive grande épreuves – something no other driver has ever emulated.

Chapter Eight

1953–Ascari Once More

For the first time since 1950 the Argentinian Grand Prix at Buenos Aires qualified for the world championship, and the 1953 season opened there on January 18, with victory going to Ascari's Ferrari at 78.1 mph. As in 1952 all of the eight world championship events were run under the 2-litre formula and they were to produce some of the most exciting motor racing seen since the war. Once again the Prancing Horse of Maranello was to reign supreme, and the re-styled six-cylinder Maseratis were only able to score in the Italian Grand Prix, the last race of the season. But the fact that Ferrari scored the majority of the victories does not mean that every result was a foregone conclusion, as it had been the previous year. For throughout the season the racing was hard-fought and exciting, which was exactly what the public pays to see.

The sixth R.A.C. British Grand Prix again took place on the Silverstone circuit and was held this year on Saturday, July 18. It was the fifth round on the championship calendar with the previous rounds going to Ascari (Argentina, Holland and Belgium) and Mike Hawthorn, who scored a superb victory in the French Grand Prix at Rheims in his fourth drive as a member of the Ferrari équipe over Fangio's Maserati after a heart-stopping duel. The French crowd went wild with excitement for the tall, blond Englishman who had saved the day for Ferrari, and shouted 'Vive le papillon, vive le papillon'. Papillon, or 'butterfly', being the French patois for bow-tie, which was Hawthorn's trade-mark.

The Ferrari line-up at Silverstone consisted of Ascari, Farina, Villoresi and Hawthorn, who faced the Maserati team of Fangio, Gonzales, Bonetto and Onofre Marimon, the young compatriot and protégé of Fangio and Gonzales. H.W.M. entered four

cars for Macklin, Collins, Hamilton and Jack Fairman, while Connaughts were driven by Bira, McAlpine, Ian Stewart, Roy Salvadori and Tony Rolt. Cooper-Bristols were to be driven by Wharton, Gerard, Brown and Jimmy Stewart, the older brother of the world-champion-to-be in 1969 and 1971, Jackie Stewart.

Making up the strong list of contenders, were the Cooper-Altas of Peter Whitehead and Tony Crook, the Gordinis of Schell, Trintignant and Behra, and Baron de Graffenried's privately-entered Maserati. Race distance was 90 laps of the 2.9-mile circuit, 260 miles in all.

Hawthorn's dramatic victory at Rheims a mere fortnight before seemed to have created a tremendous interest in grand prix racing again, and the tension rose as the time for the race approached. The front row of the grid gave a picture of the battle ahead, for the Ferraris of Hawthorn and Ascari were sandwiched between the Maseratis of Fangio and Gonzales. On the row behind, Marimon who had driven exceptionally well in practice in his Maserati, was alongside the Ferraris of Villoresi and Farina.

Ascari, whose maxim in life was to get out in front and stay there, made a typically rapid start and was leading at the end of the first lap from the Maseratis of Fangio and Gonzales and team-mate Villoresi. Hawthorn survived a most spectacular spin at Woodcote corner at over 100 mph and after scattering turves all over the road came to rest in front of the main grandstand with his engine still running. Jose Froilan Gonzales was given the black flag (to signify that an immediate stop at his pit was required) by race officials for dropping oil on the track, but he appeared not to see it for several laps. He eventually stopped and immediately burst into a torrent of Spanish invective before being allowed to continue the race, after one last disparaging glare at the race marshals who had temporarily arrested his progress.

Ascari was driving majestically in the lead and neither Fangio or Gonzales – who by now was really driving with the bit between his teeth – could catch him. The race was dominated by the Ferrari and Maserati teams and the only casualty was the ageing Villoresi, who walked resignedly back to the pits after abandoning his Ferrari with a broken rear axle at Copse corner.

Ascari crossed the line to score his second successive victory

in the British Grand Prix for Ferrari in exactly 2 hours and 50 minutes, having averaged 92.9 mph. He was followed home one minute behind by Fangio (Maserati), with Farina (Ferrari) third, Gonzales (Maserati) fourth, Hawthorn (Ferrari) fifth and Bonetto (Maserati) in sixth place. Ascari and Gonzales shared fastest lap in 1 minute and 50 seconds, at an average of 95.8 mph.

Ascari and Gonzales shared the point for fastest lap and after the event Ascari headed the championship table with 36.5 points from Hawthorn (18), Gonzales 16.5 and Villoresi (13). With three grande épreuves still to take place, Ascari was well on the way to his second successive world title and this was finally decided when he won the Swiss Grand Prix for the second year running. During the seasons of 1952 and 1953, there were 15 qualifying races in the championship series and Alberto Ascari won 11 of them. And to show his talents in even greater perspective, one could add that he also won two of the last three races in the 1951 season, thereby winning 13 grands prix out of 18 starts between July 29, 1951 and September 13, 1953.

Chapter Nine

1954—Victory to the Pampas Bull

In 1954 a new seven-year formula was introduced by the F.I.A., which was to prove one of the most successful ever devised. This formula restricted the engine size of grand prix cars to $2\frac{1}{2}$-litre unsupercharged and 750 cc supercharged and there were no limitations to the overall weight, or type of fuel to be used. The only amendment to the original regulations laid down came in 1958, from when only aviation grade 100–130 octane petrol was permitted instead of methanol, nitro-methane or other dope fuels.

From the beginning of 1954 the main topic of conversation

in motor racing circles was the proposed re-entry of the mighty Mercedes-Benz team into motor racing after a lapse of nearly fifteen years. Previously, in January 1953, the Daimler-Benz A.G. at Stuttgart had announced its intention to take part in the 1954 world championship series, commencing with the French Grand Prix at Rheims on July 4. There were no plans to enter the cars in the Argentine 'Temporada' series in the January of 1954 as Dr Fritz Nallinger, the technical director, and Rudolf Uhlenhaut, the chief of the Mercedes-Benz experimental department, and himself a racing driver of considerable talent, both felt than an intensive racing programme such as they envisaged should be centred on Europe to cut down costs.

Before describing the background to the 1954 British Grand Prix which was held at Silverstone on July 17, I feel that a few words of explanation are due to the younger readers of this book concerning the re-appearance of Mercedes-Benz. Their presence at any motor race in the pre-war days was a majestic sight, and every stage of their preparation before the race, and the race administration itself was worked out like a military operation with typical Teutonic thoroughness. Whereas smaller companies who went in for motor racing were often forced to operate on a shoe-string budget with a strictly limited number of cars, mechanics and race personnel, Mercedes-Benz went about things on the grand scale. The racing cars were meticulously prepared to individual drivers' requirements and when the Mercedes-Benz team arrived at the circuit, it was rather like the circus coming to town. Everything that would, or might possibly be required before, during or after the race was at hand and, in addition to the racing mechanics, there were chassis engineers, tyre experts, plug specialists, panel-beaters, upholsterers, carpenters and draughtsmen. If something broke it could be forged, welded or soldered, and if any type of on-the-spot modification or innovation was required, there were people on hand who were professionally equipped to do it.

For Mercedes-Benz to go back into motor racing was, therefore, far more than preparing a few cars at random and hoping that with a little bit of luck they would win the occasional grand prix. To the German team, the prestige of not only their huge

organisation but Germany as a whole was at stake, and they fully intended that the 'silver arrows' proudly bearing the emblem of the three-pointed star of Mercedes-Benz would once again leave their mark on the motor racing record book.

So, with the new, secret Mercedes-Benz still under their dust sheets at Unterturkheim, the 1954 grand prix season opened with the Argentinian Grand Prix at Buenos Aires in January, where Juan Manuel Fangio scored in a borrowed Maserati 250F from Farina's Ferrari and Gonzales' similar car. Fangio won again in his Maserati in the Belgian Grand Prix at Spa on June 20 from Maurice 'Le Petoulet' Trintignant (Ferrari) and Stirling Moss (Maserati), to take a commanding lead in the world championship table prior to the French Grand Prix at Rheims. Now came the race on which the attention of the world was focused – the Grand Prix de l'A.C.F. on the ultra-fast Rheims-Gueux circuit in the heart of the champagne country.

The Germans had produced two aerodynamic cars for their new number-one driver, Juan Manuel Fangio and the far less experienced sports car drivers Karl Kling and Hans Hermann. Before the race, the genial and talented Mercedes-Benz press officer Artur Keser had helped to lower the morale of the Ferrari and Maserati team drivers by means of carefully-worded press handouts and nonchalantly dropped hints around town of the invincibility of the new cars. Back in command of the Mercedes set-up was team manager Alfred Neubauer, looking older, bulkier and even more formidable than ever, but obviously delighted to be back on the pit apron, wearing a string of chronometers around his neck and waving his familiar black and red signalling flag at all and sundry. Fangio and Kling utterly thrashed the opposition and came home to a 1–2 victory only half a second apart, while Hermann set fastest lap at 121.4 mph before missing a gear and over-revving the engine. So, once again, after a decade and a half, Neubauer was able to repeat his victory act of throwing his velour hat under the rear wheels of the winning Mercedes as it flashed across the line.

With the seventh R.A.C. British Grand Prix as the fourth out of eight qualifying rounds and Fangio having won all three preliminary events, the British public were fully expecting to witness another Mercedes-Benz route. But it was not to be, and

for once the Stuttgart crystal-ball-gazing department went sadly awry. Fangio was distinctly worried about the desirability of driving the aerodynamic Mercedes W196 on the tricky Silverstone circuit, compared to the very fast Rheims circuit with its long straights and fewer corners. Although the Mercedes-Benz engineers agreed with him, he was told that it was impossible to prepare the open version of the cars in time, and so the Argentinian ace and Karl Kling were forced into driving cars which were difficult to 'sight' into the corners and thoroughly tricky to handle at speed.

Once again, the Royal Automobile Club and the British Racing Drivers Club (the B.R.D.C.) had attracted a top-quality field. In addition to the two eight-cylinder Mercedes-Benz of Fangio and Kling was a strong contingent of Ferraris for Gonzales, Trintignant, Hawthorn, Parnell, Manzon and Rosier, while Peter Collins was driving G.A. 'Tony' Vandervell, the millionaire bearing manufacturer's 2.3-litre Vanwall Special. Alberto Ascari and Villoresi arrived at the last minute to support the Argentinian Marimon in the official works Maserati team, and other Maseratis were driven by Stirling Moss, Harry Schell, Roberto Mieres, Roy Salvadori, Bira and Ken Wharton. Gordini was represented by Jean Behra, Andre Pilette and C. Bucci, while newcomers to the Connaught ranks were John Riseley-Prichard and Don Beauman, who was to be killed in the Leinster Trophy race at Wicklow the following year.

The circuit was damp and the weather miserable on both practice days, and although Fangio took pole position with a lap of 1 minute 45 seconds, his team-mate Kling was three seconds slower and could only make sixth-fastest time. Both Gonzales and Hawthorn lapped within a second of Fangio's time and Moss, Salvadori and Behra were all impressively quick. There was last minute incident on the starting grid when Villoresi's Maserati was pushed away with oil dripping out and a substitute car was rushed out from the pits. Although it wasn't actually raining the sky was dark and ominous and Froilan Gonzales grinned across at his fellow countryman Fangio, and prayed dramatically for the heavens to open and give him a chance to get on terms.

As it happened, Gonzales did not need any help from above, for as the flag fell he shot into a lead which he was never to lose

throughout the 90-lap, 260-mile race, with Moss, Hawthorn and Fangio chasing him hard. At about half race distance, the rain came down in earnest and Fangio experienced one of the worst rides of his life, with the Mercedes sliding all over the road and the maestro bouncing off the marker barrels like a Dodgem car at a fairground.

The race was also enlivened by a tremendous scrap between Moss and Hawthorn, who were motoring on the limit at very close quarters, which was only resolved when Stirling was forced out of the race ten laps from the end with transmission troubles. Marimon forced his way past the suffering Fangio, who by this time had lost two of the five gears in his gearbox, while Kling was trundling round in a most dispirited fashion. Both Ascari and Villoresi, who was on loan from Lancia to Maserati, had dropped out and left the circuit for Italy while the race was still on.

At the finish, a jubilant and rain-soaked Gonzales waved to the crowd, after averaging 89.6 mph in adverse conditions. Second and third places went to Hawthorn and Marimon, and Fangio brought his battered and dented Mercedes into a hard-earned fourth place. Kling finished a tired and thoroughly disgruntled seventh, leaving Neubauer to speculate on the desirability of bringing two aerodynamic cars and only one world-class driver to the British Grand Prix.

It was to be Onofre Marimon's last race, for the promising young Argentinian was killed practising for the German Grand Prix two weeks later, causing great distress to his compatriots, Fangio, Gonzales and Mieres. Fangio went on to victory in the German event, the Swiss and the Italian Grands Prix however, to score his sixth grand prix win of the 1954 and to secure the coveted world championship for the second time.

Chapter Ten

1955 – Mercedes Quartet win Aintree Gallop

The 1955 season opened with the Grand Prix of Argentina, which was attended by the Mercedes-Benz team in force. The race was run in extremely hot and humid conditions, and several drivers were obliged either to hand over to reserve drivers, or throw in the towel. Fangio alone seemed to be entirely unaffected and drove a magnificent race for Mercedes, winning at 75.1 mph from Farina's Ferrari and the Umberto Maglioli/Trintignant Ferrari which Farina had also helped to drive. Moss, who jumped, protesting, out of an ambulance which had picked him up with suspected sun-stroke, eventually took over Hermann's Mercedes, which Kling also had a hand in driving and placed fourth. Froilan Gonzales, who had crashed with heat exhaustion, was still suffering from the effects of his serious accident in the 1954 Tourist Trophy race at Dundrod and was a shadow of his former self as a grand prix driver.

The Mercedes were surprisingly beaten at Monaco on May 22, when Trintignant's Ferrari won from the elegant young Milanese, Eugenio Castellotti's Lancia. In this race the 1952 and 1953 world champion Alberto Ascari somersaulted into Monte Carlo harbour when his Lancia crashed at the chicane in a vain chase after Moss's Mercedes-Benz, which had, in fact, already retired at the pits. Ascari floated clear and struck out strongly for the quayside in a racing crawl before frogmen went to his rescue. Apart from shock and a nose injury he appeared unharmed, and five days later he reported to the Monza circuit, where Castellotti was practising in a Ferrari sports car for the Supercortemaggiore Grand Prix. Deciding to test his reactions after his accident, Ascari borrowed Castellotti's helmet and stepped into the Ferrari. Minutes later, he crashed inexplicably and died in the

arms of his mentor Villoresi, who had taught him so much. The whole of Italy went into mourning for the great champion, and Gianni Lancia announced simultaneously that his grand prix team no longer existed.

Mercedes struck back at the Belgian Grand Prix on June 5 when Fangio and Moss, who was the first Englishman since Dick Seaman in 1939 to be accepted as a member of the German team, scored a runaway victory from Farina's Ferrari and the similar car of the celebrated Belgian motoring journalist, Paul Frere. Then on Saturday, June 11, came the worst castastrophe in the history of motor racing when Frenchman Pierre Levegh's Mercedes 300SLR disintegrated amongst the crowd in the early stages of the classic Le Mans 24-hours sports car race on the Le Sarthe circuit. Levegh and at least 80 spectators were killed and, as the result of a shock-wave of anxiety concerning safety precautions which spread around Europe the French, the German, Swiss and Spanish Grands Prix were immediately cancelled and several other races placed in jeopardy.

Fourth round of the 1955 championship series took place on the tricky 2.6-mile circuit through the sand dunes at Zandvoort on Holland's North Sea coast on June 19, where Fangio and Moss scored yet another Mercedes victory, from Luigi Musso, the son of a wealthy Roman diplomat, who served for many years in China. Musso, tall and dark-haired, was a brilliant shot, fencer and horseman, and he became Italian champion following the deaths of Ascari and Castellotti, the latter in 1957 at Modena. The last of the top Italians, Musso was himself killed during the French Grand Prix at Rheims in 1958.

For the first time since its inception in 1948, the eighth R.A.C. British Grand Prix moved from its traditional home at Silverstone to a new venue at Aintree in the industrial outskirts of Liverpool. Here, on the perimeter of the famous Grand National steeplechase course, the owner Mrs Mirabel Topham had constructed a testing and twisting three-mile circuit which incorporated such celebrated Aintree landmarks as Beecher's bend, Tatt's corner and the Melling crossing. The facilities for both drivers and spectators were excellent, with vast car parks, extensive paddocks, covered grandstands and modern catering arrangements. The *Daily Telegraph* sponsored the meeting, and the organisation was

delegated by the R.A.C. to the British Automobile Racing Club, the B.A.R.C.

Prior to the Monaco Grand Prix, Tony Vandervell had entered two new Vanwall cars at the B.R.D.C. May Silverstone meeting, where Mike Hawthorn retired with a major oil leak and Ken Wharton, the former British hill climb champion, was lucky to escape with his life when his car crashed and was completely burnt out. Hawthorn, who like Vandervell was intensely patriotic, had been persuaded to break away from Ferrari after three seasons to drive the new car in 1955, but after retiring with mechanical trouble both at Monaco and Spa he asked to be released from his contract and returned to Scuderia Ferrari. So the $2\frac{1}{2}$-litre Vanwalls were driven at Aintree by Harry Schell and Wharton.

Mercedes-Benz sent four cars for Fangio, Moss, Kling and Taruffi to take on the three Ferrari 625s of Hawthorn, Castellotti and Trintignant and the four works Maseratis of Behra, Mieres, Musso and Simon. Privately-entered Maseratis were driven by Peter Collins, Roy Salvadori, Lance Macklin in Moss's own car which he had borrowed for the occasion, and the west countryman, Horace Gould, while the three light blue Gordinis were entrusted to Robert Manzon, Mike Sparken and the South American Nano da Silva Ramos.

Making his debut in the British Grand Prix was the Sydney-born greengrocer's son, Jack Brabham, who had recently arrived in Britain after numerous successes in Australia and was destined to become world champion driver in 1959, 1960 and 1966. Driving his own Cooper-Bristol 2.2-litre car which he had constructed himself at the Cooper works, Brabham greatly impressed the crowds with his dynamic tail-hanging style developed as an eminent dirt-track driver and national champion in his homeland. To their dismay he was forced to retire in his first world championship race with clutch and suspension problems, but he had already made his mark with an impressive display of natural talent.

Stirling Moss and Fangio were in complete control of the 90-lap, 270-mile race from start to finish and although Fangio twice took the lead, Moss had little trouble in getting past him again, so that the partisan crowd witnessed the thrilling spectacle of an English driver heading the British Grand Prix. In the

closing seconds of the race, Fangio appeared to be making a last-minute attempt to get past, or at least to make it a dead-heat, but Moss forged ahead to take the chequered flag by a car's length and give Mercedes-Benz their third consecutive grand prix victory. There are those who argue that Fangio was held back on team instructions from Alfred Neubauer in order to allow Stirling Moss to win his country's premier event, as he was already virtually certain of securing the world championship for the third time. But whatever was discussed behind the scenes between Neubauer, Fangio, Moss and the Mercedes-Benz hierarchy at Aintree could not possibly detract from the fact that Stirling Moss must now be considered as one of the world's greatest drivers.

The overall mastery of Moss and Fangio tended to obscure the fact that there was a motor race still going on behind them. The tall, grey-haired Kling, who looked more like a schoolmaster than a racing driver, held on to third place throughout the race, but Roberto Mieres stayed ahead of Taruffi until his Maserati broke a piston and retired in a cloud of smoke. Taruffi was also being given a hard time by the yellow-helmeted Luigi Musso, whose scarlet Maserati led the much older driver all round the sinuous circuit for many laps, before Taruffi squeezed through to give Mercedes-Benz a newsworthy 1–2–3–4 success.

Fangio went on to take the Italian Grand Prix at Monza from team-mate Taruffi, with Castellotti (Ferrari) third, Jean Behra (Maserati) fourth and the Maserati of yet another Argentinian, Carlos Menditeguy, who was also a polo-player of repute. In winning the Argentinian, Belgian, Dutch and Italian Grands Prix and placing second at Aintree, Fangio became undisputed world champion for the third time.

Almost as dramatically as they had come back to motor racing in 1954, Daimler-Benz A.G. at Stuttgart announced that they were withdrawing completely from grand prix and sports car racing and all rally events at the end of the 1955 season, leaving a somewhat surprised Fangio and Moss to look elsewhere for their drives in 1956. During the period of the Mercedes renaissance – from the French Grand Prix at Rheims on July 4, 1954 until their last performance at the Italian Grand Prix on September 11, 1955 – the silver cars competed in twelve world championship events and won nine of them, with the

spoils of victory going to Juan Manuel Fangio on eight occasions.

So, with Artur Keser's efficiently-managed press department returning to more mundane things in the field of production cars and development and the racing department enjoying a well-deserved rest, ended Mercedes mammoth onslaught to capture international honours and prestige. After their successes, it is not surprising that their Italian protagonists wished them 'ciao' from the bottom of their hearts, for in that same period of Teutonic supremacy only Scuderia Ferrari managed to score three victories and Maserati none at all.

Chapter Eleven

1956—Lancia-Ferrari 1-2

Probably the most significant feature of 1956, the third year of the 2½-litre formula, was that for the first time the younger generation of British drivers were proving that, given the right machinery, they were entirely capable of meeting the Italian and Argentinian aces on their own terms. For the first time the decline of foreign domination began to take effect, and both Cooper and Colin Chapman of Lotus Cars were rapidly developing their new 1,500 cc Formula 2 cars for the forthcoming season. Before long, these two British marques were to revolutionise grand prix racing.

There were seven world championship races held in 1956 and of these, Stirling Moss and Peter Collins won two each, with the other three going to Fangio. After winning the Belgian and the French Grands Prix in succession, Collins was actually leading the drivers' championship table and this young, blond extrovert who had started on 500 cc cars and graduated through the Aston Martin sports car racing team to Formula 1 racing found his peak form with Scuderia Ferrari. During the Grand Prix d'Europe and the Italian Grand Prix at Monza, Peter Collins

made one of the finest sporting gestures of all time. After Fangio had brought his Ferrari into the pits with deranged steering and seen his world championship hopes fade, his team-mate Musso was signalled to call into the pits to hand over. But when the Ferrari rolled to a stop, he refused to get out of the cockpit and roared back into the race, leaving the helmeted Fangio speechless on the pit-counter. Then Collins, who had been brought in for a tyre check leapt out of the Ferrari cockpit and with a quick grin at Fangio handed over his car enabling the maestro to score enough championship points to clinch the title for the fourth time.

Following the death of Alberto Ascari, the entire Lancia racing organisation was donated to Enzo Ferrari with all the cars, spares and equipment and a substantial subsidy, and these fine V8 machines were raced with many modifications as Lancia-Ferraris.

The ninth R.A.C. British Grand Prix, which moved back again to the Silverstone circuit, was held on July 14 over 101 laps, or 303 miles in all. It was the fifth grande épreuve of the season and in the four championship races held so far success had gone to the Fangio/Musso Lancia-Ferrari in Argentina, to the Stirling Moss Maserati at Monaco and the Peter Collins Lancia-Ferrari in both the Belgian Grand Prix at Spa and the French Grand Prix at Rheims. Moss had already won the non-championship Aintree 200 with his privately-entered Maserati and also the B.R.D.C./*Daily Express* International Trophy meeting at Silverstone, when he averaged 100.4 mph and gave the four-cylinder Vanwall its first victory. A B.R.M. driven by Mike Hawthorn had shown tremendous speed until its retirement after a dozen laps. Two B.R.M.s were entered for the Monaco Grand Prix through the picturesque streets of Monte Carlo, but were withdrawn after experiencing valve trouble in practice, and the cars were non-starters at Spa and Rheims. Although these brilliantly-conceived and temperamental cars showed considerable potential, their reliability over a grand prix distance was distinctly suspect.

There were 28 starters for the event, with full teams from B.R.M., Connaught, Lancia-Ferrari, Maserati and Vanwall, and independent entries of Cooper-Bristol, Emeryson, Gordini and Maserati. Juan Fangio, who had quickly been signed up by

Maranello on the withdrawal of Mercedes-Benz at the end of the previous season, headed the Ferrari team, supported by Peter Collins, Eugenio Castellotti and the Spanish nobleman, the Marquis 'Fon' de Portago. The strong Maserati contingent included Moss, Behra, Cesare Perdisa, M. Godia, Villoresi, Maglioli, Rosier, Salvadori, Bruce Halford, Jack Brabham and Horace Gould. The four-cylinder B.R.M.s were entrusted to Hawthorn, Scotsman Ron Flockart and young C.A.S. 'Tony' Brooks, the dental student from Weybridge, Surrey who had scored a sensational victory the previous year for Connaught in the Syracuse Grand Prix when he beat Luigi's Musso's Maserati.

The three dark green Vanwalls were driven by Harry Schell, Trintignant and Froilan Gonzales, whom Tony Vandervell had flown over from South America. It was a wasted journey however, for Pepe let in his clutch with a bang and the rear axle failed on the grid. The Connaught team was represented by the Ulsterman Desmond Titterington, Jack Fairman and Archie Scott-Brown, the diminutive Scotsman from Paisley who had come to the top in motor racing despite the handicap of having been born with a withered arm.

As the starter's flag fell tremendous cheering broke out, for it was Hawthorn's B.R.M. which shot into the lead, followed by Tony Brooks' similar car which had miraculously carved its way through from the third row of the grid, with Fangio, Schell, Castellotti, Salvadori and Collins bunched in pursuit. Although Flockhart's B.R.M. had already expired on the second lap with engine trouble, Hawthorn and Brooks were dominating the race, just as the Mercedes-Benz of Moss and Fangio had done the previous year. Although the two dark green cars still led on lap 10, Brooks was forced to give way to Stirling Moss shortly after. Then Hawthorn's leading B.R.M. slowed dramatically and, with many a backward glance at his suspension, the 'Farnham flier' motored slowly into the pits with a broken oil-seal. Brooks then stopped at Club corner to make a jury-rig for a misplaced throttle rod, and called into his pit to have it properly fixed. Suddenly after rejoining the race, a huge column of black smoke billowed into the sky from the direction of Abbey Curve where Brooks had crashed when his repaired throttle had jammed wide open. Luckily, he had been thrown clear as the car somersaulted

end over end, and he escaped with minor ankle injuries. The B.R.M. ended up as a charred and twisted hulk.

After Hawthorn's retirement Moss shot into the lead, followed at first by the Tolworth, Surrey, motor salesman Roy Salvadori, who was in top form with the Gilby-Maserati and then Fangio's Lancia-Ferrari. Gradually the triple world champion closed the gap on Moss in one of the finest duels ever witnessed at Silverstone and then flashed by as Moss's Maserati called into the pits to investigate ignition and finally lubrication maladies, which caused his eventual retirement out on the circuit. Collins, who had abandoned his own car and taken over de Portago's Lancia-Ferrari, stormed off after Fangio, but was a lap behind at the finish, and Fangio crossed the line after averaging 98.6 mph to score his first victory since the Argentine Grand Prix in January. Third was the plucky little Frenchman, Jean Behra (Maserati), who had occupied the same position in both the French and the Monaco Grands Prix and was second to Fangio at Buenos Aires.

Fangio went on to win the German Grand Prix at the Nürburgring and then shared the second-placed car in the Italian Grand Prix at Monza, thus securing the world championship for the fourth time overall and the third year in succession.

Chapter Twelve

1957—Vanwall for Great Britain

At the end of the 1956 season, the F.I.A. in Paris announced that, in order to qualify for points in the 1957 world championship series, it was necessary for drivers to complete a minimum of one-third of the overall race distance. Originally there were eight championship events scheduled – Argentina, Monaco, Belgium, Holland, France, Great Britain, Germany and Italy – but the programme was eventually amended, due to mounting antagonism between organisers and entrants concerning 'starting'

or 'appearance' money, which in French motor racing circles is known as the 'prime de départ'.

The scene had changed considerably in the decade of post-war motor racing and the sport had become big business. The days of the amateur driver, who trundled round in a non-competitive car for the love of the sport and with little thought or hope of ultimate victory, were virtually over. Naturally, there were – and are today – a small proportion of drivers who were prepared to enter their car in a world championship race for scant financial compensation, but in the main it was the factory-entered, or works teams which dictated their own terms. It takes a considerable amount of money to stage a world championship race and despite the injection of large cash sums from sponsors, such as newspapers, petrol and oil companies and other commercial concerns, the organising club has often found itself well in the red as the result. In 1957, the organisers of the Belgian Grand Prix at Spa-Francorchamps refused to meet the demands of both the Ferrari and Maserati teams, which caused the race to be cancelled and the organisers of the Dutch Grand Prix at Zandvoort were also forced to forfeit their application to run a grande épreuve. Following a holocaust during the Mille Miglia in May, when the Ferrari of Spaniard 'Fon' de Portago somersaulted into the crowd, killing him, his American passenger Ed Nelson and several spectators, the Italian Government had immediately banned several road racing events, including the Targa Florio in Sicily, the Messina 10-hours and the Dolomites Cup race, which was a 195-mile thrash round the mountains starting and finishing at Cortina d'Ampezzo. After much persuasion, the organisers of the Pescara Grand Prix were able to obtain F.I.A. sanction for their event on August 18 to be classified as a world championship event, and so it became the sixth of the seven grands prix of the season.

Signor Enzo Ferrari had hoped to sign Juan Manuel Fangio again for the 1957 season, but the Argentinian decided to return to Maserati, for whom he had driven in 1953 and the early part of 1954 until his first drive with Mercedes-Benz in the French Grand Prix. The Maserati directors were delighted to have the four-times world champion back in fold, and Fangio made a strong request for his friend and compatriot Carlos 'Charley'

Menditeguy to join the Maserati team with him. His request was granted.

Stirling Moss, who despite his numerous successes had never been world champion – and this honour was destined to elude him throughout his distinguished career – signed for Vanwall after declining a drive with Connaught, and he was joined in the all-British team by the talented Tony Brooks. Ferrari came up with the impressive quartet of Peter Collins, Mike Hawthorn, Eugenio Castellotti and Luigi Musso, whose inter-team rivalry and jealousy was at times more like that of a travelling concert party than a grand prix team. In addition to his Formula 1 drivers, Enzo Ferrari signed de Portago, who placed fifth with Froilan Gonzales in the Argentine, the Belgian Olivier Gendebien and the Californian, Phil Hill for sports car events. In addition to Fangio and Menditeguy, Officine Maserati signed Harry Schell and Jean Behra, while Connaughts took on Archie Scott-Brown and the two 500 cc drivers Ivor Bueb and Stuart Lewis-Evans.

The 1957 season opened with the Argentine Grand Prix on January 13, where Maserati scored a 1–2–3–4 victory, with Fangio heading team-mates Behra, Menditeguy and Schell. At Monaco four months later, Fangio won again, with Tony Brooks scoring a brilliant second place for Vanwall from the bespectacled American from Kansas City, Missouri, Masten Gregory (Maserati) and Stuart Lewis-Evan's Connaught. Fangio completed his hat-trick of the season to date by winning the French Grand Prix at Rouen-Essarts, from the Ferraris of Musso, Collins and Hawthorn and Schell's Maserati.

The 17th Grand Prix d'Europe and the Tenth R.A.C. British Grand Prix, held on July 20, moved back north to Aintree for the second time. Race distance was 90 laps of the three-mile circuit, 270 miles in all. Despite heavy rain in the morning which threatened to flood the circuit entirely, conditions improved later and by the time of the 2.30 p.m. start the track had dried out completely. Although the number of cars competing was less than in previous years, the eighteen drivers present were of the highest calibre. Stirling Moss although still suffering from a painful sinus infection which had caused him to miss the French Grand Prix, was in pole position in the dark green Vanwall, with Jean Behra (Maserati) on his right and Tony Brooks making

up the front row. Brooks insisted on driving the Vanwall at Aintree, but was still in pain from leg injuries received when his Aston Martin crashed at Le Mans. Fangio, who appeared off-form, shared the second row with Hawthorn's Lancia-Ferrari, and Harry Schell's Maserati was sandwiched on the third row between Stuart Lewis-Evans and Collins (Lancia-Ferrari). The two similar cars of Trintignant and Musso made up row four, and behind them were the rest of the field including the B.R.M.s of Jack Fairman and Les Leston, the Maseratis of the Swedish champion, bearded Jo Bonnier and Ivor Bueb, and the Cooper-Bristol of Bob Gerard, who was still motoring as impeccably as ever. Also entered were two of the new Formula 1 Coopers for Jack Brabham and Roy Salvadori. Brabham had given the 1.9-litre rear-engined car its first outing at Monaco, and had staggered the opposition by holding third place behind Fangio and Brooks in the latter part of the race, thanks to the cars low weight and excellent road-holding.

All 18 cars got away to a perfect start with a crescendo of noise and a haze of smoke and rubber dust, and at first it was the black and white chequered helmeted Jean Behra who shot into the lead past the grandstands, but at the end of the opening lap it was the Vanwalls of Moss and Brooks in first and third places which brought the crowd to its feet. But, just as Stirling started to increase the gap between himself and Behra, the Vanwall slowed and came into the pits to take over Brooks's car, which dropped him down to ninth place. Determined as ever, Moss shot back into the race to take up the seemingly impossible task of overhauling Behra and Hawthorn. At 60 laps, with thirty still to go, Behra was nearly 20 seconds clear of Hawthorn, with Moss already up to third place, followed by his team-mate Lewis-Evans. Then, the whole aspect of the race altered dramatically, for the clutch on Jean Behra's Maserati disintegrated completely just before Tatts Corner, causing Hawthorn to brake violently and allowing the Vanwalls of Moss and Lewis-Evans to sweep into the lead. The murmur of excitement had hardly died, when Mike Hawthorn's Ferrari came limping round Tatts Corner before the pits with the tyre on its rim, having picked up a piece of metal from Behra's burst clutch, which caused him an unscheduled stop. Stuart Lewis-Evans

stopped on the circuit to make a jury-rig to his Vanwall's throttle and then suddenly, it was all over. Stirling Moss took the chequered flag to win the British Grand Prix for the second time and to give the Vanwall marque its first victory in a grande épreuve, ably aided and abetted by Tony Brooks, who had played a major role in the team's victory by keeping his own car running although in great pain himself.

The Lancia-Ferraris of Musso, Hawthorn and Trintignant took the next three places, and Roy Salvadori's Cooper raised British hopes for the future by finishing fifth after pushing the car across the line with a broken gear-box.

The great Fangio won the German Grand Prix or August 4 and placed second in both the Pescara and the Italian Grands Prix to secure the world championship for the fifth time and the fourth year in succession. His win at the Nürburgring was his 24th in a grande épreuve since 1950 and was, in fact, to be his final grand prix victory before his retirement after finishing fourth in the French Grand Prix at Rheims on July 6, 1958.

Only the late Jim Clark, who scored 25 grand prix wins, has surpassed this incredible record to date.

Chapter Thirteen

1958—Collins: 'Mon Ami, Mate'

If the three successes of the Vanwall car in 1957 in the British, Pescara and Italian Grands Prix had proved that at last Great Britain had a grand prix car capable of beating the Ferraris and Maseratis, then the 1958 season was to be a truly historic one. Two different makes of British car between them won eight of the ten world championship events, and three British drivers took the first three places in the championship table. And British cars won both the Formula 1 and Formula 2 Manufacturers' championship.

Tragically, motor racing continued to exact its toll in human lives, and during the season ahead three of the contemporary top grand prix aces, Luigi Musso, Peter Collins and Stuart Lewis-Evans, together with the former grand prix driver, Peter Whitehead, were killed or died from injuries sustained racing, while Archie Scott-Brown was killed in a sports car event at Spa-Francorchamps. Fangio decided to hang up his helmet in July and Mike Hawthorn, who succeeded him as world champion in 1958, also retired at the end of the year, partly as the result of a great feeling of loss for his friend and team-mate Peter Collins, whom Hawthorn called 'Mon ami, mate'. Three months later, Hawthorn was himself killed in a road accident on the Guildford bypass in Surrey.

This too was the year, it will be remembered, that the formula for 2½-litre unsupercharged cars which had been introduced in 1954 was amended, barring the use of alcohol, methanol and nitro-methane type fuels, and only 100–130 octane aircraft fuel or 'Avgas' was allowed.

Prior to the opening of the 1958 came the shock announcement from Maseratis that, due to serious financial problems, they were withdrawing completely from racing, although Marcello Giambertone, Fangio's manager, purchased two cars for the five-times world champion and Menditeguy. First round in the championship series was the Argentine Grand Prix at Buenos Aires, which was again run as part of the 'Temporada' festival. But there was considerable confusion concerning the issue of regulations and the extent of the cash funds available to stage the race, and the Royal Automobile Club protested to the F.I.A., demanding that it should not receive championship status.

The incongruous reply to this protest was that, as there was no meeting of the C.S.I. of the F.I.A. before the scheduled starting date, it would be better to hold the race first and decide afterwards. Scuderia Ferrari were present in full strength with cars for Hawthorn, Collins and Musso, and a new Formula 1 recruit, Count Wolfgang Berghe von Trips. This tall, fair-haired German nobleman, the son of wealthy landowners and whose birthplace was Horrem Castle, near Cologne, was soon to become a driver of the highest calibre and winner of the British Grand Prix in 1961. The race resulted in a sensational victory for Great

Britain, when Stirling Moss flashed across the line in Rob Walker's dark blue Cooper-Climax less than three seconds ahead of Musso's Ferrari and Hawthorn's similar car.

European faces were even longer, when Frenchman Maurice Trintignant scored a follow-up victory in the Rob Walker Cooper at Monaco four months later from the Ferraris of Musso and Collins, with Australian Jack Brabham scoring his first-ever championship points in another Cooper ahead of Harry Schell's B.R.M. Stirling Moss scored his second of four grand prix victories that season by winning the Dutch Grand Prix in his Vanwall from the B.R.M.s of Schell and Behra. Another English newcomer to the grand prix scene, Cliff Allison from Brough, Westmorland, scored an encouraging sixth place in the new Formula 1 Lotus.

Tony Brooks gave Vanwall its second victory of the season in the Grand Prix d'Europe and the Belgian Grand Prix at Spa with Hawthorn second and then on July 6, Hawthorn struck back for Ferrari by winning the French Grand Prix at Rheims, ahead of Moss, von Trips (who by now was nicknamed 'Taffy') and Juan Manuel Fangio, who placed fourth in his last grand prix. So ended, at the age of 47 the spectacular motor racing career of one of the most incredible racing drivers of all time. The winner of 24 world championship races and holder of the world title on no less than five occasions, finally gave up the sport which had brought him fame and fortune and countless friends around the world.

The Eleventh R.A.C. British Grand Prix, which was held on Saturday, July 19, had again moved south to the Silverstone circuit. Race distance was reduced to 75 laps, 218 miles in all. Scuderia Ferrari were anxious to repeat their victory of 1956 on the same circuit, and produced a trio of V6 cars for Collins, Hawthorn and von Trips, who became a regular team driver after the death of Luigi Musso at Rheims, to take on the Vanwalls of Moss, Brooks and Lewis-Evans. Two B.R.M.s were entered for Behra and Schell, and Connaughts were handled by Jack Fairman and Ivor Bueb. The three works-entered, rear-engined Coopers were given to Salvadori, Brabham and Ian Burgess, and there were also three Lotus-Climax cars for Cliff Allison, Alan Stacey and London's Graham Hill, who had made his world champion-

ship debut in the Monaco Grand Prix and was to become world champion in 1962 and 1968. Making up the field were three privately-entered Maseratis for Bonnier, Gerini and the Texan, Carroll Shelby, racing in his customary blue-and-white bibbed carpenter's overalls.

As Mike Hawthorn and Stirling Moss were engaged in a thrilling battle for the championship honours, the British Grand Prix created considerable interest, and although the winner of the title was still anyone's guess, the majority of the pundits were tipping Hawthorn as the first British champion. Although Moss set fastest lap in practice and was in pole position, Peter Collins had won for Ferrari on the same circuit in the B.R.D.C. International Trophy in May and was definitely the dark horse in practice, for he didn't appear to be trying too hard.

It was Moss who got away to a perfect start and led for the first few hundred yards, then Collins slammed past in the scarlet Ferrari to take control of the race, with Moss, Hawthorn. Schell and Brooks baying at his heels. Right from the start, it was obvious that Collins had been given strict instructions to force the pace and break up the Vanwall challenge, and by twenty laps his race average was more than 102 mph. Moss was pressing him hard, and Hawthorn was playing a waiting game in the second Ferrari, when Moss suddenly drove into the pits to retire the Vanwall with engine failure, leaving the Ferraris in an undisputed lead. Jean Behra, who throughout his career always seemed more than a trifle accident-prone ran into a large hare at speed in his B.R.M., and the car was retired at the pits with erratic steering. It was later found out that it wasn't suspension failure as he had reported, but a slowly deflating tyre caused by a fragment of hare bone which had been rammed through the outer cover.

Roy Salvadori, who was driving another fine race in the Cooper, moved up into third spot, ahead of Lewis-Evans, von Trips and Schell, but was unable to get on terms with Hawthorn. The Ferrari pit was a model of discipline and efficiency, and both Collins and Hawthorn were obeying their pit signals implicitly, in order to conserve their cars which were using a lot of oil. After 2 hours and 9 minutes of racing Peter Collins crossed the line to score his third grand prix victory, with Hawthorn second

and Salvadori third. Hawthorn also set fastest lap to give him a total of 30 points in the drivers' championship, with Moss on 23 points. Fifteen days later, Collins crashed in the German Grand Prix in full view of Hawthorn's Farrari and died from his injuries in hospital.

For Hawthorn, the zest for grand prix racing had gone, and although he scored enough championship points to secure the title by finishing second in the Portugese, the Italian and the Moroccan Grands Prix, for him it was a hollow victory.

Chapter Fourteen

1959—Cooper-Climax

From the moment that Jack Brabham arrived in Britain in the spring of 1955 and made his English race debut at Goodwood in the ex-Peter-Whitehead Cooper-Alta, the quietly-spoken Australian impressed the experts with his serious approach to motor sport and his undoubted talent at the wheel. Although he didn't win too often in the early days of 1956 and 1957 in his first years with the Cooper team, Jack is a shrewd operator, and he was learning from the opposition all the time. In 1958 he started to find his true form, winning the New Zealand Grand Prix, sharing the winning Aston Martin with Moss in the Nürburgring 1,000 kilometres sports car race, the Lavant Cup at Goodwood and also the Autocar Formula 2 championship.

But 1959 was to be the turning point in Jack Brabham's career, for he blossomed into becoming one of the really great grand prix drivers. He won the drivers' world championship for the first of three times and brought the Manufacturers' championship to the small Cooper concern at Surbiton. Driving in his own characteristic dirt-track style, the sun-tanned Sydneysider won the Monaco and the British Grands Prix, was second in the Dutch Grand Prix to the Swede Jo Bonnier's B.R.M., and third

in the French Grand Prix at Rheims, after a truly heroic drive against the scarlet Ferraris of Tony Brooks and Phil Hill.

He escaped without injury in the Portugese Grand Prix on the Monsanto circuit when his Cooper's front wheel was clipped by the rear wheel of the young Portugese driver Mario Cabral's car in a bend, causing the Cooper to smash into a telegraph pole at around 80 mph, and then cartwheel down the road. Luckily, Brabham was thrown clear and landed in a heap in the centre of the track, dazed and shaken, but unharmed. Then suddenly, his American team-mate Masten Gregory flashed round the corner, to find the road blocked, with the prostrate Brabham, the wrecked Cooper and lengths of telephone wire all lying across the road. Thinking in the split-second at his disposal that the telephone wires were overhead high-voltage power lines, Gregory lifted his feet from the Cooper's metal pedals and steered round the obstacle with his finger tips merely resting on the wooden fillets of the steering wheel.

In 1959, British and Commonwealth drivers were dominating the grand prix scene with Brabham, Moss, Brooks and McLaren being the most successful. Brabham won the Monaco and British Grands Prix, Moss won the Portuguese and the Italian Grands Prix, Tony Brooks the French and the German Grands Prix, the latter on the notoriously-dangerous Avus circuit, Berlin, where his Ferrari screamed round the 5.2-mile banked and cobbled circuit at an average of 143 mph. Finally Bruce McLaren scored his first grand prix victory, in the United States Grand Prix at Sebring.

Despite the fact that no works Ferraris arrived for the Twelfth British Grand Prix at Aintree on July 18 – due to more industrial dispute in Italy – there was a strong field of 24 cars invited by the B.A.R.C. under its genial secretary John Morgan. As Brooks had no Ferrari to drive he was able to borrow a Vanwall from Tony Vandervell, and Moss was driving one of the pale green B.R.P.-B.R.M.s. The three works B.R.M.s were entrusted to Harry Schell, Jo Bonnier and the Scotsman Ron Flockhart, and the two Aston Martins entered by David Brown under the efficient team management of John Wyer were driven by Roy Salvadori and the Texan, Carroll Shelby.

The three works Coopers of Brabham, Masten Gregory and Bruce McLaren looked impressive in practice, although rather

wild under heavy braking, and Brabham took pole position on the grid, with Salvadori's Aston Martin and Harry Schell's B.R.M. on his outside. Masten Gregory shared the second row with Maurice Trintignant's Rob Walker Cooper-Climax, and the third row consisted of McLaren (Cooper), Moss (B.R.M.) and Carroll Shelby (Aston Martin). Fastest of the Formula 2 cars was the Cooper-Borgward of the fast-rising star Chris Bristow, who was alongside Brooks' Vanwall and Ivor Bueb's Cooper-Borgward on the seventh row.

Just before the start Team Lotus substituted Alan Stacey for Innes Ireland, who was still recovering from an accident at Rouen. Weather conditions were warm and dry as the field streamed away from the grid, with Brabham's dark green Cooper out in front. As they poured out of Tatt's at the end of lap one, it was Brabham, Schell, Bonnier and Gregory, with Salvadori's Aston Martin already in trouble and Moss carving his way through the field after an indifferent start. At the end of ten meteoric laps, Stirling Moss had already forced his way up to second place some thirteen seconds behind Brabham, Brooks' Vanwall was in the pits with persistent misfiring and Salvadori and Graham Hill (Lotus-Climax) were having a big scrap down the field. A few laps later Schell and Trintignant were fighting for third place, until young Bruce McLaren nipped past both of them in his Cooper.

As the race progressed, Jack Brabham drove on relentlessly towards the chequered flag and at forty laps he led from Moss, McLaren, Schell, Trintignant, Gregory, Salvadori, Flockhart, Shelby, Hill, Stacey and Bristow, and fifteen laps later Brabham was fifty seconds ahead of Moss. Retirements came thick and fast; Flockhart retired when he spun and stalled the B.R.M., and the German former pastry chef and contemporary night club owner, Hans Hermann, went out with a locked gearbox on his Cooper-Maserati. With Brabham out on his own as the remaining laps reeled off, Stirling Moss made an unscheduled pit stop to take on five gallons of fuel. When he tried to restart the engine it wouldn't fire, and he lost valuable seconds while the correct fuel taps were sorted out by the mechanics. While the B.R.M. was still stationary, Bruce McLaren flashed by into a short-lived second place with Moss rapidly closing the gap and then over-hauling him. McLaren tried desperately on the last lap to over-

take Stirling and they were side by side most of the way, but there was no room for the New Zealander to get by between the right-handed Tatt's and the finish line.

Jack Brabham went on to win his second grande épreuve and his second of the 1959, finishing the season with a fine third place in the Italian Grand Prix behind Moss's Cooper and Phil Hill's Ferrari, and becoming a world champion for the first time.

Chapter Fifteen

1960–Brabham Again

Despite strong protests from the British motor racing fraternity, the F.I.A. stuck to its original decision which had been made two years previously to alter the formula at the end of the 1960 racing season, whereby Formula 2 was once again to be upgraded to Formula 1. The idea was an attempt to reduce the rapidly-increasing speed of grand prix cars, which were causing the organisers considerable headaches from a safety viewpoint and to halt the trend towards lighter cars. Under pressure, the F.I.A. agreed to meet the manufacturers' demands and reduce the minimum weight limit from 1,120 pounds to 992 pounds.

Although the F.I.A. was adamant that the amendments would be enforced in 1961, the majority of British manufacturers and designers were hopeful that the formula would continue unchanged, although it had been in operation since 1954. They therefore continued with their policy of concentrating on $2\frac{1}{2}$-litre power units and were inclined to ignore the writing on the wall for the smaller, 1,500 cc engines which it was known that continental companies such as Ferrari and Porsche were developing, with the Italians concentrating on V6 conventional engine and the Germans on an air-cooled, horizontally-opposed, four-cylinder unit. Although the British Cooper and Lotus marques were to

dominate grand prix racing in 1960 and the Italians were temporarily out of the picture, the balance was to swing back to Scuderia Ferrari in 1961, when the new 1½-litre formula was introduced.

There were nine championship races on the calendar of grande épreuves for 1960, the Argentinian, the Monaco, the Dutch, the Belgian, the French, the British, the Portugese, the Italian (also the European G.P.) and the United States Grands Prix, which resulted in plenty of shock surprises.

The first of these came at the Argentine Grand Prix at Buenos Aires on February 6, when the young Auckland-born New Zealander, Bruce McLaren, who had already won the last round of the 1959 season at the United States Grand Prix at Sebring, Florida, brought his Cooper home ahead of Cliff Allison's Ferrari. At Monaco, Stirling Moss had a fine win in Rob Walker's Lotus over McLaren's Cooper and Phil Hill's Ferrari, and at Zandvoort, Jack Brabham scored the first of his five consecutive grand prix victories for Cooper, from Innes Ireland's Lotus and Graham Hill, who had switched to B.R.M. after two frustrating seasons with Lotus. Coopers scored a 1–2–3 victory in the Belgian Grand Prix at Spa on June 19, when the Surbiton cars were headed home by Brabham, ahead of McLaren and Olivier Gendebien. Then, at Rheims on July 3, Jack Brabham proved that he was a worthy world champion by holding off a stern Ferrari challenge from von Trips and Phil Hill, and beating Gendebien's Yeoman-Credit Cooper-Climax across the line ahead of McLaren in the second works Cooper and Henry Taylor in the second Yeoman-Credit car.

The Thirteenth R.A.C. British Grand Prix was back at Silverstone again, and was held on July 16 over 77 laps, 224 miles in all. The front row of the grid was occupied by Brabham's Cooper, Graham Hill (B.R.M.), Bruce McLaren (Cooper) and Jo Bonnier (B.R.M.), while American Dan Gurney was in the second row with the third Owen Racing Organisation B.R.M. between Ireland's Lotus and the von Trips Ferrari. American Chuck Daigh had abandoned his Scarab, which was first seen at Monaco, for the third Cooper works car. Team Lotus was made up by two more cars for Jim Clark and John Surtees, and there were three Cooper-Climaxes for Yeoman-Credit team members Tony

Brooks, Gendebien and Henry Taylor. Scuderia Centro-Sud had prepared two Cooper-Maseratis for Masten Gregory and Ian Burgess, and two Cooper-Ferraris were entered by Scuderia Eugenio Castellotti for Giorgio Scarlatti and Munaron. Salvadori and Maurice Trintignant drove the two David Brown Aston Martins which had been introduced in 1959, Trintignant eventually placing eleventh and Salvadori retiring. Among the other starters driving as independents were Keith Greene, Jack Fairman, the Belgian Lucien Bianchi, Brian Naylor and David Piper.

The race was held in ideal weather, and a surprise last-minute arrival at the circuit by helicopter to act as official starter was Stirling Moss, who was recovering from serious leg injuries suffered when his Lotus crashed while practising for the Belgian Grand Prix the month before. Stirling got the field away to a perfect start, although Hill's B.R.M., stalled on the line and was nudged gently in the rear by Brooks's Cooper, which caused Graham to get away last. This start-line incident was to have a dramatic effect on the whole race, for as Jack Brabham consolidated his lead in the Cooper, Graham Hill set about one of the finest drives in his entire career. At the end of the first lap he was placed twenty-fourth and three laps later had already moved up to eleventh. By Lap 20 the grim-faced Hill was lying sixth and on Lap 31 he took over fourth place, when Jim Clark's Lotus suddenly slowed. There was no holding Hill now and he rocketed past Innes Ireland on Lap 37 to take up second place only five seconds behind the wily Australian Brabham, who was being kept fully advised of the approaching danger by the Cooper pit. For lap after lap, Hill closed the gap gradually, and tried to pass for the first time on Lap 53 but was thwarted. On the next lap they were side by side, and on Lap 55, Hill swept into the lead, with John Surtees now up in third place. Gradually Hill began pulling away from Brabham and it seemed that he had got the race in the bag, when, suddenly, disaster struck for B.R.M. As Graham sped through Woodcote he came up behind the two Ferraris of von Trips and Phil Hill in line ahead, and the Italian cars led him towards Copse Corner. As he entered Copse, with Brabham right behind him, Hill tried to get past both Ferraris at an impossible speed, spun violently and smacked heavily into

the ditch. Hill was out of the race, only six laps short of almost certain victory, and Brabham went on to score his fourth consecutive grand prix win. John Surtees scored a remarkable second place in only his second grande épreuve, and Innes Ireland was third in the second Team Lotus car.

Jack Brabham went on to win the Portugese Grand Prix to make it five in a row, and was placed fourth in the United States Grand Prix at Riverside Raceway, California, to win the drivers' world championship for the second year in succession.

Chapter Sixteen

1961 – Prancing Horse Strikes Back

With the end of the 1960 racing season, came the end of the $2\frac{1}{2}$-litre Formula 1 after a period of seven exciting years – a period which had produced some of the finest motor racing ever seen. How for the next four years, it was to be the turn of the new $1\frac{1}{2}$-litre grand prix formula, which allowed a minimum engine capacity of 1,301 cc and a maximum of 1,500 cc unsupercharged, running on commercial fuel as defined by the F.I.A. The minimum weight without ballast was 992 pounds (450 kilograms) including coolant and oil, but excluding fuel. A self-starter which was operated from the driving seat was obligatory as was a cut-off switch to the battery which was an additional fire-precaution to the standard bulkhead between the engine and the driver. A metal safety-hoop, or roll-bar which was higher than the driver's head to protect him if the car should turn over was obligatory, and no form of covering on the wheels was allowed.

During the season, a total of eight world championship events were held, the Monaco, Dutch, Belgian, French, British, German (and European G.P.), Italian and United States Grands Prix and at least three of these will be remembered as classic races

which will go down in motor racing history. During the 1960 season an entirely new rear-engined Formula 2 Ferrari single-seater had been raced and this was the prototype of the 1961 Formula 1 car, which was to be raced with outstanding success with a new 120-degree V6 engine. In addition to the three regular team drivers, Phil Hill, von Trips and Californian Richie Ginther, Signor Ferrari agreed to make a car fitted with the less powerful 60-degree power unit available to an association of Italian motor sporting clubs known as F.I.S.A., with the intention of producing a number of talented youngsters as raw material for the factory team. Ferrari's advance planning of his cars for the new formula was to pay handsome dividends in 1961, and most British entrants were left trailing sadly in the power race.

In 1959 and 1960 the Cooper works team had won both the drivers' world championship and the Manufacturers' championship, but Jack Brabham and Bruce McLaren were to have a far less happy time in 1961. As it had been decided not to design new cars until such time as the latest Coventry-Climax V8 engines were available, the cars that appeared on the grid were basically 1960 models with minor alterations. Even when the first of the new units was received in time for Brabham to use it in the German Grand Prix in August and in subsequent events it proved promising but unreliable.

B.R.M.s at Bourne were in no better shape than the Coopers, and had to rely on the four-cylinder Coventry-Climax engines until their own V8 was developed. Graham Hill remained with the team and had as his partner Tony Brooks, who had only had a few drives with Yeoman-Credit in 1960, because he was taking important dental examinations at that time. Neither was to have a successful season, for although the cars had excellent road-holding they lacked power and reliability. Colin Chapman of Team Lotus produced an entirely new Lotus 21 Formula 1 car, and team drivers were Jim Clark and Innes Ireland, until Ireland crashed at Monaco and was replaced for Zandvoort by Sheffield-born Trevor Taylor, who eventually shared the British Formula Junior championship with Clark that year.

Porsche, the German newcomers to the European scene, were another team hampered by lack of power, for the promised flat-eight engine was seriously delayed during development and they

were forced to fall back on the older flat-four unit. Dan Gurney managed to score three second places at Rheims, Monza and Watkins Glen, while his Swedish team-mate Jo Bonnier could do no better than score one fifth and one sixth place. The finance house, Yeoman-Credit, entered two Coopers for John Surtees and Roy Salvadori, while its business rivals U.D.T.-Laystall entered a couple of cars, without much success, for regular team drivers Cliff Allison and Henry Taylor, and also gave occasional drives to Stirling Moss, Lucien Bianchi, Masten Gregory and Olivier Gendebien.

Although the works teams continued to provide the majority of runners in the grande épreuves, there were of course several independent entrants who competed regularly. Most important of these was Rob Walker from Dorking, Surrey, who again was happy to have Stirling Moss driving for him. Two cars were prepared under the personal supervision of the talented mechanic Alf Francis, a 1960 Lotus 18 and a 1961 Cooper-Climax. After using both cars in practice at Monaco, Stirling decided that he preferred the Lotus, and immediately scored a sensational victory by beating Richie Ginther's 120-degree engined Ferrari round the houses of Monte Carlo after a race-long battle.

The French veteran, Maurice Trintignant, never regained his previous glory at the wheel of the Scuderia Serenissima Cooper-Maserati – largely due to being saddled with uncompetitive machinery. Count Carel Godin de Beaufort, the towering blond Dutchman, who invariably drove in his stockinged feet, had developed into a capable Porsche driver and an impressive newcomer was the wiry little Welshman, Jack Lewis, in a Cooper-Climax, prepared at his garage in Stroud, which he drove with considerable verve. He later purchased an ex-works B.R.M. The Scuderia Centro-Sud entered a Cooper-Maserati for the fast-rising Italian Lorenzo Bandini, which was to lead him to a permanent drive with Ferrari, and two other drivers of note were the Swiss Formula Junior driver, Michael May, and the English hill climb expert Tony Marsh, who started with his own Lotus and later switched to a B.R.M.

After Moss's shock win for Walker at Monaco, from the Ferraris of Ginther and Phil Hill, von Trips levelled the score by winning for Ferrari at Zandvoort from team-mate Hill and

1938 – Manfred von Brauchitsch, after placing second at Donington

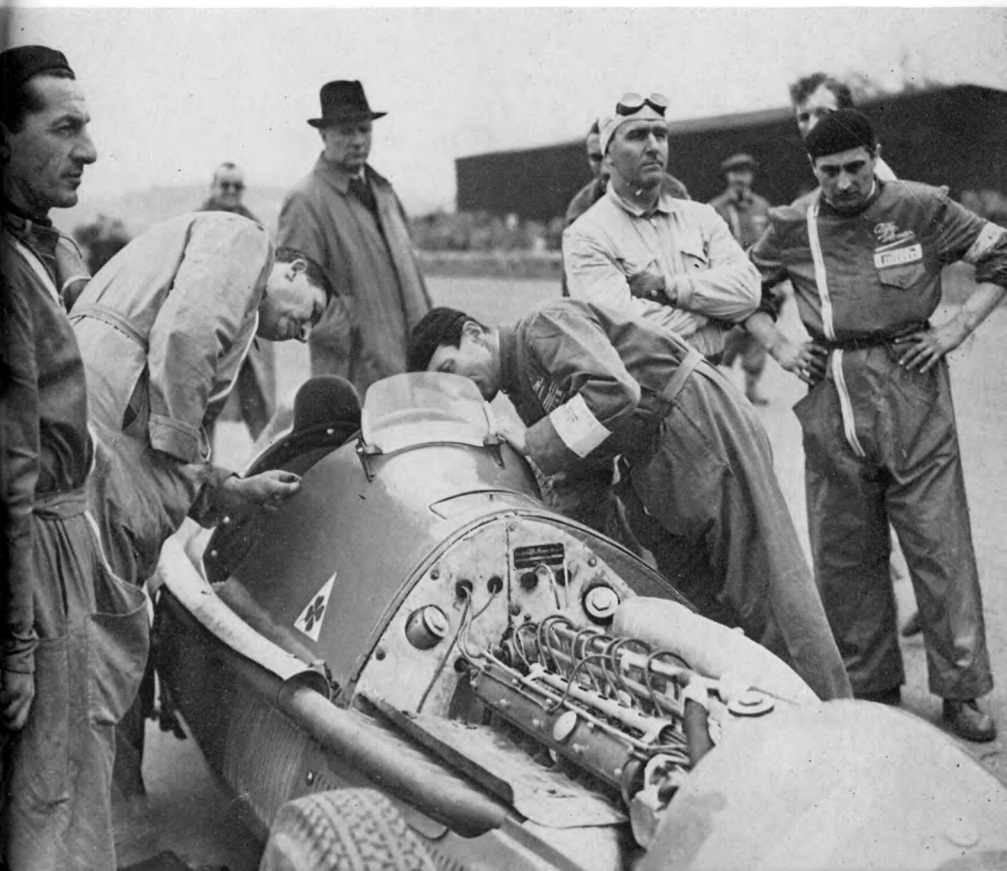
The Duke of Kent (centre) talks to Nazi official Obergruppenführer Huhnlein (light overcoat) before the start of the 1938 R.A.C. Grand Prix. Standing aside (second left), Mercedes team driver Richard Seaman

Tazio Nuvolari, winner of the 1938 R.A.C. Grand Prix at Donington

1948 – Philippe Etancelin in his Talbot at Silverstone

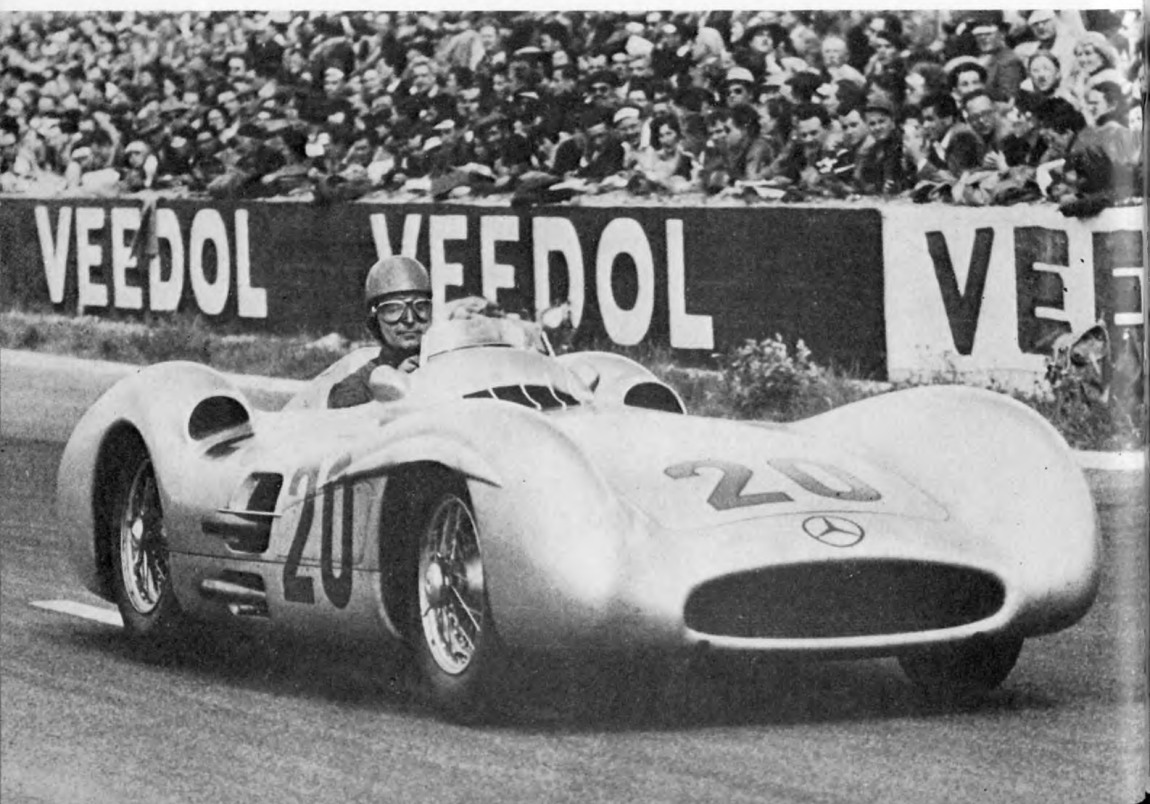
1949 – veteran Monagasque driver Louis Chiron, in customary blue knitted cap

1950 – World champion Nino Farina waits with arms folded as his Alfa-Romeo is worked on in the pits. Standing behind (dark hat), world water speed record holder John Cobb



Argentinians (left to right) Onofre Marimon, Froilan Gonzales and Juan Fangio at Silverstone, 1953

The 1954 Mercedes, Karl Kling driving



Stirling Moss and Fangio – first and second in the 1955 Grand Prix at Aintree, after a thrilling duel

Eugenio Castellotti in the 1956 sports Ferrari

Luigi Musso in the sports Ferrari at Sebring, 1956

Aintree 1961 – Moss was forced to retire his Lotus

1961 Winner at Aintree, Wolfgang von Trips

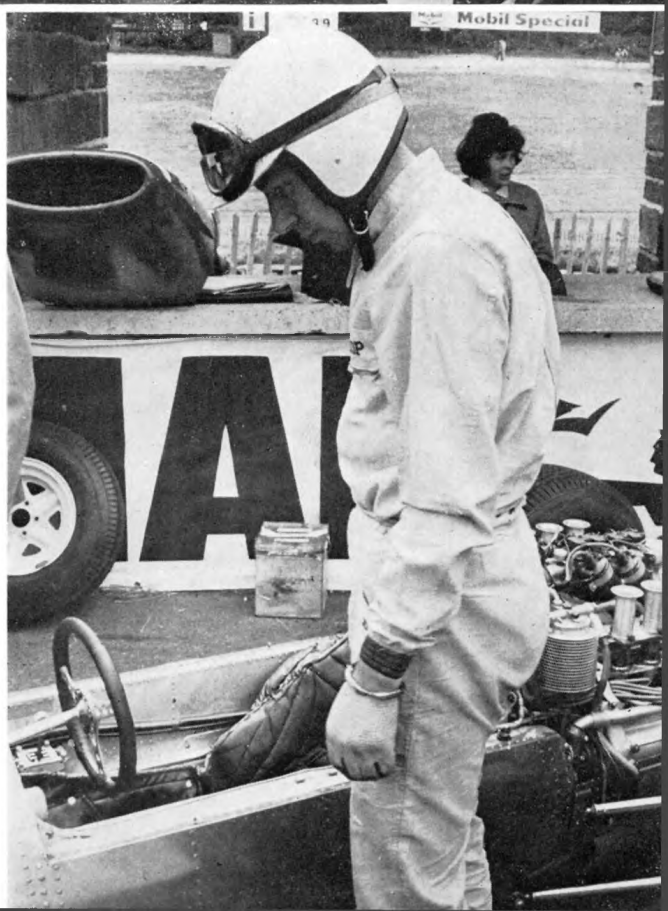
The 1957 Grand Prix at Aintree. Actor Stanley Baker (left) chats with drivers Peter Collins (centre) and Les Leston (right)

Start of the 1961 Grand Prix at Aintree

Jacky Ickx, the young Belgian star now with Ferrari, in his early days

1964 – Runner-up Phil Hill takes refreshment while Bruce McLaren sits on pit counter

1963 – one year that Jim Clark *didn't* win



In a reflective mood at Brands Hatch, 1964 third-placer John Surtees

1965 – Clark and Spence at Silverstone

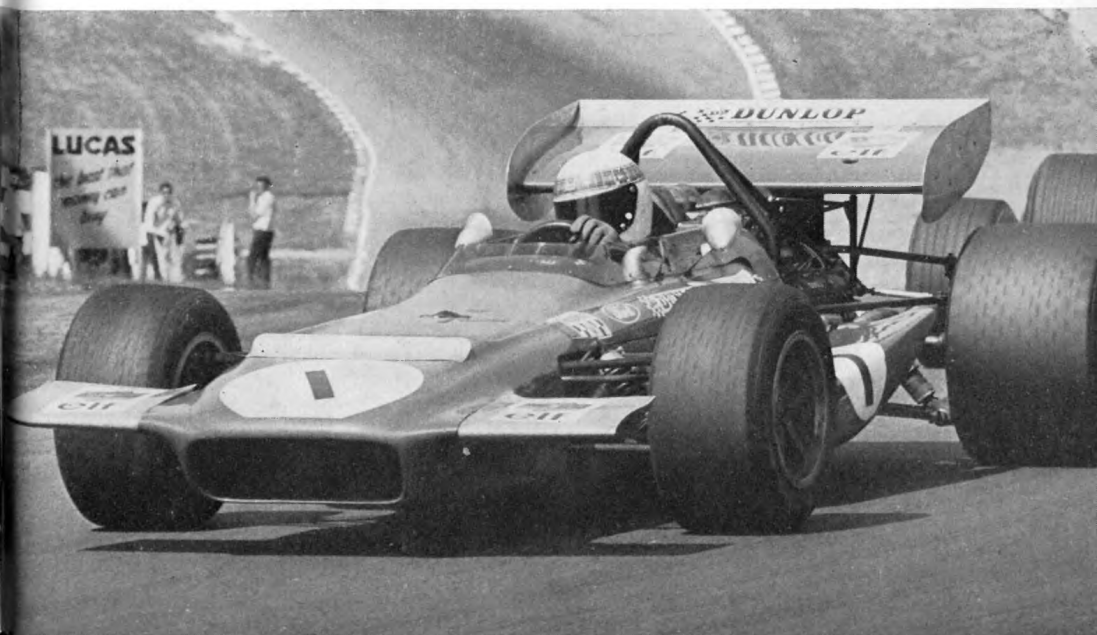
A snack and signing session for New Zealanders Hulme and McLaren

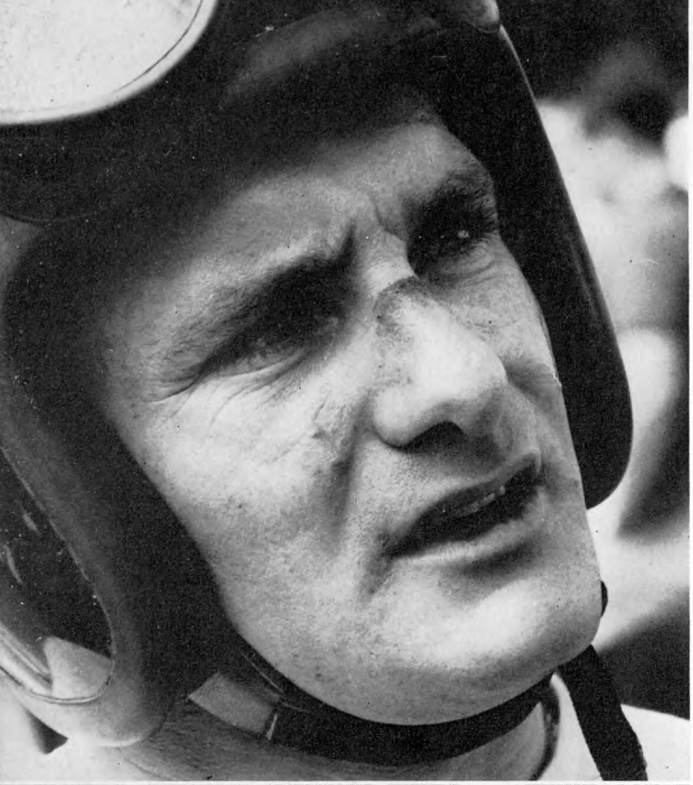
Dick Jeffrey, Dunlop's racing manager talks to Jackie Stewart at Brands Hatch, 1970

John Surtees at the wheel of his Surtees TS7. Looking on are Rob Walker and Norman Bingham, Brooke Bond Oxo marketing director

Francois Cevert, British Grand Prix 1970

Brands Hatch 1970 – Jackie Stewart in action

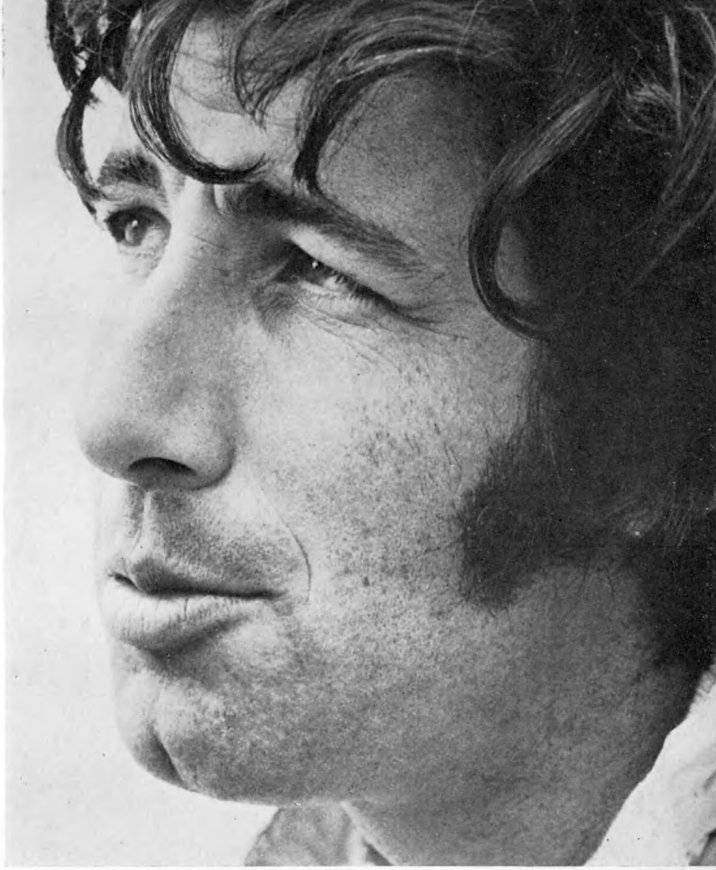




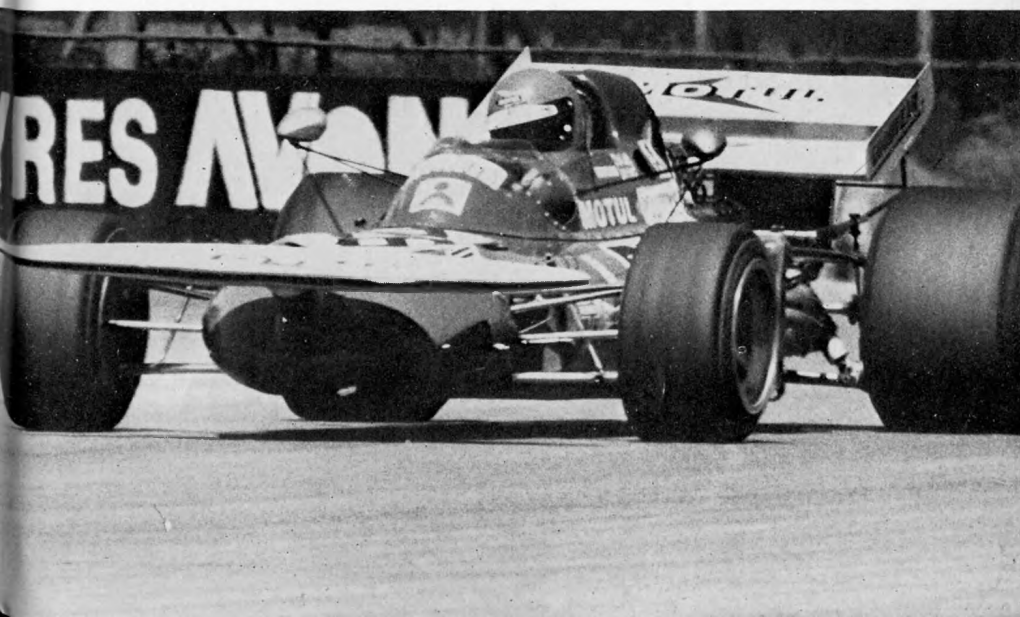
Mike 'The Bike' Hailwood

Australian Tim Schenken adjusts facemask 1971 Woolmark Grand Prix

Formula 1 newcomer
Howden Ganley
New Zealander



Frenchman, Henri Pescarolo, Silverstone, 1971



Ushering in a new era – the John Player Special for 1972

Jim Clark's Lotus. In the Belgian Grand Prix at Spa Ferraris scored a resounding 1–2–3–4 victory at the hands of Phil Hill, von Trips, Ginther and Gendebien, driving a car painted in the vivid yellow national colours of Belgium for the occasion. There was considerable drama at the French Grand Prix at Rheims when the three scarlet Ferraris of Hill, von Trips and Ginther – which had dominated the practice sessions and occupied the entire front row of the grid – all dropped out, leaving the young Milanese metallurgy student Giancarlo Baghetti to save the day for Ferrari. Baghetti, who came from the Formula Junior ranks and had already won for Ferrari in the 60-degree engined car at Syracuse and Naples, was given the F.I.S.A.-sponsored drive in preference to Lorenzo Bandini, which almost caused civil war in Italy. His critics could hardly complain, however, when Baghetti driving with ice in his veins nipped across the line one car's length ahead of Dan Gurney's Porsche to win the French Grand Prix at 119 mph in his first world championship race. Although Giancarlo Baghetti made headline news, just as Mike Hawthorn had done after his epic duel with Fangio in 1953, he never materialised as a great Formula 1 driver, and throughout his career he was overshadowed by the more competitive and thrusting youngster, Lorenzo Bandini.

Before the start of the Fourteenth R.A.C. British Grand Prix at Aintree on July 14, the Ferrari drivers Phil Hill and von Trips were leading the championship with 19 and 18 points respectively. The B.A.R.C., who were handling the Aintree event, had attracted a field of 30 starters, and one of the most interesting of these was the P99 four-wheel-drive Ferguson which Rob Walker had been developing quietly with Tony Rolt of Harry Ferguson Research Limited. Although Stirling Moss had tested it and was thoroughly impressed with its unique road-holding properties, he decided to use his Lotus and handed the car over to 'Fearless Jack' Fairman.

The track was sodden with heavy rain when the starter dropped his flag, and the field shot off in a high cloud of spray for an unenviable 75-lap, 225-mile drive in the wet. Conditions on the opening laps were virtually impossible, and Phil Hill's Ferrari was aquaplaning down the straight as he came out of Tatts Corner to lead the first lap, ahead of von Trips, Ginther, Moss

and Bonnier in the Porsche System Engineering car. The speed increased as drivers learned to cope with the skating-rink conditions, and Moss splashed by Richie Ginther at a rate of knots, and set his sights on von Trips and Hill. Bedfordshire farmer Henry Taylor escaped unhurt when his U.D.T. Lotus went into a monumental spin and smashed through an advertising hoarding and he was trapped in the wreckage, and John Surtees called into his pit to change his goggles and have a dangling exhaust removed from his Cooper. Taffy von Trips went into the lead on Lap 7, and at the end of ten laps led narrowly from Moss, Phil Hill, Ginther, Graham Hill (B.R.M.), Brabham, Salvadori and Bonnier. Jim Clark was further back and behind him came the Rheims-winner Giancarlo Baghetti in the F.I.S.A.-entered Ferrari, who after his native Italy, thought that the English climate was strictly for the birds. At one-third race distance, Stirling Moss skilfully overcame a 180-degree spin, which at one time left him travelling behind von Trips at high speed but in a backwards direction. He continued phlegmatically, still in second place. Ginther was pressing Phil Hill and moved past him into second place as Moss's Lotus suddenly slowed and pulled into the pits to retire with brake failure.

With Stirling Moss out after a great drive, von Trips settled into a commanding lead on the drying track, but Phil Hill wasn't at all happy at being passed by his colleague Ginther and resumed second place on Lap 48. For the rest of the race, the three Ferraris maintained station, with Jack Brabham's Cooper-Climax fourth and Bonnier's Porsche fifth. Scuderia Ferrari thus scored their second 1–2–3 victory of the season and von Trips went into the lead in the drivers' championship with 27 points to Phil Hill's 25.

By placing second to Moss in the German Grand Prix at the Nürburgring, von Trips retained his lead in the title race but tragedy struck on the second lap of the Italian Grand Prix at Monza on September 10. As Jim Clark's Lotus pulled out of von Trips' slipstream to pass the Ferrari on braking around 140 mph, von Trips' car suddenly moved over without warning, clipped the front wheel of the Lotus and plunged into fence in front of a spectator enclosure. Clark stepped out of the wreckage of his car unharmed, but von Trips and 12 spectators were killed.

Unaware of the death of his team-mate, Phil Hill sped on to victory in the Italian Grand Prix, taking the drivers' world championship for the first and only time.

Chapter Seventeen

1962 – Jim Clark's First of Five

In 1962, the second year of the 1½-litre grand prix formula saw the decline and fall of the Maranello empire, with the scarlet, shark-nosed Ferraris relegated to the unfamiliar role of the hunter, instead of the hunted. In 1961, it will be recalled, Ferrari cars won five of the eight world championship events and Lotus the remaining three. In 1962, the Ferrari fiesta of the previous year spluttered into a Ferrari fizzle and of the nine races in the world championship, British cars won eight and Dan Gurney's German Porsche the other.

The long-awaited V8 engines from Coventry-Climax and B.R.M. put Great Britain back on top again. But the new power units were expensive to buy and difficult to maintain, and there was to be much burning of the midnight oil in the various camps as the season progressed. Scuderia Ferrari was seriously affected by a walk-out of several key personnel just before the season opened, and a series of industrial disputes in Italy, particularly among the militant sheet-metal workers who play such an essential role in racing car construction. Throughout the season the tense drivers' world championship battle between Graham Hill's B.R.M. and Jim Clarks's Lotus, which was only resolved at the South African Grand Prix at East London on December 29, engendered considerable interest in motor racing from the man in the street, and racing drivers became frequent television performers.

The regular Ferrari Formula 1 team was again headed by Californian Phil Hill, the reigning world champion, supported by the young Italians Giancarlo Baghetti and Lorenzo Bandini,

the Mexican Ricardo Rodriguez and the beetle-browed, mercurial Belgian from Momignies, Willy Mairesse. Colin Chapman, as brilliant and unorthodox a designer as ever, stayed true to form in 1962, by producing two new cars, both of which were designed for the Coventry-Climax V8 engine. Just as his rivals thought that the Lotus 24 was to be the 1962 Formula 1 car, he suddenly introduced the revolutionary monocoque Lotus 25 at the Dutch Grand Prix in May, which caused a sensation in the paddock at Zandvoort when it was eased down the ramp of the transporter. Chapman's Formula 1 team consisted of Jim Clark with Yorkshireman Trevor Taylor as number two. Peter Arundell, a leading international Formula Junior star from Theydon Bois, Essex, headed the Junior team and also got in a few laps with the Formula 1 car at Rheims. When conditions were right and the Lotus 25 was right, Jim Clark was a difficult man to beat and the combination was undoubtedly the fastest combination in grand prix racing in 1962. Clark won the Belgian Grand Prix – his first grand prix victory – the British and the United States Grands Prix, but Team Lotus found that once again gearboxes were to prove a particular headache.

Once upon a time, there used to be a snigger of laughter whenever the name of B.R.M. was mentioned, but in 1962 the smile was gradually wiped off the faces of the critics. For the immaculately-prepared and skilfully-driven dark green cars were driven to victory by Graham Hill in the Dutch, German, Italian and South African Grands Prix. The moustacheod Londoner, whose Oxford blue helmet always carried the eight white-painted oarblades of the London Rowing Club round its perimeter, took the drivers' world championship for the first time and also won the Manufacturers' championship for Sir Alfred Owen, who had given the team just one more season in which to produce results. As Tony Brooks had retired from racing at the end of 1961, Graham Hill's team-mate was the former Ferrari chief test driver Richie Ginther, who developed into an ideal number two after a rather disastrous series of misfortunes in the early part of the season.

After a disappointing year in 1961, mainly due to power shortage, the Cooper works team of Brabham and McLaren was disbanded. For 1962, Bruce McLaren moved up as team leader,

and the Rhodesian Formula Junior star, Tony Maggs joined the Surbiton équipe. Porsche, being the only German entrant in grand prix racing, were all the more welcome on the circuits in 1962, but at one point after the Dutch Grand Prix the factory seriously considered giving up racing. Although the threat didn't materialise, the cars were rarely a match for the race-winning B.R.M.s and Lotus. The silver cars were again driven by Gurney and Bonnier under the disciplined team management of Baron Huschke von Hanstein, himself a talented driver and winner of the 1940 Mille Miglia.

Jack Brabham, world champion in 1959 and 1960, left the Cooper team after an unhappy 1961 season to design and build his new Brabham car. He drove his own Lotus 24 Climax in the early part of the season until the turquoise and gold Formula 1 Brabham made its debut at the German Grand Prix in August. Despite major setbacks, Brabham persevered and drove his Brabham into fourth place in the United States Grand Prix – the first time that a driver had ever won championship points with his own car. Rob Walker had again planned to use Stirling Moss for the fourth consecutive year, but their association in 1962 was short-lived. Moss's near-fatal accident at Goodwood on Easter Monday ended his motor racing career, and during the season Rob Walker cars were driven by Trintignant, Graham Hill, Lucien Bianchi, Jo Bonnier, the Sicilian lawyer Nino Vaccarella, Bob Schroeder and Ricardo Rodriguez. Walker suffered a bitter blow on November 1 when Rodriguez crashed fatally off the banking while practising in the Lotus 24 for the Mexican Grand Prix.

In 1961, Yeoman-Credit had entered grand prix racing with Reg Parnell as team manager and John Surtees and Roy Salvadori as regular drivers. Backed by the enthusiastic Samengo-Turner brothers, the finance company team continued in 1962, but under the new title of Bowmaker Yeoman. The U.D.T./Laystall team, second of the finance houses supporting Formula 1 racing, had another dismal year in 1962, when the light green cars were handled by Innes Ireland and Masten Gregory.

Graham Hill scored a fine win in the Dutch Grand Prix in the opening event of the 1962 season, to register his first victory in a world championship event. At Monaco, Bruce McLaren got

his Cooper home first ahead of the Ferraris of Phil Hill and Lorenzo Bandini, and John Surtees' new Lola-Climax designed by Eric Broadley. In the Belgian Grand Prix at Spa, Scotsman Jim Clark drove superbly in the Lotus 25 to score his first win in a championship race from Graham Hill's B.R.M. and the Ferraris of Phil Hill and Ricardo Rodriguez. By winning the French Grand Prix at Rouen-Essarts in his Porsche, Dan Gurney scored his own first win in a championship event and also gave Porsche its only grand prix success to date.

So, with four races run and four different marques having taken the honours the situation was wide open for the Fifteenth R.A.C. British Grand Prix, which was again held at Aintree, on July 21. The works Ferraris had already missed the French Grand Prix due to a metal-workers' strike, and there was only one car made available for Phil Hill. There were twenty starters, including all of the works teams and independents such as New Zealander Tony Shelly and American Jay Chamberlain in Lotuses, Jack Lewis (Cooper), Carel de Beaufort (Porsche), American Tony Settember (Emeryson), Ian Burgess in the Anglo-American Equipe's Cooper and the German, Wolfgang Seidel, in a Lotus-B.R.M. – all of whom were driving four-cylinder cars.

Jim Clark was fastest in practice and shared the front row with John Surtees and Innes Ireland, who was having a bad season with U.D.T./Laystall; Graham Hill was only on the second row of the grid, for the first time in the 1962 championship series, and shared an identical lap time with McLaren's Cooper, while the third row consisted of the Porsche's of Dan Gurney and Jo Bonnier, and Richie Ginther's B.R.M.

A crowd of an estimated 80,000 watched the race in warm and sunny weather, and when the flag dropped it was Clark's Lotus which surged into the lead, followed by Surtees, Gurney and McLaren, with Brabham and Graham Hill tussling for fifth place. Although Jim Clark had been most depressed about his chances before the start, the car was running perfectly and by twenty laps he held a seven-second lead from Surtees, McLaren and Graham Hill. Dan Gurney, the opera singer's son from Port Jefferson, Long Island, was holding on grimly to fifth place despite a badly slipping clutch ahead of Brabham's Lotus, but gradually dropped back as the clutch overheated.

Public interest began to flag slightly as the race took on a processional turn, with Clark motoring majestically in the lead nearly twenty seconds clear of Surtees' Lola and Bruce McLaren's Cooper, who was only fifty yards clear of Graham Hill's B.R.M. So the race ran its course, with Clark slowing slightly in the closing stages as he felt the gearbox tightening up, but still nearly fifty seconds ahead of Surtees, who was comfortably ahead of McLaren, Graham Hill, Jack Brabham, Tony Maggs and the Lotuses of Masten Gregory and Trevor Taylor. It was Clark's second grand prix win of the season, bringing his championship total to within one point of Graham Hill's.

The Bourne versus Cheshunt struggle was going to be the story of the 1962 series, and with four races outstanding the title was wide open. Graham Hill won the German Grand Prix with Clark fourth, and repeated the performance at Monza where Clark retired with an electrical short. Jim Clark struck back in the United States Grand Prix at Watkins Glen, however, with a fine victory, ahead of Graham Hill to trail in the championship by 30 points to Hill's 39. Everything now depended on the South African Grand Prix, where, due to a complicated point-shedding scoring system, imposed by the F.I.A., either driver could win the title with an outright victory. The fact that Clark was forced out with an oil leak and Graham Hill went on to win the race and the world championship is now part of motor racing history. Suffice to say that British cars and drivers had demolished the foreign opposition in 1962 with an ease that would have been unheard of a decade previously.

Chapter Eighteen

1963 – Number Two for Clark and Lotus

For the second year in succession British cars and drivers reigned supreme in the grand prix field and every one of the eight qualifying races was taken by a British driver. Clark drove his

Lotus 25 to victory in the Belgian, Dutch, French, British and Italian Grands Prix, Graham Hill won at Monaco and Watkins Glen for B.R.M. and John Surtees scored a fine win for Ferrari in the German Grand Prix.

At the end of the 1962 season, Colin Chapman decided that the basic design of the Lotus 25 was so fundamentally perfect, that it would not be necessary to build a new Formula 1 car for 1963, and his quintet of victories was to prove him right in every way. It is really remarkable that the combination of Jim Clark, Colin Chapman and the monocoque Lotus should have dominated the grand prix scene in 1963 so completely, when one considers that the car was first conceived in 1961 and was virtually unchanged for the 1963 season.

For 1963, Jack Brabham persevered with the Ron Taurenac designed Brabham Formula 1 car, which had first appeared at the German Grand Prix the previous year. The double world champion enlisted Dan Gurney as his number two driver, but although the cars had exceptional roadholding and were impressively fast, they were plagued with engine trouble and did not reach their true potential.

The B.R.M. team again retained the services of Graham Hill and Richie Ginther for 1963 and, as the new monocoque design was not ready until the French Grand Prix at Rheims and was then not seen again until the Italian Grand Prix at Monza, both drivers had to use modified 1962 cars in the majority of races.

Although both Bruce McLaren and Tony Maggs were each able to score a second place in a 1963 world championship race, the team were to experience a most unhappy season. The cars were slimmer and lighter than in the previous year, but suffered a variety of engine troubles and other maladies. Scuderia Ferrari were fortunate to obtain the services of the seven-times-world-champion motor-cyclist John Surtees for 1963, and he joined the team as number one driver in March after completing his engagements for Bowmaker Racing in the Tasman series in New Zealand and Australia. The new Ferrari monocoque car was not ready until the Italian Grand Prix, where it proved fastest in practice, so Surtees and Willy Mairesse used interim spaceframe cars which had been developed from the prototype car which was introduced towards the end of the 1962 season.

A newcomer to the grand prix ranks was the Italian A.T.S. car, which was produced at Bologna by the nucleus of designers and engineers who had left Ferrari en masse the previous year. Although the cars were gradually improved following their debut in the Belgian Grand Prix at Spa, neither Phil Hill or Giancarlo Baghetti improved their personal images, or their laurels of victory, by electing to drive these ill-fated cars. The British Racing Partnership (B.R.P.) team were the first independent team to build their own car of monocoque construction for Innes Ireland, while the young New Zealander Chris Amon sponsored by Reg Parnell made his world championship in a Lola-Climax in the Belgian Grand Prix.

As before, there were a number of independent drivers who followed the grand prix circus, and among those who drove in grande épreuves in 1963 were the Texan Jim Hall, the Swiss Jo Siffert, the Belgian Lucien Bianchi, Count Carel de Beaufort, the German Gerhard Mitter, the former motor-cyclist Bob Anderson, Ian Raby, John Campbell-Jones, the bespectacled Nicois Bernard Collomb, the Portugese Mario Cabral, Ian Burgess and Tony Settember.

The 1963 world championship season opened at Monaco on May 26, when Graham Hill won the Monaco Grand Prix at his sixth attempt, after Clark's Lotus 25 had dominated most of the race before dropping out with gearbox trouble. From this single round in the championship battle, it was already obvious that the Lotus was headed for championship honours, provided that minor mechanical difficulties could be overcome.

In the three subsequent rounds, the Belgian, Dutch and French Grands Prix, Jim Clark scored a hat-trick of victories, and prior to the start of the Sixteenth R.A.C. British Grand Prix at Silverstone on July 20 the 27-year-old Scot was already in a commanding position in the championship race. The race distance was over 82 laps, 246 miles in all.

There were 23 starters for the grand prix, with Jim Clark on pole position on the front row, with Graham Hill's B.R.M. slotted in between the Brabhams of 'Black Jack' himself and Dan Gurney. Ferraris were experiencing a shortage of suitable drivers, and sent only a single car for John Surtees, who shared

the second row with the Coopers of McLaren and Maggs. A most impressive performance was put up in practice by Lorenzo Bandini in the ex-Hill Centro-Sud B.R.M., who put up eighth-fastest time and was to finish fifth overall in the race. The former world champion motor-cyclist Mike 'The Bike' Hailwood was making his world championship debut in Reg Parnell's Lotus-Climax and drove sensibly into eighth place, while Chris Amon, the New Zealand sheep farmer's son, was celebrating his 20th birthday.

When the flag fell, Clark did not get away to his usual meteoric start and was fourth at the end of the opening lap. But he swept past Brabham into the lead on the fourth lap and then proceeded to pull away from the rest of the field ahead of Brabham and his team-mate Gurney, with 'Hill's B.R.M. and Surtees' Ferrari having a private battle behind. Shortly after one-third of the race had run, Brabham's car retired with valve trouble, and although Dan Gurney was to continue for another thirty laps or so, he too went out when he suffered a major engine failure. The retirement of both Brabhams after being in a commanding position left the battle for second and third places to be resolved by Hill's B.R.M. and Surtees' Ferrari, which was plagued with intermittent fuel starvation. Just as it seemed that Hill was going to be able to hold his slight advantage across the line, his B.R.M. began to splutter and cough with only two laps to go, and he eventually ran out of fuel completely on the last lap. Jim Clark took the chequered flag to score his second successive win in the British Grand Prix and his fourth consecutive grand prix victory of the season, and Surtees followed him home a quarter of a minute later, while Hill's B.R.M. coasted across the line to finish a gallant third. Team-mate Richie Ginther was fourth, ahead of the spirited Bandini's Lotus-B.R.M. and Jim Hall's B.R.P. Lotus-B.R.M.

John Surtees' scored a long overdue victory in the German Grand Prix on August 4, which was the first major Ferrari success since the 1961 Italian Grand Prix at Monza and Clark picked up a further six championship points for second place ahead of Ginther's B.R.M. and Gerhard Mitter in his three-year-old Porsche. Clark scored his fifth grand prix victory of the season at Monza, to take the world championship for the first

time, and was placed third at Watkins Glen behind the B.R.M.s of Hill and Ginther.

Throughout the season, the shy, introverted Scot had driven impeccably, and it was obvious that his natural ability at the wheel would have an even greater effect on the grand prix scene in the years ahead.

Chapter Nineteen

1964–Clark yet Again

At the beginning of the 1964 grand prix season it looked as though the Scuderia Ferrari cars were the most likely contenders for the major honours in Formula 1 racing, just as they had been in 1961. Eventually, 'Big John' Surtees and Ferrari *did* score a double in the world championship series, but unlike 1961 it was no easy or pre-ordained victory for the Prancing Horse of Maranello cars. With four of the ten championship rounds completed, Surtees had only scored a second place in the Dutch Grand Prix at Zandvoort and had been forced to abandon on three occasions. At that time, few people would have thought that John Surtees was to be the new 1964 world champion, and it was only after the Maranello équipe had won the important Le Mans 24-hours race that full attention was given to the preparation of the Formula 1 Ferraris.

What happened after Le Mans is now part of motoring history, for in the remaining six qualifying rounds, Ferraris were always able to place one car in the first three places and, in the German and Italian Grands, finished first and third. There is no doubt that Ferrari's successes in the latter part of the season were greatly enhanced by the weaknesses of Jim Clark's Lotus and the fact that Graham Hill's B.R.M. was a casualty on the starting grid at Monza in the Italian Grand Prix. For, if the 1962 world champion had picked up a few championship points at Monza,

then his chances of winning the world title would have been so much stronger.

British drivers again dominated the grand prix scene, for out of the ten grande épreuves held, only three were won by foreign drivers. These were Dan Gurneys's wins for Brabham in the French and Mexican Grands Prix, and Lorenzo Bandini's fine victory in the Austrian Grand Prix at Zeltweg. Of the remaining seven events, Graham Hill (B.R.M.) won at Monaco and Watkins Glen, Jim Clark in the Dutch, Belgian and British Grands Prix and John Surtees in the German and Italian events.

Round 1 was the Monaco Grand Prix, where Hill's B.R.M. scored a repeat win, from team-mate Ginther and Peter Arundell's Lotus. At Zandvoort on May 24, Jim Clark scored his first grande épreuve of the season, from Surtees' Ferrari and Arundell's Lotus, and he followed this up at Spa two weeks later by scoring a hat-trick in the Belgian Grand Prix and his twelfth grand prix victory to date. In the French Grand Prix at Rouen, Gurney's Brabham won from Graham Hill's B.R.M. and Jack Brabham himself.

The situation immediately before the Seventeenth British and European Grand Prix held at Brands Hatch, Kent on July 14 was that Jim Clark, the reigning world champion, already looked 'set fair' to repeat his title provided that Lotus held together and held a marginal lead with 21 points over Hill's twenty points.

In practice, Trevor Taylor – who invariably raced with a yellow helmet and yellow two-piece overalls, which made him stand out like a ditched airman wearing his 'Mae West' life-jacket – escaped miraculously with a badly grazed back and minor injuries when his B.R.P. car flipped 10 feet in the air after hitting the bank at Hawthorn's Bend, pruning several yards of telephone wires in the process.

The British Grand Prix was one of the most important races yet held at Brands Hatch, and more than 100,000 persons crammed into the Kentish circuit for the occasion. Maurice Trintignant was a last-minute non-starter, leaving 20 cars on the grid for the 2.30 p.m. start. Race distance was over 80 laps, 212 miles in all.

Jim Clark was again fastest in practice and was on pole position, next to Hill's B.R.M. and Gurney's Brabham. Jack Brabham

was on the second row with Surtees' Ferrari, and the third row was occupied by the New Zealander Bruce McLaren (Cooper), Englishman Bob Anderson (Brabham) and the dark-haired Italian born in Barce, Cyrenaica, Lorenzo Bandini (Ferrari).

Although Jim Clark was to win the British Grand Prix after leading throughout the race for Team Lotus, to score his third grand prix victory of 1964 and his third successive win in Britain's major motor race, this was to be no hollow victory. For he had to work hard throughout the race to hold off Graham Hill's monocoque B.R.M. which, with John Surtees' Ferrari, dogged the new world champion every inch of the way. Hill never put a wheel wrong and, throughout the race, he was never more than nine seconds behind Jim Clark and was frequently a mere car's length behind him.

There was a dramatic moment at the start, for as Jim Clark rushed off towards Paddock bend in the lead, Chris Amon's Lotus-B.R.M. suffered a clutch failure on the line. As the red-helmeted New Zealander flung up an arm in warning, the Swiss driver Jo Siffert managed to swerve round him, but the Australian trawler skipper's son Frank Gardner had no option but to ram the red Lotus with his Brabham-Ford. Both cars limped into the pits to retire, and at the end of the first lap it was Clark, Gurney, Hill, Surtees and Brabham who led. Dan Gurney's Brabham went into the pits after five laps with smoke rising from a burnt out transistor ignition unit, and Gurney was not the least amused when an over-zealous fire marshal covered the Brabham in a thick layer of foam, which dropped him down to 13th place at the finish. Way down the field a spirited battle was being waged by the talented ex-motor-cyclist Bob Anderson, with the green Cooper of Phil Hill, the 1961 world champion and son of the postmaster from Santa Monica, California. The battle was finally resolved when Hill took sixth place ahead of the Anderson Brabham. Behind them, Jo Siffert was fighting a running duel with Giancarlo Baghetti, Richie Ginther, Innes Ireland and Mike Spence, but it was Ginther who headed this group home, with Spence tucked in behind and Siffert relegated to eleventh place. Among the retirements posted were McLaren's Cooper with a stripped gearbox pinion, Mike Hailwood (Lotus-B.R.M.) with engine failure, Trevor Taylor who was forced to

quit as he was suffering from the effects of his practice accident and the young American Peter Revson, in his Lotus-B.R.M., with plug trouble.

At three-quarter distance, it was still Jim Clark, really driving in the groove, who led from Hill, Surtees, Brabham, Bandini and Phil Hill, and it was in this order that they flashed across the line. Clark had driven a truly hard and difficult race, being under constant pressure from Graham Hill and John Surtees for the entire 200-plus miles, and was only 2.8 seconds ahead of Hill at the end. He thoroughly deserved his victory tour of the circuit on a lumbering farm tractor packed with Team Lotus personnel and a mass of hangers-on, with the music of 'Scotland the Brave' ringing in his ears.

After the British Grand Prix, Ferrari's fortunes changed when Surtees took the German and Italian events and Bandini the Austrian Grand Prix in a row. Surtees was then second at Watkins Glen and Mexico City, to clinch the drivers' world championship for the first time.

Chapter Twenty

1965 – And Again!

The 1965 grand prix season will be remembered mainly for two significant things. Firstly, it was the year when Jim Clark and his green and yellow Lotus-Climax virtually dominated the grand prix scene, winning six out of the ten world championship races held and clinching the drivers' championship and the Manufacturers' championship for the second time. And secondly, it was the year in which the $1\frac{1}{2}$-litre grand prix formula came to an end after being in operation since, 1961. During the five-year period of its reign, a total of forty-seven grande épreuves were staged and although the new formula was originally maligned by its critics, it was to produce some scintillating motor

racing by a group of extraordinarily talented drivers. The balance of power swung like a crazy pendulum between Ferrari (1961), B.R.M. (1962), Lotus (1963), Ferrari (1964) and back to Lotus in 1965, and although at times some of the events tended to become processional, there was always plenty of drama and excitement to keep the public interested – which is, after all, what keeps motor racing alive.

A break-down of individual performances by drivers during those five epic seasons shows that the combination of Jim Clark and the Lotus-Climax were in a class of their own with 19 victories – and it will be recalled that he won seven races out of ten in 1963 and six out of the nine he entered in 1965, having forfeited the 1965 Monaco Grand Prix while he was winning the Indianapolis 500. Runner-up in the winner's stakes was Graham Hill, who was successful for B.R.M. on ten occasions. Other victories were scored by Dan Gurney (3), John Surtees (3), Stirling Moss (2), Wolfgang von Trips (2) and Phil Hill (2), with Giancarlo Baghetti, Innes Ireland, Bruce McLaren, Lorenzo Bandini, Jackie Stewart and Richie Ginther winning one grand prix each.

Although the season tended to be overshadowed by Clark's repetitive victories, the B.R.M. team of Graham Hill and the brilliant newcomer to Formula 1, Jackie Stewart, from Dumbarton, Scotland (who entered grand prix racing at the age of 26) thoroughly deserved the successes that came their way. Hill was victorious at Monaco for the third successive year; he also pulled off a hat-trick in the United States Grand Prix and scored championship points in all nine races between the South African and the United States Grands Prix, and Jackie Stewart only failed to score on three occasions. This reliability is a great credit to both drivers, and to the B.R.M. personnel, who, in the past, had suffered rather more brickbats than bouquets.

It was a most frustrating year for the defending world champion John Surtees, who was often forced to compete with the older V8 Ferrari, while Lorenzo Bandini – who was immensely popular in Italy – was given the chance to drive the newer flat-12 engined car. As in the past, the Ferrari team seemed to thrive on internal politics and intrigue and this, coupled with

over-involvement with long-distance prototype racing, seriously affected a concentrated effort in Formula 1.

Although the Japanese Honda team showed occasional flashes of brilliance in the hands of the two Americans, Richie Ginther and Ronnie Bucknum, they didn't show the promise of the 1964 season. Ginther did, however, score a hard-fought victory for the Rising Sun at the Mexican Grand Prix, to gain their first grand prix victory. Both the Brabham teams of Jack Brabham and Dan Gurney and the Coopers of Bruce McLaren and the sensational Austro-German newcomer Jochen Rindt were faced with a shortage of horse-power, and although they scored occasional placings, neither team was a force to be reckoned with.

The opening round in the 1965 season was the South African Grand Prix at East London on New Year's Day, where Jim Clark had an untroubled start-to-finish run after being a second quicker than any one else in practice. Second was John Surtees in the Ferrari V8 and third was Hill's B.R.M. ahead of Mike Spence's second Team Lotus car. With the Lotus team absent from Monaco due to the Indianapolis 500 the following day, Graham Hill scored a miraculous victory from Bandini's Ferrari flat-12 and team-mate Stewart's B.R.M. after taking to the escape road at the chicane while leading the race at a quarter-distance, in order to avoid Bob Anderson's Brabham which had a dead engine. This incident dropped him to fifth place, and Hill's epic fight back to secure ultimate victory is almost beyond journalistic description.

Jim Clark then wrote a further page of motoring history by winning the Belgian Grand Prix at Spa for the fourth consecutive year – he scored his first grand prix victory there in 1962 – and then went on to win the French round at Clermont-Ferrand, from Stewart's B.R.M. and Surtees' Ferrari.

So, by the time of the Eighteenth R.A.C. British Grand Prix at Silverstone on July 10, the one-time shepherd from Kilmany, Fifeshire, who had already won the world championship in 1963, was looking a racing certainty to repeat his success. Race distance was over 80 laps, 234 miles in all.

There were twenty starters for the grand prix, and one of the most interesting of these was the white-painted Honda of freckle-faced Richie Ginther, who had put the cat among the pigeons

with third fastest practice time to share the front row with Clark's Lotus and the B.R.M.s of Hill and Stewart. There was drama on the warming-up lap when Dan Gurney's Brabham, which had been fitted with a new 32-valve engine overnight, expired on the warming-up lap. Jack Brabham handed over his own car to Gurney and took over the role of team manager, while Denny Hulme, Brabham's Formula Junior star drove the second works car. Making up the field were Mike Spence (Lotus-Climax), the Ferraris of Surtees and Bandini, the Coopers of McLaren and Jochen Rindt, the Australian former boxing, rowing, swimming and surf-boating champion Frank Gardner (Brabham-B.R.M.), Jo Bonnier (Brabham), Innes Ireland and the Wolverhampton-born motor dealer Richard Attwood (both in Lotus-B.R.M.), Ian Raby (Brabham-B.R.M.) and finally John Rhodes (Cooper-Climax), from Wolverhampton.

There was a brief hiss of excited chatter from the Honda pit as Richie Ginther screamed into the lead from the grid, but before they came round for the first time it was Clark out in front from Graham Hill's B.R.M. and Surtees, who was at last getting his first drive with the flat-12. Whereas the race in 1964 had developed into a wheel-to-wheel struggle between Clark and Hill which lasted throughout the race, the pattern this year was to prove entirely different, although the results were identical.

As the race progressed, so Clark moved relentlessly on, to what appeared to be another runaway victory in his Lotus fitted with the 32-valve Climax engine, for, with sixty laps of the race completed, he was more than thirty seconds ahead of Hill, with John Surtees still third. But soon the race picture altered dramatically as falling oil pressure struck Clark's Lotus and he was forced to slow down considerably in order to try to save the engine. The B.R.M. pit were quick to spot Clark's trouble and signalled Graham Hill on to even greater efforts. Although he responded magnificently and rocketed round to a new 114 mph lap record, he couldn't catch Clark, who was by this time coasting through the right-hand corners with the oil-gauge reading empty. Clark coaxed his ailing car across the line a mere three seconds ahead of the B.R.M., to prove that he was not only a great grand prix driver when things were going well, but that he also had a razor-sharp brain which helped him to

think his way out of trouble in the cockpit under hectic race conditions. Behind Surtees in the third place, came Spence, Stewart and Gurney, who had completed the course with a severe engine vibration on the Brabham.

Jim Clark went on to victory in the Dutch Grand Prix at Zandvoort and then in the German Grand Prix at the Nürburgring, to win the world championship for the second time. He had made it look easy, by winning all six grands prix in which he had driven. But that is what true champions are made of.

Despite retiring in the Italian, United States and Mexican races, Clark gained 54 championship points, against Hill's 40 and Stewart's 33 points. Stewart, who was himself to be world champion in 1969 and 1971, had already proved in his first grand prix season that one day he might well emulate his compatriot Clark.

Chapter Twenty-One

1966 – Jack Brabham Hat-Trick

Driving at the peak of his form and with the advantage of years of racecraft behind him, Australian Jack Brabham was the world champion in 1959 and 1960, and proved that 'life begins at 40' by winning the world championship for the third time. Brabham, who celebrated his fortieth birthday on April 2 won four of the nine world championship races staged and these came in an astonishing unbroken spell, the French, British, Dutch and German Grands Prix.

Even more remarkable is that in winning the European and French Grand Prix at Rheims on July 3, when Jack Brabham became first driver to win a world championship race at the wheel of a car of his own manufacture, it was his first grand prix win since the Portuguese Grand Prix at Oporto on August 14, 1960. To return to world championship status after nearly

six years in the wilderness proves the determination and tenacity of this great driver and brilliant technician.

At the beginning of the 1966 racing season, the first year of the new three-litre formula, it was obvious that grand prix honours would go to the fastest car with the most reliable power unit, and at first it appeared that the combination of John Surtees and the flat-12 engined Ferrari were the likely contenders. But all was not well in the Ferrari camp, and Surtees finally quit after winning the Belgian Grand Prix and drove a Cooper-Maserati for the rest of the season. There is no doubt that if Surtees had been given more consideration at Ferrari and treated with the respect that the former world champion deserved, both as a driver and talented engineer, Ferraris fortunes would have been much brighter.

The nine world championship races for 1966 were the Monaco, Belgian, European and French (at Rheims), British, Dutch, German, Italian, United States and Mexican Grands Prix and the season opened at Monaco on May 22. Although it was the first event to be held under the new three-litre formula, it was Jackie Stewart's Tasman-type B.R.M. 2-litre B.R.M. V8, which swept the opposition aside after Surtees had retired his Ferrari with transmission failure, to win from Bandini's 2.4-litre Ferrari V6 and Graham Hill's B.R.M.

In the Belgian Grand Prix at Spa, John Surtees gave a determined display of just what Scuderia Ferrari were about to give up, when he won his last race for Maranello in appalling weather conditions. Six cars crashed on the opening lap on the flooded circuit and Graham Hill forfeited his drive by stopping to go to the aid of team-mate Jackie Stewart, who was trapped in his wrecked car, soaked in petrol and in intense pain. Only Jochen Rindt, who drove with Caracciola-like precision in the wet, could stay on the same lap as Surtees and he finished a fine second ahead of Bandini's Ferrari. Jack Brabham's car fitted with the new Repco V8 unit was fourth, Richie Ginther fifth (Cooper-Maserati) and the former French rugby player, Guy Ligier from the Haute Savoie was sixth (Cooper-Maserati).

It was at the French Grand Prix that Jack Brabham came in from the cold and won an illustrious victory after covering the 248 miles at an average of nearly 137 mph, to score his first

grand victory since Oporto in 1960. Second was the lanky Englishman Mike Parkes, who was employed as a development engineer at Ferraris, ahead of Denny Hulme, who had been upgraded to the Formula 1 team for 1966 when Dan Gurney had left to drive the American Eagle-Climax car. Jochen Rindt was fourth in the Cooper-Maserati two laps behind, ahead of Gurney's Eagle and the Leicester-born independent John Taylor (Brabham). Bandini set a new Formula 1 lap record at 141 mph.

So, with three rounds completed and with victory having gone to three different marques, B.R.M., Ferrari and Brabham, the Nineteenth British Grand Prix held at Brands Hatch on July 16 took on even greater significance. Race distance was 80 laps of the Kentish circuit, or 212 miles in all.

There were 20 starters for the annual British classic grande épreuve, including the Brabham-Repcos of Brabham and Denny Hulme, Dan Gurney's Eagle-Climax, the Lotuses of Jim Clark, who was recovering from a practice incident at Rheims when he was hit in the eye by a bird while travelling at high speed, and Mike Spence and Peter Arundell, who had rejoined Team Lotus. Stewart was back in the cockpit for B.R.M., although still suffering the effects of his shunt at Spa, as partner to Graham Hill, and the works Cooper-Maseratis of John Surtees and Jochen Rindt were on the third row. Bruce McLaren, who had left Coopers to design his own McLaren car, now fitted with a Serenissima engine, was on the fifth row, with Jo Siffert (Cooper-Maserati) and newcomer Chris Irwin (Brabham). Others included Jo Bonnier (Brabham), the American Bob Bondurant in the Team Chamaco Collect B.R.M., Trevor Taylor (Shannon), Guy Ligier (Cooper-Maserati), John Taylor (Brabham) and Chris Lawrence (Cooper-Ferrari).

With the two Brabhams of Brabham himself and Hulme in complete command of practice and occupying the front row with Gurney's Eagle, the result of the race appeared to be a foregone conclusion, and so it was. From the moment the starter's flag dropped, Brabham surged into the lead which he was to hold throughout the race. His car was ideally suited to the undulating, twisty circuit and its light weight and exceptional roadholding gave him an unruffled ride. Denny Hulme had a slightly more difficult time, for his car was not handling so well until the

surface gradually dried out, and it took him half of the race to catch up with his boss.

Jim Clark, world champion in 1963 and 1965, showed truly championship form in finishing fourth in a new monocoque Lotus fitted with a Climax V8 engine. For the first forty laps he chased after the two leading Brabhams without being able to overhaul, but a quick pit stop to take on brake fluid then dropped him down to sixth place. Driving with great verve, the blue-helmeted Clark flashed back into the race and fought his way up to fourth place behind Graham Hill's B.R.M., which was being nursed to the finish with handling problems. Despite progressively worsening roadholding, Jochen Rindt, the spice merchant's son from Mainz-am-Rhein, managed to hold the Cooper-Maserati on to the road long enough to secure a spirited fifth place, and Bruce McLaren's new car scored its first championship point for finishing sixth. Chris Irwin, who was making his Formula 1 debut in a third works Brabham, fought McLaren for much of the race and showed great potential as a grand prix driver.

Jack Brabham went on to score successive victories in the Dutch and German Grands Prix to make it four in a row and to win the drivers' world championship for the third time – a feat only surpassed by five-times champion Juan Manuel Fangio. The remaining three grand épreuves of the season were won by the Italian cement manufacturer's son from Ancona, Lodovico Scarfiotti, who scored for Ferrari at Monza, by Jim Clark, who won at Watkins Glen and, finally, by John Surtees, who brought a well-deserved victory for Coopers at Mexico City.

Chapter Twenty-Two

1967 – Clark Makes It Five

The 1967 grand prix season turned out to be rather like the fable of the tortoise and the hare, for on several occasions the

newest and fastest cars which dominated a race for much of its duration dropped out with mechanical trouble, and left final victory to the more conservative but reliable machines.

There were eleven grands prix which qualified for the drivers' world championship, and Jim Clark won four of these in the new Lotus 49 fitted with the Cosworth-designed three-litre Ford V8 engine. These were the Dutch, British, United States and Mexican Grands Prix. Denny Hulme, driving once more as Brabham's partner won the Monaco and the German Grands Prix, and backed up these successes with three second places in the French, British and Canadian Grands Prix, three third places at Zandvoort, Watkins Glen and Mexico City, and a fourth place in the South African Grand Prix. He ended the season with 51 championship points, ahead of Brabham's 46 and Clark's 41 points.

Jack Brabham himself won two rounds, the French Grand Prix on a new circuit at Le Mans and the Canadian event at Mosport Park, Ontario, and single wins were gained by the Mexican Pedro Rodriguez at Kyalami, Dan Gurney at Spa, and John Surtees for Honda in the Italian Grand Prix.

Graham Hill, who had moved to Team Lotus with Jim Clark after seven years with B.R.M., had a mechanically frustrating year with the Lotus-Ford finishing second at Monaco and Watkins Glen and fourth at Mosport Park, and retiring on eight occasions, while the B.R.M.s of Jackie Stewart and Mike Spence also had a fruitless season. Stewart did score a brilliant second place at Spa and a third in the French Grand Prix, but he also had to abandon nine times.

Despite early season wins for Mike Parkes at Silverstone, a joint win for Parkes and Scarfiotti at Syracuse and a determined second place by Lorenzo Bandini in the Race of Champions at Brands Hatch, 1967 was to be a year of sadness for Scuderia Ferrari. For on May 7, in the closing stages of the Monaco Grand Prix, Lorenzo Bandini's Ferrari dived into the straw bales after leaving the chicane while chasing Denny Hulme's leading Brabham. The car somersaulted and exploded into a holocaust of flames with Bandini trapped in the wreckage. He was removed with multiple burns, and died in hospital three days later at the age of 31. The whole of Italy mourned the loss of their

beloved Lorenzo, who had become a national idol. New Zealander Chris Amon joined the team with Parkes, who was to crash heavily in the opening lap of the Belgian Grand Prix and to be out of racing for the rest of the season. Lodovico Scarfiotti decided to withdraw from the team as a result of these dramas, leaving Amon alone in the Ferrari cockpit.

The opening round in the 1967 struggle was the South African Grand Prix on January 2, which was held for the first time at the Kyalami circuit near Johannesburg. As John Surtees had switched to the Japanese Honda team, Jochen Rindt was moved up to number one and Pedro Rodriguez was given a trial drive in Surtees' old Cooper-Maserati, while Graham Hill was making his first appearance in the Lotus Grand Prix team since 1959. Rodriguez went on to score his first grand prix victory after the champion South African driver John Love had run out of fuel while leading and dropped back to second place. Surtees' Honda was third, despite finishing with a flat tyre, and local drivers Dave Charlton and Luki Botha took seventh and eighth places.

Denny Hulme from Te Puke, New Zealand, the son of a war-time Victoria Cross holder, won the ill-fated Monaco Grand Prix from Graham Hill's Lotus-B.R.M. and Chris Amon's Ferrari. In the Dutch Grand Prix, Jim Clark scored a fantastic runaway victory in the new Lotus 49-Ford, ahead of the two works Brabhams and Amon's Ferrari and at Spa, Dan Gurney drove his Eagle-Weslake to a fine win ahead of Stewart's B.R.M. and Chris Amon.

The fifth round of the championship series was the French Grand Prix, which was run on the new short and twisty Bugatti circuit at Le Mans, which proved highly unpopular with the drivers and the public, for there were less than 20,000 spectators to watch the fifty-third edition of France's classic motor race. The reigning champion Jack Brabham won from team-mate Hulme, Stewart's B.R.M. and Jo Siffert's Cooper-Maserati, which was entered by Rob Walker.

The Twentieth R.A.C. British Grand Prix was staged once more at Silverstone on July 15, and it attracted a comprehensive field of 21 cars. Race distance was over 80 laps, or 240 miles in all. Jim Clark was fastest in practice and took pole position

on the grid, with team-mate Hill on his left and the Repco-Brabhams of Brabham and Hulme on the outside. Graham Hill was driving a Lotus 49 which had literally been built overnight by the Lotus mechanics, for he had crashed into a brick wall on Friday's practice when the rear suspension collapsed and damaged the car quite extensively. A cheer rang out from the crowd as he rushed on to the grid with seconds to go before the start. The second and third rows consisted of Gurney (Eagle), Amon (Ferrari), Surtees (Honda), Rindt Cooper-Maserati), Rodriguez (Cooper-Maserati), McLaren (Eagle), Spence (B.R.M.) and the fourth row included the three B.R.M.s of Stewart, Irwin and David Hobbs in Bernard White's car. Other starters were Welshman Alan Rees, who was test driver for Coopers and was making his championship debut in a spare works car, Bob Anderson (Brabham), Jo Siffert (Cooper), Jo Bonnier (Cooper), the Swiss driver Silvio Moser (Cooper-A.T.S. V8) and Frenchman Guy Ligier.

The two Lotus 49s of Clark and Hill made superb starts and went into an immediate lead, but Brabham moved past Hill on lap two as the latter played himself in with his completely untested car. With ten laps completed however, Graham was holding a fractional advantage in second place over Jack Brabham, who headed Hulme, Amon and Gurney – whose Eagle was handling as though its wings had been clipped.

Just before one-third race distance Graham Hill went into the lead from Clark, with Denny Hulme in third spot on his own and 'le patron' Jack Brabham fighting a losing battle with Chris Amon's Ferrari, which the young Kiwi was handling like a veteran. But once again, just as it seemed that the race was falling into an established pattern, Graham Hill's Lotus swerved into the side of the track and trundled slowly back to the pits with its left rear wheel canting drunkenly inwards. The missing locating screw was quickly replaced and he rejoined the race, but fifteen laps from the end the motor quit and he pulled out of the race.

Jim Clark motored on serenely in the lead and took the chequered flag after averaging 117 mph in this his fifth victory in the British Grand Prix. Denny Hulme finished a delighted second, ahead of Amon's Ferrari, Jack Brabham, Pedro Rodriguez and John Surtees' Honda.

Denny Hulme went on to win the German Grand Prix and to take second place in the Canadian event at Mosport Park, but retired at Monza with a blown head gasket. But by scoring third places in both the United States and Mexican Grands Prix, the quiet and unassuming New Zealander became champion driver of the world after a season-long demonstration of rugged determination and masterful driving. In this particular year, Denny Hulme proved that it is perhaps better after all to be the tortoise, and not the hare.

Chapter Twenty-Three

1968 – Siffert Superb

Although the 1968 grand prix season was to be one of the most memorable for some years, it was also one of the saddest, for four Formula 1 drivers were killed and several drivers of lesser note also lost their lives in racing accidents.

Perhaps the most tragic of all was the death of the 1963 and 1965 world champion, Jim Clark, the gallant Scot whose natural ability and ambassadorial charm had delighted racegoers all over the world. He died at the wheel of a Formula 2 Lotus at Hockenheim, West Germany on April 7 in an inexplicable crash, which sent a wave of shocked disbelief around the globe. Clark had seemed somehow to bear almost supernatural powers, and it just didn't seem possible that the shy and quietly-spoken ace would not grace the circuits any more. It is a fitting tribute to Jim Clark that, by winning the South African Grand Prix at Kyalami on January 2 for Team Lotus, in this, his last grand prix, he scored his twenty-fifth grand prix victory since his first success in the Belgian Grand Prix at Spa in 1962. In so doing, he surpassed Fangio's total of 24 grand prix wins and took his place as one of the greatest drivers – and many will argue *the* greatest of all time.

Only a month after Clark's death, Mike Spence – who had joined Team Lotus after leaving B.R.M. – was killed practising for the Indianapolis 500 miles race in May. Then, four weeks later, the tall, dark-haired Italian Lodovico Scarfiotti was killed driving a Porsche in a European Mountain championship event at Rossfeld. The sport underwent a further shattering blow exactly one month later, when the bulky and amiable Frenchman, Jo Schlesser from Nancy, was killed when his new and under-developed air-cooled Honda slammed into the bank in the French Grand Prix at Rouen, and was reduced to a burnt-out hulk.

There were 12 qualifying rounds in the 1968 world championship series, including the South African G.P. at Kyalami, the Spanish G.P., at Jarama, Madrid, the Monaco G.P., the Belgian G.P., the Dutch G.P., the French G.P. at Rouen, the British G.P. at Brands Hatch, the German and European G.P., the Italian G.P., the Canadian G.P. at St Jovite, near Montreal, the United States G.P. at Watkins Glen and the Mexican Grand Prix. The season extended from the first week in January until November 3, and it was only then that Graham Hill finally clinched his second world title at Mexico City, after struggling with Jackie Stewart's Matra-Ford throughout the year.

As mentioned earlier, Jim Clark scored his last championship victory at Kyalami in the white, red and gold Gold Leaf Team Lotus 49, from Hill's Lotus and the hawk-nosed Austro-German Jochen Rindt, who had moved over to Jack Brabham's Repco-Brabham team with the departure of the reigning world champion Denny Hulme to the McLaren équipe. By winning the Spanish Grand Prix under a torrid sky, Graham Hill helped to give the low morale of Team Lotus a welcome boost and to score his first grand prix win since the United States event in 1965. Hulme was second in the McLaren-Ford and third was newcomer Brian Redman from Burnley, Lancashire in the works Cooper-B.R.M.

Graham Hill scored his fourth personal victory in the gruelling Monaco Grand Prix on May 26 in the new Lotus 49B from Richard Attwood's B.R.M. and the Cooper-B.R.M.s of Lucien Bianchi and Lodovico Scarfiotti. A sensational grand prix debut was made by the long-haired Parisien, Johnny Servoz-Gavin, who shared front row of the grid in the blue Tyrrell Matra-Ford with Hill, but crashed out of the race on the fourth lap. Jackie Stewart

was again a non-starter, having sustained a painful hair-line fracture to his right wrist in a Spanish Formula 2 race at Jarama which necessitated him wearing a plastic cast for some months and caused him much physical discomfort.

After Monaco the grand prix circus went on to the Belgian Grand Prix at Spa, where Bruce McLaren scored a surprise victory in his McLaren-Ford – his first for six years. He finished the race convinced that he was only second, but the leader Jackie Stewart had pitted for fuel at the start of the last lap and dropped behind McLaren, who was unaware of his good fortune. The Mexican firebrand, Pedro Rodriguez, was second for B.R.M., and the fast-rising young Belgian Jacky Ickx, who comes from a family steeped in motor racing tradition, scored a determined third place as one of Ferrari's new boys. The Cooper camp was deep in despair, for Lodovico Scarfiotti had been killed on the eve of the race at Rossfeld and, in the event itself, Brian Redman crashed heavily with serious arm injuries when a lower front wishbone broke at speed, putting himself out of action for the rest of the season.

Jackie Stewart fought back at the Dutch Grand Prix when his Tyrrell Matra-Ford scored a fine win in atrociously wet conditions from Jean-Pierre Beltoise, the Parisien butcher's son and holder of eleven French national motor-cycle championships, in the Matra V12 entered by the missile-producing factory of that name. The weather was equally frightful for the French Grand Prix at Rouen, when Jacky Ickx confirmed his earlier form and won his first grande épreuve for Ferrari, ahead of John Surtees' Honda V12 and Stewart's blue Matra-Ford. The race was overshadowed by the fatal accident to the popular Frenchman, Jo Schlesser, on the third lap, which cast a deep gloom on the meeting.

Prior to the Twenty-first British Grand Prix at Brands Hatch on July 20, three of the six rounds had gone to Gold Leaf Team-Lotus and one each to McLaren, Matra and Ferrari, and it looked as though Lotus was a possible winner. But few people present before the start thought that it would be Rob Walker's sparkling new Lotus 49B, immaculately driven by Jo 'Seppi' Siffert, which would uphold the honour of the famous marque, rather than the team cars of Graham Hill and Jack Oliver.

The front row of the grid was shared by the Lotus Fords of

Hill and Oliver, with Chris Amon's scarlet Ferrari on their left. Jo Siffert, who had forced his way to the top echelon of motor racing after a tough struggle from his motor-cycling days, was fourth fastest in practice and was thoroughly happy as Rob Walker's number one driver in a superbly-prepared car. He shared the second row with Jochen Rindt's Repco-Brabham, which headed such established stars as Gurney, Stewart, Brabham, Surtees, McLaren and Hulme. Occupying the sixth row were three comparative newcomers to the grand prix scene, old-Etonian Piers Courage, sports car driver Vic Elford and former British bobsleigh team member, Robin Widdows.

It was Jack Oliver from Romford, Essex, who stormed into the lead and was first into the notorious Paddock bend, ahead of team-leader Hill and Jo Siffert's Lotus, with Chris Amon celebrating his 25th birthday hard at work in the Ferrari cockpit. Graham Hill then took over command of the race until a universal joint broke with two-thirds of the race still to run, and he was out, putting Oliver back into the lead. But this, too, was short-lived and the second Gold Leaf Team Lotus car dropped out with engine failure at around half distance. Driving with immense confidence and with the car running like a Swiss watch, Jo Siffert moved relentlessly on towards his greatest victory. Siffert's red helmet, bearing the white-painted cross was tilted slightly on one side as the 32-year-old 'Fribourg flyer' reeled off the laps towards the chequered flag a mere four seconds ahead of Amon's Ferrari, but still comfortably in control of the situation.

Suddenly, the race was over and Jo Siffert crossed the line, having averaged over 104 mph and ahead of the Ferraris of Amon and Ickx, and Denny Hulme's McLaren-Ford which was a lap behind the two leaders. John Surtees' Honda finished fifth after shedding its aerofoil wing on to the track just in front of McLaren's car, and Stewart scored a solitary championship point with his injured wrist painfully swollen. It was nineteen years since that other fine Swiss driver Baron Emmanuel de Graffenried had brought honour to his country by winning the British Grand Prix at Silverstone in 1949.

For the remainder of the season, the championship battle waged between Graham Hill, Denny Hulme and Jackie Stewart. Stewart won at the Nürburgring with Hill in second place, and

both drivers retired in the Italian Grand Prix, which was won by Hulme's McLaren-Ford. Hill then placed fourth in the Canadian Grand Prix at St Jovite, which gave Hulme a second successive victory, and Stewart was sixth, so that Hill and Hulme were each on 33 points. Jackie Stewart scored his third grand prix victory of the year at Watkins Glen, where Hill placed second and Hulme crashed out of the race. Everything depended on the final round at Mexico City on November 3, where any of the three drivers could have taken the title. But it was finally resolved when Graham Hill got his Lotus-Ford across the line to win the Mexican Grand Prix, after having been harried by Stewart's Matra-Ford for more than half race distance before it dropped back to seventh place with fuel-feed trouble. Like Jack Brabham in 1966, Graham Hill had been forced to wait six long years before another world championship had come his way.

Chapter Twenty-Four

1969 – Scotland The Brave

Just as Scotland's Jim Clark had completely dominated the grand prix scene in 1963 and 1965, winning the world championship on both occasions, so his compatriot, Jackie Stewart slaughtered the opposition in his Ken Tyrrell-entered Matra MS80 Cosworth-Ford in 1969, winning the world championship for the first time.

Stewart won six out of the eleven qualifying events, the South African, Spanish, Dutch, French, British and Italian Grands Prix, placed second in the German event and fourth in the Mexican Grand Prix. Throughout the season, Stewart held such a commanding lead in the championship race that the outcome was decided at Monza, with three rounds still left to run. Runner-up in the title race was the Belgian, Jacky Ickx, the winner of the German and the Canadian Grands Prix, and third was Bruce McLaren, who didn't win a grande épreuve, but was placed in

the first six on eight occasions. Singleton victories were scored by Graham Hill at Monaco, for an incredible fifth time, Jochen Rindt at Watkins Glen, where he took his first grande épreuve after five year's of determined effort, and by Denny Hulme at Mexico City.

The opening round of the 1969 world championship series was again the South African Grand Prix at Kyalami, which this year took place on March 1 instead of its customary date in early January. There were several changes in the line-up of the grand prix teams, caused by the 'end of season shuffle', which is the grand prix driver's version of musical chairs. Jochen Rindt had left the Brabham set-up to join Lotus as number two to Graham Hill, and Jack Oliver left Lotus to go to B.R.M. Honda had retired from the scene in 1969, so 'Big John' Surtees switched over to Bourne, while Pedro Rodriguez drove Tim Parnell's B.R.M. in the early part of the season before moving to Ferrari. Jacky Ickx left Ferrari and replaced Rindt with Brabhams, and the Italian-American U.S.A.C. champion, Mario Andretti from Nazareth, Pennsylvania, agreed to drive for Gold Leaf Team Lotus whenever his American racing commitments allowed.

In the South African Grand Prix Jackie Stewart led from start to finish in the Ken Tyrrell Matra-Ford, from Hill's Lotus and Hulme's McLaren. South African driver Sam Tingle (Brabham) was eighth, while Peter de Klerk's Brabham was unclassified and Basil van Rooyen's McLaren retired with brake trouble.

In 1969, the Spanish Grand Prix alternated from Madrid to the 2.35-mile Montjuich circuit overlooking Barcelona, and was held on May 4. Stewart scored his second successive victory and won from Bruce McLaren's McLaren and the Jean-Pierre Beltoise Matra-Ford. Jochen Rindt escaped miraculously when his Lotus 49B was completely wrecked after a wing failure had bounced him off the Armco barrier into Hill's similar car – which had been wrecked at the same spot with an identical fault. Rindt had a minor hairline fracture of the skull and, although he missed Monaco, he was back in action in time for Zandvoort.

It was surprising that Graham Hill wasn't made the Prince of Monaco when he won the grand prix for the fifth time, for he really delighted the wildly-cheering crowd, who revelled in his phlegmatic charm. Second, after a superb drive was Piers Courage,

the son and heir to the brewery chairman Richard Courage, in Frank Williams' Brabham-Ford, and third was Jo Siffert in the Walker-Durlacher Lotus 49B. Stewart went on to his third win of the season at Zandvoort and his second successive win in the Dutch Grand Prix, from Jo Siffert's Lotus and Chris Amon's Ferrari. At the French Grand Prix at Clermont-Ferrand, Jackie Stewart again dominated the race from start to finish, scoring his fourth win of the season in the Tyrrell Matra-Ford. To the delight of the partisan crowd, team-mate Jean-Pierre finished second after a heart-stopping tussle with Ickx's Brabham, which he flashed past on the closing lap and led across the line by a car's length.

The Twenty-second R.A.C. British Grand Prix, which took place at Silverstone on July 19, was the sixth championship race of the year. With Jackie Stewart having already won four of the first five qualifying rounds, he was already in a commanding lead in the tough battle for the championship title. The grand prix was run in overcast, but warm weather, and race distance was over 84 laps, or 246 miles in all.

Throughout the season, Jochen Rindt was driving with tremendous verve and determination and, apart from missing the Monaco Grand Prix following his severe shake-up at Barcelona, he was invariably on the first or second row of the grid. Surely it could not be long before this dynamic, explosive and utterly brilliant driver, who had been the undisputed 'king' of European Formula 2 racing and who was already a grand prix driver of note, scored his first win in a grande épreuve?

In the foreword to the official race programme at Silverstone, Mr Wilfred Andrews, C.B.E., chairman of the Royal Automobile Club mentioned how the post-war history of motor racing in Great Britain was closely bound up with the Silverstone circuit, where the R.A.C. revived the sport after the Second World War, and welcomed to the R.A.C. British Grand Prix the man who won the event on the same circuit twenty years ago – Baron E. de Graffenried of Switzerland. He contrasted the difference in appearance with today's cars and drivers, but stressed that the spirit which activated Baron de Graffenried and his rivals of twenty years ago is still with us in the Hills, Stewarts, McLarens and Amons of today, and that this spirit has made motor racing not only one of the biggest spectator sports in the world but

also an ever-increasing participant sport, with young men turning to it very often in preference to the more traditional sports.

Mr Andrews, writing as chairman of the R.A.C., said how proud he was that British drivers and technicians are well in the vanguard of grand prix driving. The current world champion was British and, if he did not retain his crown, he might well be succeeded by another Britisher. As president of the F.I.A., he said that he was proud to see the red Ferraris here again, carrying on the fight for Italy as they had done since Maserati and Alfa Romeo faded from the scene, and proud also to see the blue of France, too long absent from grand prix racing, in the shape of the Matra team.

There were only seventeen starters on the grid this year, with Rindt in pole position on the inside of the track next to the pits, in his Gold Leaf Team Lotus 49B. Next to him was Jackie Stewart, whose white helmet proudly bore the predominantly scarlet Stewart tartan round its rim, and New Zealander Denny Hulme on the outside in the bright orange-painted McLaren.

The cars were lined up on the grid in a 3–2–3 position – that is with three cars on the front row, two on the second row and then three again on the third row, and so on through the field. This familiar start-line format is widely used in this country for safety reasons as the flag falls, but not always with complete success.

The second and third rows consisted of Ickx (Brabham), Chris Amon (Ferrari), Surtees (B.R.M.), McLaren (McLaren) and Pedro Rodriguez in the second Ferrari, while Switzerland's hero Jo Siffert and Piers Courage shared row four. Relegated to the fifth row after a slow practice time was Graham Hill's Lotus 49B, sandwiched between Vic Oliver's McLaren and Jack Oliver's B.R.M. Making up the selective but distinguished field were John Miles, the bespectacled son of actor and Mermaid Theatre patron Sir Bernard Miles, in the Lotus Cosworth-Ford V8 four-wheel-drive car, Derek Bell (McLaren), Jo Bonnier, and the Frenchman, Jean-Pierre Beltoise, in the Matra MS84 four-wheel-drive machine.

The atmosphere was tense with excitement as the grid was finally cleared of its usual horde of team personnel, race officials, accessory manufacturers representatives and general hangers-on,

and the seconds ticked away to the start. The pit area was jammed to capacity as the crowd eagerly anticipated another round of the Lotus/Rindt and Stewart/Matra battle, which had waged mercilessly for half the season. Just as expected, as the Union Jack came down, these two friendly rivals screamed away from the line together, with Rindt's white, red and gold Lotus taking an initial lead over the dark blue Matra.

The positions were soon reversed, however, when the Matra got past the Lotus under braking at Stowe, and Rindt, driving like the spice merchant he was, proceeded to harry Stewart around every yard of the circuit. This was the sort of grand prix racing that keeps the paying public happy, and they were loving every minute of it. Already the rest of the field was lost from view as the two leaders swept round Woodcote just a few feet apart, and only Denny Hulme in a solitary third spot gave the impression that he was even in the same motor race. Jacky Ickx had got away to his customary bad start – a fault which has always worried him – but he made a rapid recovery with the second works Brabham from tenth place. In quick succession, he shot past Siffert, Hill, Courage, Amon and Rodriguez, and set out to overhaul the silver-helmeted McLaren as well.

Stewart and Rindt were locked in an exciting duel in front, and were lapping at around 128 mph, while Hulme held on to third place, but only just. With just over a quarter of the race run Hulme retired at the pits with ignition trouble, and Ickx gradually began to get on terms with McLaren. At half distance, Jochen Rindt was holding a scant lead over Stewart, and Ickx had moved up to third, ahead of McLaren, Courage, Hill, Siffert and Amon, who was soon to retire with gearbox trouble.

With about two-thirds of the race completed Jackie Stewart started a concentrated attack on Rindt's car, and soon he was only inches behind. Then, dramatically, Stewart was seen to be leading – and Rindt drove slowly into the pits with part of his rear aerofoil adrift. Despite quick work by the Lotus mechanics he rejoined the race some thirty seconds behind Stewart, and could do nothing to reduce the gap. There was even worse misfortune to come however, for with only four laps to go his engine started spluttering, and he had to call in to the pits to take on more fuel, which dropped him to fourth place.

As the chequered flag came out for Jackie Stewart, the wiry Scot crossed the finishing line, after averaging 127 mph, to win his fifth grand prix of the season and certainly one of the hardest races of his career. Ickx finished second after a spirited drive one lap behind the leader, with the remaining championship points going to Bruce McLaren, Jochen Rindt, Piers Courage and Vic Elford.

Stewart finished second to the Jacky Ickx's Brabham in the German Grand Prix at the Nürburgring, and then scored a brilliant win in the Italian Grand Prix at Monza, where he battled with Rindt's Lotus throughout the entire 243-mile race, to take the world championship for the first time. The race average was 146.9 mph, and at the finish only one-fifth of a second separated the first four cars of Stewart, Rindt, Jean-Pierre Beltoise and Bruce McLaren.

Jacky Ickx scored his second grande épreuve of 1969 at Mosport Park and then, to everyone's delight, Jochen Rindt was successful in winning the rich United States Grand Prix at Watkins Glen, notching-up his first world championship race victory after so many near misses. It was a day of mixed fortunes for Gold Leaf Team Lotus, however, for in the closing stages of the race Graham Hill's Lotus crashed heavily and both his legs were badly smashed. He underwent a long and very painful convalescence which might have completely undermined the morale of lesser men than him.

Chapter Twenty-Five

1970 – Jochen Rindt

The 1970 grand prix season, which at first appeared to be a triumphal one for the spectacular Austro-German driver Jochen Rindt, turned into a tragic one. For Rindt, who had already won the Monaco, the Dutch, the French, the British and the German

Grands Prix and was apparently headed for his first world championship title, was killed when his Lotus-Ford 72 crashed at high speed while practising on September 5 for the Italian Grand Prix at Monza. As a safety precaution, and also as a mark of respect, the Gold Leaf Team Lotus cars and Graham Hill's Brooke Bond Oxo sponsored Lotus were withdrawn.

But Rindt's death was not the only occasion for mourning in 1970, for early in June the popular New Zealander Bruce McLaren was killed testing a new McLaren sports car at the Goodwood, Sussex, circuit in preparation for the forthcoming CanAm series of races, which was due to start on June 14. A veteran of 102 starts in world championship races since his debut in the 1958 German Grand Prix, McLaren earned the reputation of being not only a top-flight driver, but also a brilliant designer and engineer. He was 32.

Then, on June 21, tragedy struck again on the 23rd lap of the Dutch Grand Prix at Zandvoort, when the debonair Piers Courage was trapped in the wreckage of his blazing de Tomaso car entered by Frank Williams. This talented driver had made considerable progress as a grand prix driver, and at the time of his death he was tipped to go on to reach the highest ranks. He was 28.

For the first time since the drivers' world championship was instituted in 1950 there were thirteen qualifying rounds, making the series the most important yet held, for it proved the ever-increasing popularity of motor sport around the world.

When Ken Tyrrell and his new champion Jackie Stewart began to make plans for the 1970 grand prix season, they learned from Matra Sports that the French company were most likely to insist that any Matra cars competing in 1970 should be powered by their own V12 engines, which had been lightened and modified considerably. Stewart felt, however, that he would have a far better chance of pulling off a championship double if his Matra again used the brilliantly-conceived Cosworth D.F.V. V8 engine designed by Keith Duckworth, which was currently dominating grand prix racing.

As no compromise could be reached between Tyrrell and Matra, the team was forced to look elsewhere for a suitable mount for the world champion and the answer came when the new March Engineering company was formed in October 1969, at Bicester.

This company, whose name is made up from the initials of the four founder directors – Max Mosley, Alan Rees, Graham Coaker and Robin Herd – were planning an ambitious programme of racing car production, including the new March Formula 1 car. It came as something of a shock to the racing world, when Ken Tyrrell, who is one of the shrewdest spotters of car and driver potential around, ordered three new March-Fords from Bicester. Two of these were to be raced by Stewart and Johnny Servoz-Gavin, and the other was a spare car for Stewart.

In addition to providing the three Tyrrell cars, March formed their own Formula 1 team, headed by New Zealander Chris Amon – who was thoroughly disenchanted with Ferrari – and 'Seppi' Siffert, who had left Rob Walker's independent team and been replaced by Graham Hill. The March cars were designated '701', with the '70' signifying the year 1970 and the '1' that it was a Formula 1 car.

Looking back in retrospect on the early days of the world championship grands prix in the 1950s and the early 1960s, it seems that the entry list at almost every grand prix in any one season was virtually the same. The newcomers who did join the grand prix ranks were comparatively few, and a promising driver might have to wait several seasons before he was up-graded to a works team.

But although motor racing has had its ups and downs in the past and some races have disappeared from the calendar, these have been rapidly replaced by other events. Race organisers around the world have clamoured to get their particular event recognised by the F.I.A., and this renewed enthusiasm, coupled with the injection of large cash sums into motor racing by commercial and industrial sponsors, has helped to make the sport 'big business'. The days of running motor races on a shoe-string, with amateur drivers and frequently inefficient organisation have gone, and if motor racing is a public spectacle, then it has to become more like show business whether the old-school promoter likes it or not.

The far more professional approach to motor racing – which gradually became apparent in the latter half of the 1960s – and the vast number of different types of categories and championships held each year have produced an entirely new breed of

driver. This is the young man who starts off in a comparatively small way, but often with sound financial backing from the very start of his career. If he is successful and is backed by a sustained press and promotional campaign, he will quickly come to the attention of the factory teams, or possibly even more generous sponsors. Then, if he is given the chance of a works drive, he is in a position to call the tune and say, 'I am a talented driver with immense public appeal, how much are you prepared to pay me for driving for you?' instead of the old-time approach of 'I am a talented driver, but I'm flat broke and would love to drive your car for nothing, Sir!'

This refreshing wind of change was never more apparent than at the beginning of the 1970 grand prix season, when a whole crop of new grand prix drivers emerged through the ranks of Formula 3, Formula 2 and Formula 5000 racing. These tough, talented youngsters were not just prepared to trail round in the steps of their masters, they were all ready, willing and able to challenge the established grand prix aces for outright victory. Names such as the Australian Tim Schenken and the Swedish pair Ronnie Peterson and Reine Wisell appeared on the starting grids with Frenchmen Johnny Servoz-Gavin, Francois Cevert and Henri Pescarolo, and the Swiss-Italian Clay Regazzoni. They were joined by drivers such as the Brazilian, Emerson Fittipaldi, and Englishman Peter Gethin, son of the former jockey Ken Gethin, who won hundreds of races in his long career.

In the opening round of the 1970 series at Kyalami in March, Jack Brabham did well to win the South African Grand Prix after his Brabham had been run into on the first lap by Rindt's Lotus, which had already clobbered Amon's March. Hulme's McLaren was second, ahead of Stewart's new March-Ford 701. Graham Hill, driving in his 114th grand prix, did extremely well to finish sixth in his first race since his terrible accident in the United States the previous October. Surtees, incidentally, was driving in his 88th grand prix, and Denny Hulme his 50th.

The new March 701s proved highly competitive in the Spanish Grand Prix a month later, when the Tyrrell March-Fords of Stewart and Johnny Servoz-Gavin were first and fifth, and Mario Andretti's car was third. Bruce McLaren was second in his own car, and Graham Hill drove another plucky race into fourth

place. Both Jack Oliver and Jacky Ickx had miraculous escapes when their B.R.M. and Ferrari exploded into flames after Oliver's brakes had failed and he rammed Ickx on the opening lap.

Round three at Monaco saw one of those dramatic finishes which even a Hollywood scriptwriter wouldn't dare to write. Jochen Rindt, who had stormed through the field, setting fastest lap in the process, was a mere one and a half seconds behind Jack Brabham on the final lap. As Brabham came into the Gasometer bend for the last time, with less than 200 yards to the chequered flag, he was forced to lap the Piers Courage de Tomaso. Making one of his rare mistakes, Brabham braked heavily, lost control, and bumped into the barrier, with only minor damage to the car. A surprised but delighted Rindt gave a quick wave of sympathy to Brabham, and nipped across the line to win an unexpected victory. Brabham recovered and motored on into second place ahead of the bearded Frenchman Henri Pescarolo's Matra-Simca, Hulme's McLaren, Hill's Lotus and Pedro Rodriguez in the B.R.M. Ronnie Peterson, the blond, long-haired Swede, made an impressive debut at the wheel of a March 701 and showed all the signs of being a world champion in the making.

The Belgian Grand Prix at Spa produced one of the most exciting grands prix of the season, when Pedro Rodriguez in his B.R.M. just headed home Chris Amon's March-Ford 701 after averaging a fraction under 150 mph for the whole race. Third was Jean-Pierre Beltoise (Matra-Simca), fourth was the Italian Ignazio Giunti (Ferrari 312B), fifth the German Rolf Stommelen (Brabham-Ford) and sixth Henri Pescarolo (Matra-Simca). Bruce McLaren's tragic death at Goodwood a short time before led to the withdrawal of the three McLarens. The B.R.M.s victory at Spa was the first time that the Bourne marque had won a Formula 1 race since Stewart's victory in the 1966 Monaco Grand Prix, and it was also the first grand prix not won by a Ford-engined car since the 1968 French Grand Prix.

The Dutch Grand Prix at Zandvoort was won by Jochen Rindt in his Lotus-Ford, his first of four consecutive victories, from Stewart's March-Ford and the Ferrari 312Bs of Jacky Ickx and the new boy, Clay Regazzoni, who was making his grand prix

debut. Also having his first grand prix drive was the 26-year-old son of a Parisien jeweller, Francois Cevert, who had taken over as number two in the Tyrrell team on the sudden retirement from motor sport of the flamboyant young Frenchman, Johnny Servoz-Gavin.

Although the French Grand Prix was originally scheduled to be held at Albi in the south-west corner of France, it was eventually moved to the undulating Clermont-Ferrand 'roller-coaster' circuit. Jochen Rindt was favourite after his win at Zandvoort, and although Jean-Pierre Beltoise led in the early stages, he tired gradually and dropped back. Rindt forged ahead to another fine win, from Amon's March-Ford, Jack Brabham's B.T.33 and Hulme's McLaren-Ford. Fifth was Henri Pescarolo's Matra-Simca and sixth Dan Gurney's McLaren. Rindt's win put him well ahead in the championship race, with 27 points to Stewart and Brabham's 19 points each.

Denny's determined drive into fourth spot was a painful experience, for he had crashed heavily while practising in a McLaren for the Indianapolis 500 in May. He suffered serious hand burns which, as they healed, left his finger-tips tissue thin and highly sensitive. Although the alcohol-based fuel used on Indy cars has a higher flash point than aviation fuel and is, therefore, comparatively safer, when Hulme's car caught fire at speed the flames were invisible at first and caused him greater damage.

But Beltoise the 33-year-old French former motor-cycle champion, has to contend with a far more permanent affliction to his left arm, which is the result of a terrifying accident in the 1964 12-hour sports car race at Rheims. In the early part of his motor-racing career, his Rene Bonnet DB crashed in flames in the night and was completely burnt out. Jean-Pierre's arm was almost completely severed as he fought his way clear, and he was kept on his back in hospital for six months without the use of either his left arm or leg. It is the permanent weakness in the tendons of this arm which causes Beltoise extreme pain. If he is placed under intense pressure in a race, as he was at Clermont-Ferrand by Rindt, he is likely to slacken off and fall back. It is for this reason alone that the stubborn and resilient 'J-P' has sometimes given the impression that he is not really trying.

The Twenty-third British Grand Prix, which was held at

Brands Hatch on July 18, was certainly one of the most eventful of the 1970 season. As the year progressed, it was apparent that the 12-cylinder Ferraris and Matras were both likely to win a championship race in the near future, and Pedro Rodriguez's 12-cylinder B.R.M. had already paved the way at Spa. While Rindt's Lotus seemed to get quicker all the time, Stewart was no longer dominating the scene with his March-Ford V8. His chances of winning a second world championship this year were slender.

Drivers are of the general opinion that Brands Hatch is a most difficult circuit to master. The 34-year-old New Zealander, Denny Hulme, (world champion in 1967) gave his opinion about it before the race in the official programme. He regarded Brands Hatch as a 'real challenge', and mentioned the difficulty in setting up a car for this circuit, because of its very awkward bumps. Both the dip on the quick straight at Pilgrims drop, and the other at Dingle dell, cause the car to try to bottom out, and make it necessary to take up the ride height or fit stronger springs – although even this might not produce the right combination for the remainder of the circuit. In addition, there are widely different views about the right ratios for Brands Hatch in a grand prix car, and in the number of gear changes made on each lap, even though different approaches sometimes produce the same lap times. Denny Hulme's technique was to try to eliminate as many gear shifts as possible, making an average of ten changes each lap, whereas some drivers might make 15 or more.

On the question of understeer versus oversteer, he thought that, for Brands Hatch, a car should be as neutral as possible, oversteer being particularly undesirable on some of the 'twitchy parts' around the back of the circuit. Aerodynamic devices, too have some pronounced effects on handling, and nowadays the tendency is to tune the wings rather than the chassis.

The numerous stop-start type of corners make Brands Hatch very tough on brakes, and engine speeds fluctuate enormously. The circuit, he thinks, is certainly tough on gearboxes, because drivers try to gain extra time by slamming the gear lever through.

Regarding the corners, Denny Hulme mentioned the difficulty in realising how fast the hill falls away at Paddock bend, which he described as being one of the most difficult corners on

any British circuit, even though grand prix drivers are not often caught out by it. For Druids Hill bend, there are two basically different approaches – to go out wide on entering, or to keep to the right on entering and come out tight. While it is difficult to know which is the better approach, keeping to the right means that a driver can sometimes outbrake a rival because he is braking with his car in a straight line.

A correct exit from the tricky Bottom bend can enable a driver to make up time along Bottom straight, and on the South bank it is important to get your entrance right in order to exit quickly, there being no chance of having two attempts, for you have to decide where you are going to exit before you go in.

Although some drivers probably fit a low fourth gear to take Hawthorn bend at the end of the fast back straight, Denny Hulme usually goes down from fifth to third, and then leaves it in third all the way round the next corner. 'If conditions are right' he says, 'you can attack the next right-hander, Dingle dell in third gear as well.' Stirling's bend he takes in second gear, Clearways probably in third, which comes up very quick on the long circuit, and demands accurate braking to enter at the right speed. Its cambers make it a difficult corner.

Safe overtaking points are relatively few at Brands Hatch. Both Paddock and Clearways can be dangerous, and the favourites are going into Druids and on the back straight and, sometimes, to sneak past on the inside along Bottom straight.

Denny Hulme considers Brands Hatch to be a tough circuit, and any grand prix win there to be very well deserved. His graphic description of how to drive a grand prix car round Brands Hatch at record speed makes fascinating reading, and illustrates one driver's approach to this particular challenge. In the same official race programme, Londoner Graham Hill, the world champion driver in 1962 and 1968, gave his personal reasons for going motor racing.

This great driver likes Formula 1 most of all, and regards winning the British Grand Prix as one of his own particular challenges. He derives a great deal of pleasure and satisfaction from the art of driving a racing car on a circuit, and pitting himself against others in competitive motor racing – which also provides him with a living, and makes his hobby also his pro-

fession. He mentions his philosophy regarding the dangers of the sport – which is optimism – and the similarity between a thoroughbred racehorse and a Formula 1 car. Of Formula 1 racing, which carries the final accolade of motor racing – the drivers' world championship – he mentions his own aim to win the championship again, and his love of being up against other drivers of the very highest calibre, in whom you can have complete trust when you are racing alongside and a tricky moment arises. For, despite the cut-and-thrust of competition, drivers do get to know each other fairly well, and they know what to expect from each other There is, in fact, an unwritten code to which they all confirm.

Although the organisers had invited up to 30 cars to compete, there were eventually twenty-three cars scheduled to start. But at the last moment, the McLaren-Alfa Romeo V8 of the bespectacled Italian Andrea de Adamich sprang a leak in its fuel tank and was pushed off the grid.

The front row of the grid was shared by Jochen Rindt, Jack Brabham and Jacky Ickx, with Oliver's B.R.M. and Hulme's McLaren on the second row. The third and fourth rows were occupied by Clay Regazzoni, John Miles, Jackie Stewart, Mario Andretti and Beltoise, and the sixth row by Gurney, Pescarolo and Ronnie Peterson. The rest of the field consisted of Francois Cevert, Rodriguez, George Eaton – the young wealthy Canadian heir to a departmental store fortune, Amon, Surtees in his new Surtees-Cosworth, Siffert, the Brazilian Emerson Fittipaldi, Graham Hill and the Rhodesian champion Pete Lovely.

It was Ickx and Brabham who screamed into the lead and tussled together through Paddock bend, and at the end of the first lap it was Ickx, Brabham, Rindt, Oliver, Hulme and Regazzoni who led. But on the sixth lap, Ickx went out with a broken back axle and Rindt took over the lead from the wily Australian, Jack Brabham, who was obviously playing a waiting game and pushing Rindt as hard as he could. Clay Regazzoni was driving like a veteran and fought his way past Stewart, who went out after half race distance when the clutch-fluid pipe melted away.

It was around the seventieth lap that Brabham's opportunity came, for Rindt's Lotus faltered as he missed a gear and 'Black

Jack' swept by into the lead. Clay Regazzoni was pushing Denny Hulme to the limit but still couldn't get by with the Ferrari on the tricky Brands Hatch circuit, and it seemed that Brabham was to score yet another victory in his long career. But as the chequered flag came out, with Brabham leading by some thirteen seconds, he ran out of fuel as he approached Stirling's bend and was forced to coast towards the line. Jochen Rindt, coming up fast, flashed by Brabham to score yet another grand prix victory – his third in a row – and the second this season when Brabham was the likely winner. But then, as history has proved, there are no 'ifs' in motor racing and it is the first driver across the line who wins the race. Behind Brabham came Denny Hulme, Clay Regazzoni, Chris Amon and Graham Hill.

More drama came immediately after the race, when there was a dispute over the mounting of the wings on Rindt's Lotus, for although they had been found straight at scrutineering they were found to be bent after the race and it was argued that, if the supports had been straightened, the wings would have broken the regulations concerning overall height. Fortunately, the protest was rejected and Rindt became the worthy winner of the British Grand Prix. After all, he did cross the line first.

Rindt went on to win the German Grand Prix, his fourth grande épreuve in a row, and then retired in the Austrian Grand Prix on the new Österreichring, much to the disgust of the partisan crowd. Then came the tragic death of Jochen Rindt while practising for the Italian Grand Prix at Monza – the loss of a talented driver, a brilliant sportsman and a charming personality. Rindt was 28.

The newcomer, Clay Regazzoni, went on to win this, his first grande épreuve from Stewart and Beltoise. Jacky Ickx won the Canadian Grand Prix at St Jovite from Regazzoni's Ferrari and Amon's March-Ford and the young Brazilian Emerson Fittipaldi took the United States Grand Prix at Watkins Glen in his Lotus-Ford, from Pedro Rodriguez's B.R.M. and team-mate Reine Wisell's Lotus. The final round of the 1970 series at Mexico City was won by Ickx's Ferrari, from team-mate Regazzoni and Hulme's McLaren-Ford.

But despite the fact that Rindt was no longer alive, he had scored enough championship points (45) to win the title

posthumously from Jacky Ickx (40) and Clay Regazzoni (33). In my opinion, Jochen Rindt was one of the greatest racing drivers, for he loved racing and had spirit, intelligence and courage.

Chapter Twenty-Six

1971 – Woolmark for Stewart

So we come to the 1971 grand prix season, the last year under review in this book. It would be pleasant to record that this, the Twenty-fourth British Grand Prix to be held since its inception in 1948, was the most dramatic and memorable of them all. Unfortunately, it wasn't, for within 91 minutes Jackie Stewart and his blue Tyrrell-Cosworth V8 had completely shattered the opposition and won one of the dullest Formula 1 races ever seen. Once Stewart forged into the lead past the Ferrari flat-12s of Jackie Ickx and Clay Regazzoni after three laps, the result was a foregone conclusion and the 1969 world champion cruised relentlessy on to score his fourth grand prix victory of the season and to put himself into a commanding lead in the drivers' world championship.

Looking at the 1971 grand prix year in retrospect after the eleventh and final grande épruеve in the United States Grand Prix at Watkins Glen, one sees that it has been a virtual monopoly for the Ken Tyrrell/Jackie Stewart combination, just as it was for Colin Chapman and Jim Clark in 1963 and 1965 with Team Lotus.

Although there were originally to be thirteen qualifying rounds, both the Belgian Grand Prix and the Mexican Grand Prix were cancelled for reasons of spectator safety and finance, and eleven events were actually staged. These were the South African, the Spanish, the Monaco, the Dutch, the French, the British, the German, the Austrian, the Italian, the Canadian and the United

States Grands Prix. Jackie Stewart won the world championship for the second time and was successful in the Spanish, Monaco, French, British, German and Canadian rounds in the immaculately-prepared and thoroughly reliable Tyrrell-Cosworth Ford V8 and his brilliant young French team-mate Francois Cevert won at Watkins Glen. Cevert, who had only joined the team in June, 1970 also scored two second, one third and one sixth place to notch up 26 championship points, compared to Stewart's 62 points. Runner-up in the championship was the outstandingly talented blond Swede, Bengt Ronnie Peterson, from Orebro in central Sweden, who at the wheel of the scarlet S.T.P. March-Ford 711 finished second in the Monaco, British, Italian and Canadian grands prix, was third at Watkins Glen, fourth at Zandvoort and fifth at the Nürburgring, to score an impressive total of 33 championship points. Since winning the European Kart championship in 1966, three Swedish championships and placing third in the World Kart championship, Peterson has become one of motor racing's most valuable properties in the past two years. The far-sighted directors of March Engineering at Bicester were clairvoyant enough to sign him up on a three-year contract at the beginning of the 1970 season, even before he had raced a Formula 1 car.

Of the four remaining world championship races which were not entirely 'Tyrrellised', two went to Ferrari and two to Yardley-B.R.M. Mario Andretti and Jacky Ickx won the South African and Dutch Grands Prix, Jo Siffert scored the second grande épreuve win of his career in the Austrian Grand Prix at the Osterreichring, and Peter Gethin snatched a dramatic victory on the line at Monza from Peterson's March. The season was overshadowed by the death of the Italian, Ignazio Giunti, who was a Ferrari works driver, in the Buenos Aires 1,000 kilometres race and the talented Mexican, Pedro Rodriguez, in a comparatively minor race at Nuremberg, West Germany in July. Driving for B.R.M., Pedro had already placed fourth in the Spanish Grand Prix and second at Zandvoort, in his last world championship race.

Beltoise was involved in the fatal accident to Giunti, who was killed while pushing his broken-down Ferrari back to the pits and was hit inadvertently by Beltoise's car. The French driver was

subjected to intensive criticism by the Argentinian and French motor sporting authorities, which seriously affected his performance with the Matra-Simca team in 1971 and, for a period, placed his professional career in jeopardy.

The opening round in the 1971 championship series was the South African Grand Prix at Kyalami. The Italian-American Mario Andretti in a Ferrari won in his first drive for Maranello, from Stewart's Tyrrell-Ford and Clay Regazzoni's Ferrari. Stewart scored the first of his six championship victories of the season in the Spanish Grand Prix, from Ickx's Ferrari and Amon's Matra-Simca, and was then successful again at Monaco, where Peterson scored a meritorious second place ahead of Jacky Ickx. The fourth round, following the cancellation of the Belgian Grand Prix on the notoriously dangerous Spa-Francorchamps circuit was at Zandvoort, where Ickx's Ferrari won from Pedro Rodriguez's Yardley-B.R.M. and team-mate Regazzoni.

There was an impressive entry of 24 cars for the Twenty-fourth British Grand Prix at Silverstone on July 17. The weather was fine and hot for the race, which was over 68 laps of the 2.9-mile circuit, a mere 199 miles in all. In his customary foreword in the race programme, Mr Wilfred Andrews, the Royal Automobile Club's chairman spoke of the 1971 Woolmark British Grand Prix as possibly marking the beginning of a new era in Formula 1 motor racing, after the retirement in the previous year of that quiet-spoken sportsman who was such a favourite at Silverstone, Jack Brabham.

Although four former world champions, Graham Hill, John Surtees, Denny Hulme and Jackie Stewart were taking part, the issue was more open and the competition more cosmopolitan than Mr Andrews could remember for many years, and he looked forward to the battle between the resurgent Ferraris and Tyrrell of Jackie Stewart, a popular favourite to regain his world title in 1971. He also expressed his appreciation of the assistance that the R.A.C. has been given in organising the meeting, not only by the International Wool Secretariat, which was sponsoring the Grand Prix for the first time, but also by Silverstone Circuits Limited and the Daily Express.

The front row of the grid was occupied by the thrustful Clay

Regazzoni in pole position, with Stewart's blue Tyrrell-Ford and Siffert's white B.R.M. on his left, and the second row by the Brazilian, Emerson Fittipaldi and Ronnie Peterson's March. The third and fourth rows were made up of Jacky Ickx (Ferrari), the Australian Tim Schenken (Brabham-Ford), Denny Hulme (McLaren-Ford), now aged 35 and already a grand prix veteran, Chris Amon's Matra-Simca and Francois Cevert's Tyrrell. The rest of the field consisted of the promising New Zealander, Howden Ganley, the bespectacled German, Rolf Stommelen, the South African, David Charlton, Peter Gethin, Jean-Pierre Beltoise, Graham Hill, Henri Pescarolo, John Surtees, Reine Wisell in the controversial Lotus Pratt & Whitney turbine car, newcomer Mike Beuttler, the diminutive Italian, Nanni Galli, Jack Oliver, who was making a welcome return to the grand prix scene – but, as it transpired at Silverstone, not for long – and Derek Bell. The Italian student, Andrea de Adamich was on the back row by himself in his March-Alfa Romeo.

There was a dramatic and entirely unnecessary incident on the start line, just as there had been in 1964. This time it was Graham Hill's Brabham and Jack Oliver's McLaren which were eliminated in the opening seconds of the Woolmark British Grand Prix.

As the field moved up in line from the dummy grid to the actual start under marshal's direction, the starter, Mr Dean Delamont, head of the R.A.C.s Motor Sport division, hesitated with the flag in the air. Regazzoni in pole position by the pits jumped the start, slammed on his brakes to check the car as he saw the flag was still aloft, and then surged forward again as the flag finally dropped. Oliver, coming up fast from near the back of the grid, rammed the nose of his McLaren straight into the rear suspension of Hill's Brabham, putting them both out of the race and causing Graham Hill to utter a torrent of terse comment to the world in general and Dean Delamont in particular. Through his impromptu departure, Hill's chances of adding the British Grand Prix to his tally of world championship victories were again frustrated.

It was the scarlet Ferraris of Regazzoni and Ickx which flashed into an immediate lead, closely followed by Stewart's blue Tyrrell, to give the 100,000-strong crowd a taste of nail-bitting,

wheel-to-wheel racing. But by the fourth lap the race as such was already over, and Stewart was well on the way to adding the Woolmark British Grand Prix to his 1971 list. Siffert's Yardley-B.R.M. rushed past the two Ferraris on Lap 5, and with ten laps completed, Stewart was leading comfortably from Siffert, Regazzoni, Ickx, Peterson, Schenken, and Denny Hulme's McLaren.

Enlivened only by the heavy traffic rushing up and down the pit road as one car after another called in for attention, the race went on its processional way, until Siffert's second-placed B.R.M. was seen to be in trouble. Excessive vibration had shaken the coil loose, causing the electrical system to short out intermittently and Jo to visit the pits with a third of the race still to run. He eventually rejoined the race and finished ninth after this disappointing set-back, which affected his overall standing in the championship table.

Shortly after Siffert's demise, Regazzoni's Ferrari motored slowly into the pits to retire with engine failure while lying second, which allowed Ronnie Peterson to move up, followed by Schenken, Fittipaldi and Ganley – a talented quartet of tyro grand prix drivers who will undoubtedly make motor racing history between them in the years ahead. Ganley, the tall, dark-haired Kiwi, was driving immaculately in fifth place, in this his first year of Formula 1 racing, but dropped down to eighth place after having to stop to change a deflating rear tyre.

Just as it seemed that Schenken was all set to score a well-merited third place, the transmission broke on his Brabham and he retired on the circuit four laps from the end after a spirited drive. Jackie Stewart motored on serenely to score an unruffled victory, more than half a minute ahead of Peterson's March and Fittipaldi's Lotus. Stewart averaged 130.4 mph and also set up a new lap record in 1 minute 19.9 seconds, or 131.8 mph.

Stewart stormed on to victory in the German and Canadian Grands Prix, and deservedly took the drivers' world championship for the second time. By winning six out of the eleven qualifying rounds so convincingly, Stewart proved that the combination of his natural ability and the immaculately prepared Tyrrell-Ford was more than a match for the opposition in 1971. The Tyrrells of Stewart and his brilliant team mate Francois

Cevert were shod with Goodyear tyres throughout the season, and the giant Wolverhampton-based American firm booted the Tyrrells to victory in the Spanish, Monaco, French, British, German, Canadian and United States Grands Prix, to the delight of their European publicity man Bernard Cahier, the Frenchman who has been part of the international motor racing circus for so many years.

It is sad to report however, that the likeable and talented Swiss star, Jo Siffert, was killed at Brands Hatch on October 24, in a race to commemorate Jackie Stewart's championship year.

Chapter Twenty-Seven

Reflections on the 1971 World Championship

Before looking forward to the 1972 grand prix season in general and the 25th anniversary British Grand Prix in particular, let us recall the 1971 Formula 1 world championship series, which has already been written into the record books.

As we know, there were 11 races in the 1971 series, which was shortened by the cancellation of the Belgian and Mexican Grands Prix. When the chequered flag fell at Watkins Glen in October to terminate the 1971 grand prix season, 22 drivers had scored championship points by finishing a race somewhere in the first six places. Having scored six outright victories, 32-year-old Jackie Stewart was in a class of his own and, with his 62 points collected almost double the number of that of his nearest rival, Ronnie Peterson. Stewart's French team-mate Francois Cevert finished in third place in the table with 26 points, nine of which were awarded for his fine win in the United States Grand Prix, which gave the Elf Team Tyrrell-Fords their seventh win of the season.

It is interesting to note that the writing was already on the wall at Silverstone on July 17, for Stewart and Peterson, who finished first and second in the British Grand Prix, were in the same order in the final championship placings. The first three in the drivers' championship – Stewart, Peterson and Cevert – all used the Ford D.F.V. V8 engine, designed by Cosworth's Keith Duckworth and, altogether, the 22 scoring drivers accumulated an aggregate of 275 championship points, of which 179 were collected in Ford-engined cars, 44 in Ferraris, 42 in B.R.M.s and 10 in Matra-Simcas.

In the constructors' championship only the best result may be scored by a constructor, even if his cars finish first and second for example, as the Tyrrells did in both the French and the German Grands Prix. The effect of this was to put the Tyrrell-Ford even further out of reach for the competition, the 73 points scored being just over twice the 36 scored by the runners-up, B.R.M., who were closely followed home by March-Ford and Ferrari. In the constructors' championship, a total of 229 points were scored from the 11 qualifying rounds, of which 151 went to Ford-powered cars, 36 to B.R.M.s, 33 to Ferraris and 9 to Matra-Simca.

This is how the two tables looked at the end of another historic grand prix season:

WORLD CHAMPIONSHIP

	Driver	*Points*	*Car*
1	Jackie Stewart	62	Tyrrell-Ford
2	Ronnie Peterson	33	March-Ford
3	Francois Cevert	26	Tyrrell-Ford
4	Jacky Ickx	19	Ferrari
	Jo Siffert*	19	B.R.M.
6	Emerson Fittipaldi	16	Lotus-Ford
7	Clay Regazzoni	13	Ferrari
8	Mario Andretti	12	Ferrari
9	Chris Amon	9	Matra-Simca
	Peter Gethin	9	B.R.M.

	Driver	*Points*	*Car*
	Pedro Rodriguez*	9	B.R.M.
	Reine Wisell	9	Lotus-Ford
	Denny Hulme	9	McLaren-Ford
14	Howden Ganley	5	B.R.M.
	Tim Schenken	5	Brabham-Ford
16	Mark Donohue	4	McLaren-Ford
	Henri Pescarolo	4	March-Ford
18	Mike Hailwood	3	Surtees-Ford
	John Surtees	3	Surtees-Ford
	Rolf Stommelen	3	Surtees-Ford
21	Graham Hill	2	Brabham-Ford
22	Jean-Pierre Beltoise	1	Matra-Simca

*Deceased

CONSTRUCTORS' CHAMPIONSHIP

1	Tyrrell-Ford	73
2	B.R.M.	36
3	March-Ford	34
4	Ferrari	33
5	Lotus-Ford	21
6	McLaren-Ford	10
7	Matra-Simca	9
8	Surtees-Ford	8
9	Brabham-Ford	5

At the end of the 1970 grand prix season, it was obvious that a new generation of Formula 1 drivers – such as Peterson, Cevert, Emerson Fittipaldi, Gethin, Wisell, Ganley and Schenken – were likely to make their mark in the very near future, and would soon be permanently replacing some of the established aces. But at the beginning of the 1971 season few people would have predicted that Derek Gardner's new Formula 1 car designed for Ken Tyrrell would have dominated seven out of the eleven races and left the hotly-tipped Ferraris trailing.

One of the most significant factors of the season, was the

important role played by the Ford 8-cylinder D.F.V. engine, which many people had considered obsolete at the end of 1970. But they failed to recognise the brilliance of Keith Duckworth, who, four years after the engine's first introduction, put in hand a serious development programme. For although Chris Amon opened the score for Matra-Simca in the Argentine Grand Prix and Jackie Stewart was beaten by 12-cylinder cars in the first four races of the year, he was virtually unbeatable when the season actually started. Despite Ferraris comparatively poor showing, both the B.R.M. and Matra, the two other 12-cylinder challengers, proved that they were able to build competitive engines.

Wherever the Tyrrell team appeared on the circuits it was a model of efficiency and precision, and seemed to make other teams look positively amateur by comparison. It was on April 17 when Jackie Stewart took the chequered flag at the finish of the Spanish Grand Prix, to score his first victory for a year, and the first-ever win for a Tyrrell-Ford. The Tyrrell mechanics showed little emotion. They smiled, gave Jackie a drink, and then turned to the task of collecting their tools, loading the transporter and moving on to the next job – which in this case was a tyre testing session with Goodyear at the Paul Ricard circuit near Marseilles. You expect to win if you work for Ken Tyrrell and if you have Stewart driving for you. The fact that you haven't won for almost a year is largely due to circumstances outside your control, like engine failure while well in the lead, or colliding with an errant dog.

Ken Tyrrell got into grand prix racing purely by chance – it all stemmed from the fact that he happened to stand next to the Matra boss at a reception – and until 1970 he didn't even dream of being a constructor. He was, and is, a timber merchant, and his racing cars have always been prepared in a wooden hut which he bought from the Women's Royal Army Corps for £50. It is not a very prepossessing building – it is approached through a sea of mud in the winter and a sand bowl in the summer. But the mechanics say that it is an ideal place to work, and several of them have previously been with more sophisticated teams.

One big development, since Tyrrell became a constructor – one should really say a reluctant constructor – has been the erection of a small prefabricated hut for designer Derek Gardner, who

joined Tyrrell without ever having designed a Formula 1 car, from Hobbs Transmissions and Harry Ferguson Research.

One of the reasons for Tyrrell's success is that he goes about his racing in a thoroughly professional manner and tries to anticipate every possible eventuality. His mechanics regularly practise rapid wheel changes, just in case it rains in a race and it is necessary to make a pit stop for wet-weather tyres. The cars are always ready at the start of the first practice session and, on a race day, there is always a spare car in the pits, fuelled and ready to go, just in case anything goes wrong with the others on the warming-up lap. Although this sounds quite elementary, but it is something that other teams often tend to neglect. Ferrari for example, had a spare car at Monaco, but it was in the pits during the only dry practice session. Mario Andretti's own car broke down after only a few laps, and as a result he was not able to qualify.

After 12 months of Firestone domination, the Tyrrell triumphs of the 1971 season were undoubtedly helped by the renaissance of Goodyear tyres. Although they, like others, were faced with the vexing problem of tyre vibration, the new Goodyear G26 compound was well tested by Barcelona, and Stewart used it in one form or another in all his six championship victories. This Goodyear Formula 1 tyre was the ultra low profile, with the 'slick' tread design.

Ken Tyrrell's faith in Francois Cevert was more than justified in 1971, and Cevert is now undoubtedly France's best racing driver – a role he has usurped from his brother-in-law Jean-Pierre Beltoise. He has taken his graduation to grand prix racing very seriously indeed and, if he had not already elected to stay with Tyrrell for 1972, he could easily have moved to another Formula 1 team of his own choice.

Throughout the season, the prickly question of sponsorship in Grand prix racing continually reared its ugly head as the costs of Formula 1 continued to spiral. In an editorial at the end of the year, *Motoring News* spoke of the need for sponsors to ensure the survival of grand prix racing, and of the need to justify the expenditure of their money, so that the sport is not brought into disrepute. It also mentioned that sponsorship is much easier to find in countries where motor racing is com-

paratively under-developed, and sponsorship of one driver is likely to reap considerably more coverage than in a country like Britain.

Since then, grand prix sponsorship has taken a dramatic turn, with the shock announcement in November that, although Lotus cars will continue to race in 1972, they will no longer carry their own name – but will be known as John Player Specials. The old Lotus badges and the red and white livery are replaced by black and gold and J.P.S. badges on the tobacco company's specials, and the cars bear no other trade names but Players'.

Chapter Twenty-Eight

1972 – The Battle Ahead

This is the most difficult section of the book to write, for the 1971 grand prix season is over and by the time the contents of this chapter appear in print four, or possibly five of the 15 world championship originally scheduled by the F.I.A. for 1972 will already have been run. The provisional list, published at the end of October was as follows:

WORLD CHAMPIONSHIP 1972

January 23	Argentine Grand Prix
March 4	South African Grand Prix
April 9	Western Grand Prix of the United States* Riverside, or the Ontario Motor Speedway
May 1	Spanish Grand Prix
May 14	Monaco Grand Prix
June 4	Belgian Grand Prix
June 18	Dutch Grand Prix*
July 2	French Grand Prix

July 15	The John Player and European Grand Prix, Brands Hatch
July 30	German Grand Prix
August 13	Austrian Grand Prix
September 10	Italian Grand Prix
September 24	Canadian Grand Prix
October 8	United States Grand Prix
October 22	Mexican Grand Prix
	*Events later cancelled

Traditionally, at the completion of each championship year, the top grand prix drivers, and the young pretenders who are hoping to dislodge the established stars, play a game in the market place which one might call 'the end of season shuffle'. Rumours as to 'who goes where' are rife, and speculation is widespread, but very few persons really know what the exact formation of the next year's starting grids will be.

Everyone plays a guessing game, based on 'inside' information, confidential tips and occasionally some concrete facts, to work out their own permutations for the grand prix runners – the top echelon of motor sport in the world today. But my problem is rather more difficult, for I cannot wait for the opening round in the Argentine in January, let alone the South African event in March, which will at least give strong indications of the various teams' make-up in 1972.

Before giving brief profiles of some of the most likely grand prix drivers of 1972, I would like to record the disappointing fact that British drivers are definitely slipping back in the world championship league. Although, of course Jackie Stewart took the title for the second time in 1971, the next seven drivers in the final points table were Swedish, French, Belgian, Swiss, Brazilian, Swiss and Italo-American respectively. Following Englishman, Peter Gethin's brilliant victory for B.R.M. in the Italian Grand Prix at Monza, which put him into ninth equal position, the next eight places were taken by the late Pedro Rodriguez (Mexico), Chris Amon (New Zealand), Reine Wisell (Sweden), Denny Hulme (New Zealand), Tim Schenken (Australia), Howden Ganley (New Zealand), Mark Donohue (United States) and Henri Pescarolo (France).

Then we find Englishmen, Mike Hailwood and the 1964 world champion, John Surtees, in the lowly eighteenth equal position, ahead of Germany's Rolf Stommelen, the 1962 and 1968 world champion, Graham Hill and, finally, the Frenchman, Jean-Pierre Beltoise. In other words, only five British drivers were among the twenty-two conductors who scored any championship points at all. In fact, British driver talent was at such a low ebb that there were only a further eleven drivers from Great Britain who competed in a world championship race without scoring any points, or a non-championship Formula 1 race, out of the 60 or so drivers overall who made any sort of Formula 1 appearance. These were Brian Redman, John Miles, Mike Beuttler, Tony Trimmer, Jack Oliver, Derek Bell, Vic Elford, David Hobbs, Chris Craft, Robs Lamplough, and Alan Rollinson.

These figures show a distinct reduction from the seven British drivers out of the twenty scoring drivers in the 1967 world championship and the nine out of 24 who were placed in a championship race in 1968. So, without being unduly pessimistic, it looks as though British – as opposed to Commonwealth drivers – will do little to improve the average in 1972. And it seems that none of the works Formula 1 teams will employ British drivers exclusively in 1972. At the time of writing therefore it appears that the following drivers are likely to get grand prix drives of one sort or another.

JACKIE STEWART

Jackie Stewart, the 1969 and 1971 world champion, will be leading the Tyrrell-Ford team once more with team-mate Francois Cevert. He was born on June 11, 1939 at Milton, Dumbarton, and after a brilliant career as an international clay-pigeon shot, made his motor racing debut at Charterhall, Scotland, in April, 1961. In 1964, his first international season, Stewart scored ten wins in 13 starts driving for Ken Tyrrell's Cooper-B.M.C. Formula 3 team, and joined B.R.M. in 1965 as Graham Hill's partner. He was placed sixth in his world championship race debut in the South African Grand Prix at East London on January 1, 1965, and in his first grand prix season he won the Italian Grand Prix, scored three seconds, one third, one fifth and one sixth place. By the end of 1971, Stewart had won 18

world championship races, including the Italian G.P. (1965), the Monaco G.P. (1966), the Dutch, German and United States G.P.s (1968), the South African, Spanish, Dutch, French, British and Italian G.P.s (1969), the Spanish (1970) and the Spanish, Monaco, French, British, German and Canadian G.P.s (1971). Only the late Jim Clark, the world champion in 1963 and 1965 (25 victories) and Juan Manuel Fangio, (24) the world champion in 1951, 1954, 1955, 1956 and 1957, have so far surpassed Stewart's number of grand prix wins since the drivers' championship was instituted in 1950. Married to Helen, he lives in Begnins, Switzerland with two sons Paul and Mark. Winner of the 1972 Argentine G.P.

FRANCOIS CEVERT

Francois Cevert, France's bright hope as a racing driver and Stewart's Formula 1 team-mate for the third season made his debut for the Tyrrell team in the Dutch Grand Prix at Zandvoort in June, 1970. He was born in Paris in 1944, the son of a jeweller, and was driving the family cars at the age of 13, when he was not competing in athletic events. On his demobilisation from the French army at 22 after his compulsory national service, Cevert declined to go into the family business, selling records in 1965 and later women's clothes from the wholesalers to the shops. After reading an advertisement for the Winfield racing drivers' school at Magny-Cours, he attended the training course and in October, 1966 he won the coveted Volant Shell award against tough opposition from numerous French tyros. The prize was a Formula 3 car, and he raced an Alpine-Renault in 1967 without much success, before switching to an Italian Tecno in 1968. With this car, Cevert went on to win the 1968 French F3 championship and in 1969 he moved up to the Tecno F2 team, placing seventh in the European F2 championship. His big chance came when his friend and compatriat Johnny Servoz-Gavin dramatically announced his retirement from motor racing after the 1970 Monaco Grand Prix, and Cevert took his place in the Tyrrell team. He showed his promise in placing sixth in the Italian G.P. that year, and in 1971 proved that he was of world class, finishing second in the French and German events, third in the Italian and winning the United States G.P. to finish

third in the drivers' championship. Cevert is widely tipped as a future world champion.

EMERSON FITTIPALDI

Two years ago, the name of the Brazilian, Emerson Fittipaldi emerged as a Formula 1 driver. But after making his world championship debut in the 1970 British Grand Prix at Brands Hatch for Gold Leaf Team Lotus, he went on to finish fourth in the German G.P. and to win the United States G.P., placing tenth in the drivers' championship. In 1971, he came second in the Austrian G.P. and third in the French and British events, ending the season in sixth place overall. When Emerson was 15 years old, he dreamed about leaving his native Brazil and becoming a great racing driver. His father is a former Brazilian sports car driver, who later turned motoring journalist and sports commentator and was part of the press entourage who came to Europe with Fangio in 1950. All of the Fittipaldi family were racing fanatics and, at 15, Emerson was racing motor-cycles; he then raced karts for four years. He was already an experienced driver when he first came to Britain in 1969 and made his way to the top through tough competition in Brazil and the ranks of Formula Ford, Formula 3 and Formula 2 racing. Quietly spoken and modest, Emerson is married to Maria-Helena. In 1972, he drives a John Player Special (Lotus) with Australian, Dave Walker, and placed second in the South African G.P.

DAVE WALKER

It took Dave Walker, Emerson Fittipaldi's team-mate in the John Player Special set-up in 1972, ten years to get to the top in motor racing. But he finally made it after finishing the 1971 season as the acknowledged 'King of Formula 3' and signing for Lotus for the following year. During those ten long and tough years, the dogged Walker, the man with a cold, sometimes worrying determination to succeed, never gave up hope and capitalised on even the hardest experience.

He was born in Sydney on June 10, 1941, and raised in a comfortably-off Australian family. Walker attended the famous King's School at Parramatta, where boys were trained to be tough and competitive, and he excelled in several sports. He made his

motor racing debut at Oran Park in 1958, and after starting an Economic degree course at Sydney University and then working as a car salesman, he came to the United Kingdon in 1961 to try his luck. He hitch-hiked the 10,000 miles home the following year slightly disillusioned with the prospects in England, but returned in May, 1966 for a second attempt at breaking into European racing. During the seasons ahead Dave Walker accepted every drive he could get in Formula 3 and Formula Ford, and gradually forced his way to the top. In January, 1971 he drove particularly well in a Gold Leaf Team Lotus F3 car in the South American series, which greatly impressed Colin Chapman and resulted in him being entrusted with the controversial Lotus Pratt & Whitney 56B turbine car in the Dutch Grand Prix. The race ended in disaster, for Walker skidded off the wet track and extensively damaged the new car, and it seemed that his Formula 1 days with Lotus were numbered. But Walker's brilliance in winning both the 1971 Forward Trust championship and the Shell Super Oil titles in the fiercely-competitive Formula 3 category was rewarded by getting a regular Formula 1 drive in 1972.

TIM SCHENKEN

Australian Tim Schenken, the natural successor to the triple world champion driver, Jack Brabham, made his world championship debut in September, 1970 driving Frank Williams' de Tomaso-Ford in the Italian Grand Prix at Monza – a ride earned by the tragic death of Piers Courage in the Dutch Grand Prix at Zandvoort. Although Schenken retired at Monza and also in the Canadian and United States G.P.s, he impressed the critics and joined Graham Hill in the Motor Racing Developments Brabham team after the 1971 South African G.P. He went on to place sixth in the German and third in the Austrian G.P.s, and placed 14th equal in the drivers' championship. Driving a Rondel Racing Formula 2 Brabham, he finished fourth in the European F2 Trophy and emerged as a talented and polished driver. He moved to team Surtees for 1972 after having originally signed again for Brabhams.

He was born in Sydney in September, 1943, but his family moved to Melbourne when he was eleven. On leaving school at

18 he worked as a clerk in a motor dealership, and made his competition debut in mid-1963 at the Templestowe hill climb, Victoria. By 1965, he was the Australian hill climb champion. He arrived in Britain in February, 1966 and, as was typical of determined Australian and New Zealand racing drivers bent on a European career, he worked his way to the top as a mechanic. Schenken leapt to stardom in 1967 with a Merlyn Formula Ford, winning 21 races out of 24 starts and a regular Formula 3 drive in Rodney Bloor's Chevron in 1968 and 1969, before graduating to Formula 2 in 1970. Fifth in the 1972 Argentine G.P.

CARLOS REUTEMANN

Carlos Reutemann, Graham Hill's team-mate with Brabham has a heavy responsibility to bear, for three years after Juan Manuel Fangio arrived in Europe for the first time in 1948 he had become not only a fully-fledged member of a works Formula 1 team, but he had also scored the first of his five world championships. Ever since Fangio retired in 1958, Argentina has been looking for his successor, and Carlos Reutemann is by far the most likely Argentinian to step into Fangio's shoes. Thirty years old and runner-up in the European Formula 2 trophy in 1971, Reutemann moves into a regular works drive after having taken part in only two Formula 1 events.

Carlos Alberto Reutemann comes from mixed German-Italian stock. His paternal grandfather, a Swiss-German, emigrated to South America in the early part of the century and began the farming business which is still run by the Reutemann family in Santa Fé province, where they raise beef cattle and cereals. Carlos was born at Santa Fé on April 12, 1942, and when he was at school excelled in swimming, basketball, football, diving and tennis. He was always passionately interested in motor sport and got his first opportunity as a driver in 1965, driving a locally-built Fiat in a Turismo race at Cordoba. He went on to score 15 victories that year, and soon the nickname of 'El Lole' (from his schooldays) was known throughout Argentina. Carlos then graduated to single-seaters in the Argentinian Formula 1 category and he also gained immense experience in the gruelling local hill climb races and the Turismo Carretera events over long distances on dirt roads. He was later chosen out of six

Argentinian drivers to drive a Ron Harris Formula 2 Tecno in a four-race South American series against European drivers. Although his plans to race in Europe were dashed in 1969, he made his debut in a Formula 2 Brabham the following year and was already on the long haul to stardom.

JACKY ICKX

Jacques-Bernard 'Jacky' Ickx, the brilliant Belgian ace, joined the Ferrari team in 1968 and has risen to the top of his profession in a short space of time. He was born in Brussels on January 1, 1945, the son of a famous motoring journalist and historian. For three years, Jacky was the Belgian national motor-cycle trials champion, then he switched to cars, making his debut in the La Roche hill climb in 1963 when he overturned his B.M.W. Ickx improved rapidly, however, and in 1967 he won the European Formula 2 championship driving a Matra Cosworth-Ford, and actually made his world championship debut in the 1967 German Grand Prix, which was held for Formula 1 and Formula 2 machines. In practice, Jacky shattered the experts by setting up third fastest time overall at the treacherous Nürburgring. In 1968, he joined Ferrari, winning the French G.P. and finishing fourth in the drivers' championship. He moved over to Brabham in 1969, when he won both the German and Canadian G.P.s and was runner-up to Stewart in the title race. But for 1970 he went back to Ferrari, winning the Austrian, Canadian and Mexican G.P.s and finishing second to the late Jochen Rindt in the drivers' championship. In 1971, Ickx was again with Ferrari, and won the Dutch G.P., before being sidelined with a whole string of retirements, but still placing fourth equal. Equally talented in long distance sports car events, Ickx is a top calibre driver. He is married to Catherine.

CLAY REGAZZONI

Gianclaudio 'Clay' Regazzoni the Swiss-Italian driver who is currently a member of the Ferrari team, only made his world championship debut in the 1970 Dutch G.P., where he finished fourth. He followed up this success with another fourth in the British G.P., second in the Austrian G.P., was outright winner of the Italian G.P. at Monza and second in both the Canadian

and Mexican events. Thus, in his first grand prix season, he placed third overall to Rindt and Ickx. For this achievement he was awarded the von Trips Memorial trophy as the most promising grand prix newcomer. That year he also won the European F2 trophy. In 1971, again with Ferrari, Regazzoni was seventh in the championship standings, finishing third in the South African, Dutch and German G.P.s, and sixth in the United States. He was born in 1940 in Mendrisio in the Swiss-Italian Ticinese region of Switzerland, the son of the owner of a car-body building shop, and he made his competition debut in 1963.

MARIO ANDRETTI

Mario Andretti, who will again be driving for Ferrari in 1972, is one of the finest drivers of all, but his irregular Formula 1 appearances make his form difficult to judge. In 1971, for example, he won the South African G.P. and was fourth in the German G.P., retired in the Spanish and Dutch events, was 13th in Canada and did not qualify in either the Monaco or United States rounds. Yet despite these set-backs, he still placed eighth in the championship. He also won the non-championship Questor G.P.

Andretti was born in the Italian town of Montona on February 28, 1940, within minutes of twin brother Aldo. Their father was a farmer. Life in war-time Italy and the post-war years was difficult for the Andrettis, and the family emigrated to the United States when he was 15, settling in Nazareth, Pennsylvania. Mario was always fascinated by motor racing and after starting on stock cars, switched over to single-seater midget car and sprint racing. Spotted by Luigi Chinetti, Ferrari's agent in America, Andretti was given a Ferrari drive in the classic Le Mans 24 hours race. But despite his obvious talent in sports cars, Andretti concentrated on the lucrative United States Automobile Club's (U.S.A.C.) series of championship races and became U.S.A.C. champion three times between 1965 and 1970. He made his Formula 1 championship debut in the 1968 United States G.P., securing pole position against Europe's leading aces. He crashed on the first lap of his first continental G.P. at the Nürburgring in the four-wheel drive Lotus in August, 1969 and was third in the 1970 Spanish G.P. in a March-Ford.

CHRIS AMON

One of the youngest drivers ever to reach grand prix status when he made his world championship debut driving for the Reg Parnell racing team in 1963, New Zealander Chris Amon will again be driving for Equipe Matra in 1972. But despite his nine seasons in Formula 1 racing, a victory in a grande épreuve still eludes this talented driver. Christopher Arthur Amon was born on July 20, 1943 at Palmerston North, North Island, the only son of a prosperous sheep and arable farmer. He was steering a pick-up truck on the 1500-acre family estate at the age of six, passed his local driving test at 15, and was piloting light aircraft two years later. Chris made his debut in April, 1960 at Levin and progressed rapidly at the wheel of an old 1500 cc F2 Cooper, a Maserati 250F and a rebuilt 2½-litre Cooper in Australian and New Zealand events. He was spotted by the late Reg Parnell during the 1962/1963 Tasman championship series and joined his team as a 19-year-old tyro for the 1963 European grand prix season, driving an ex-works Lola and later a Lotus-B.R.M. He escaped with broken ribs and multiple grazes when he crashed heavily in the Italian G.P. and returned to the circuits as a far more mature and, paradoxically, confident driver. After driving for Ferrari in 1968 and 1969, Amon moved to March Engineering in 1970, placing seventh equal with Pedro Rodriguez in the drivers' table. His best performance with Matra in 1971 was a third place in the Spanish G.P. and he finished the year ninth equal in the ratings. Amon has been forced out of the race when leading several grands prix, and must be rated as one of the unluckiest drivers in the top echelon.

JEAN-PIERRE BELTOISE

Frenchman, Jean-Pierre Beltoise, who has been with the Matra team since 1965, has moved to Marlboro-B.R.M. for 1972 as number one driver, although he has still to win a grand prix. He was born in Paris on April 6, 1937, the son of a butcher and after French army service in the Sahara and elsewhere, he won 11 French motor-cycle championships between 1961 and 1964. He first raced a 1000 cc Bonnet sports prototype in the 1963 Targa Florio, and sustained severe injuries in 1964 when he crashed in the Rheims 12-hours race. He still bears multiple scars and a per-

manent disability to his left arm. The following year he joined Matra and became French champion with the marque. He then moved up to Formula 2, winning that category in the German G.P. There were no wins in 1967, but in 1968 he became the first Frenchman for several years to run a French car in grand prix racing, the first Matra V12. That year he won the European Formula 2 trophy, with wins at Hockenheim, Madrid and Zandvoort.

After finishing second in the 1969 French G.P. (passing Ickx's Brabham on the last lap), Formula 1 success just eluded Jean-Pierre at the Italian G.P., where he was third to Stewart and Rindt and eventually placed fifth in the table. In 1970 he was third in both the Belgian and Italian G.P.s, and finished the season ninth overall. His career prospects plunged in January, 1971, when he was involved in the fateful accident in Buenos Aires with Ignazio Giunti, and he only drove in seven of the eleven championship races, placing sixth in the Spanish G.P. and twenty-second and last in the championship league.

PETER GETHIN

Driving with incredible cool, Peter Gethin slammed his Yardley Team B.R.M. P160 across the finishing line at Monza to win the 1971 Italian Grand Prix at Monza and to secure his first championship victory. He had started the season with the Bruce McLaren Motor Racing team and had driven the first seven championship races with them, before switching to B.R.M., where he remains for 1972.

Peter Gethin was born on February 21, 1940 at Ewell, Surrey, the only son of the former leading jockey and racehorse trainer, Ken Gethin. He enjoys the family love of horses, excelled at sport at school and, in his spare time, is a keen golfer. He made his race debut in 1962 in a Lotus Seven, switching to a Lotus 23 sports car in 1963 and winning the Guards sports car championship in 1964. Between 1965 and 1967 he gained experience in the highly-competitive Formula 3 category, first with a Brabham and then with a Chevron, before graduating to Formula 2. In 1969, and 1970 Gethin drove his McLaren-Chevrolet to victory in the Guards Formula 5000 championship and he also joined the McLaren Formula 1 team in 1970, following the hand in-

juries to Denny Hulme at Indianapolis and the subsequent death of Bruce McLaren while testing at Goodwood. That year he placed 22nd in the drivers' table, but at the end of 1971 was rated ninth equal and was already a grand prix winner.

HOWDEN GANLEY

New Zealander, Howden Ganley, who made his world championship debut in the 1971 South African G.P. driving a Yardley Team B.R.M. P153, will again be with Marlboro-B.R.M. in 1972. Although he did not qualify at either Monaco or for the Canadian Grand Prix, Ganley put in some impressive drives in his first Formula 1 season and placed 14th equal in the table, after placing fifth in the Italian G.P. and fourth in the United States G.P. He was also second in the Gold Cup race at Oulton Park.

Ganley was born in Hamilton, North Island, on December 24, 1941, the son of a company manager dealing in agricultural equipment. His father was a skilled turner and fitter and Howden learned much about engineering from him. He made his competition debut in 1959 at the Hora Hora hill climb near Hamilton and then, after competing in numerous national events, he decided that he would only progress as a driver by coming to Europe. He arrived in England at Easter, 1962 with £20 in his pocket, having left his racing car wrecked in Dunedin.

For the next few years he struggled to make a living, but moved nearer to his goal in 1964 when he joined the late Bruce McLaren's team as a racing mechanic and car builder. In 1967 and 1968, Ganley took part in most of the continental Formula 3 races with a Brabham, and then bought a Chevron for 1969, with which he made his name in the latter part of the season. At the end of the year he was given a Formula 1 test drive by McLaren and although the young Swede Reine Wisell was given the contract, Ganley got a sponsored drive in a McLaren-Chevrolet in the 1970 Guards Formula 5000 championship, finishing second overall to the winner, Peter Gethin.

GIJS VAN LENNEP

Another possible contender for grand prix honours in a B.R.M. in 1972, is Gijs van Lennep the Dutchman who became a national hero in June, 1971 when he won at Le Mans with Helmut

Marko in a Porsche 917 and followed up a week later with a well-judged eighth place in the Dutch Grand Prix, driving the Stichting Autoraces Nederland Surtees-Ford T.S.7. It appears that sponsorship may be forthcoming through the Racing Team Holland and that even Prince Bernhard has chipped into the fund to purchase an orange-painted B.R.M. for the Dutchman to drive.

Gijs was born near Haarlem on March 16, 1942 and his interest in motor racing was kindled at the age of six, when he was taken to see the first Dutch Grand Prix. Although Gijs van Lennep has come to the top through the ranks of kart racing, Formula Vee, Formula 3 and sports prototypes and is comparatively inexperienced in Formula 1 racing, he is Holland's bright hope as a grand prix star of the future.

RONNIE PETERSON

The Swedish driver, Ronnie Peterson, who made his world championship debut in the 1970 Monaco Grand Prix driving the Antique Automobiles March-Ford 701 and was runner-up to Jackie Stewart in the 1971 championship series, will again lead the March team in 1972. One of the most unforgettable sights in motor racing was that of the late Jochen Rindt charging round a circuit with his Formula 2 car on full opposite lock. As a display of car control it was unparalled and after Rindt's death while practising for the 1970 Italian Grand Prix, it seemed no racing car would ever be thrown around so spectacularly. Well Ronnie Peterson proved everyone wrong, for the blond Swede became the new maestro of Formula 2, winning the 1971 European Formula 2 championship strictly in the Rindt style, both in the number of race victories he scored and in the manner in which he achieved them.

Bengt Ronnie Peterson was born in Orebro in the centre of Sweden in 1943, the son of a highly-skilled engineer. He started racing in a kart built by his father and between them they won three Swedish championships, one European championship and a third in the world championship. In 1966, the year that Ronnie won his European Kart championship, he switched to Formula 3, first with a car built by his father, then in a Brabham, and finally in a new Tecno, with which he won the important four-race

Swedish championship. From the moment that Peterson moved up to Formula 2 racing and then into Formula 1, it was obvious that this driver is in the world champion class, and his meteoric progress will be watched with great interest.

NIKI LAUDA

It appears that Peterson's team-mate with March will be the young Austrian, Niki Lauda, who made his world championship debut in the 1971 Austrian Grand Prix. Lauda is almost certain to obtain the financial backing he requires from the important Austrian savings bank, the Raiffeisenkasse and the Levis textile concern. Lauda was born in Vienna on February 22, 1949, the son of a director of one of Austria's largest paper processing plants. He has graduated to the Formula 1 ranks through saloon and sports car racing, and in 1971 he secured a Formula 2 drive with March, placing tenth in the European Formula 2 trophy.

DENNY HULME

Denny Hulme, world champion driver in 1967, will again be driving for the McLaren team in 1972 as he has done each season since 1968. In 1971, his best performances were fourth place in both the Monaco and Canadian Grands Prix, and he finished ninth equal in the championship table.

Denis Clive Hulme was born in Nelson, New Zealand on June 16, 1936 the only son of a haulage contractor who won the Victoria Cross in the Second World War. Denny learned to drive his father's trucks at an unusually early age and competed in his first race in an M.G. TF in 1955. He later bought a single-seater Cooper and came to England in 1960 under the 'Drivers to Europe' scheme sponsored by the New Zealand Grand Prix Association, and joined the staff of Jack Brabham's garage at Chessington. Hulme started his European career in Formula Junior as a private entrant, and won seven major races in 1963. He finished second to team leader Brabham in the 1964 Formula 2 championship, and in 1965 was being given occasional Formula 1 drives in the Brabham grand prix team. In 1966 he was Brabham's number two and in 1967, his most brilliant year, Hulme won the Monaco and German Grand Prix, placed second three times and third three times to secure the coveted world

title. A determined and forceful driver, Hulme has also scored numerous victories in the CanAm championship series, which McLaren cars have won for the past five years. He is married to a New Zealand girl, Greeta, with a son Martin and a daughter Adele. Winner of the 1972 South African G.P.

PETER REVSON

The American driver, Peter Revson will be Denny Hulme's partner in the McLaren Formula 1 team in 1972. Revson, the reigning CanAm champion, only drove in one Formula 1 in 1971, when he retired his Elf Team Tyrrell-Ford in the United States Grand Prix. He started his racing career in Hawaii in 1960 in a Morgan sports car, and came to Europe to serve his racing apprenticeship in the tough, cut-and-thrust Formula 3 category in 1963. He was signed to drive a Lotus-B.R.M. in Formula 1 the following year, but the privately-entered cars were barely competitive and in 1965 Revson was driving works Formula 2 and Formula 3 cars, winning the famous Formula 3 race which precedes the Monaco G.P.

In 1966 he drove G.T.40 Fords for Essex Wire and helped Ford to win the World Manufacturers' championship that year. He switched to TransAm sedan racing in America in 1967 and also tried his hand at U.S.A.C. oval racing. In 1968 he won the Japanese race on the Mount Fuji circuit. With a reputation now well established in European and American forms of racing, Revson was hired by Jack Brabham and drove the second works car into fifth place in the Indianapolis 500. Since then he has gained a wealth of experience in CanAm, TransAm and U.S.A.C. racing, and he placed second in the 1971 Indianapolis 500 in the McLaren M16 after taking pole position of the grid.

JOHN SURTEES

Unless he retires from motor racing, as he has promised to do from time to time, 'Big John' Surtees will be leading the Brooke Bond Oxo Racing with Rob Walker Surtees-Ford team again in 1972, after a rather unspectacular 1971 season in which his best placing was fifth in the Dutch Grand Prix. He was born at Tatsfield, Surrey on February 11, 1934, the son of a pre-war British motor-cycle champion. He was educated at various schools

owing to wartime interruptions, and left school at 16, when he served a six-year engineering apprenticeship. He had his first competitive ride on a motorcycle at 15 and won his first race at 17. Before retiring from motor-cycling in 1960, he won seven world championships in the 350 and 500 cc classes.

Surtees made his motor racing debut at Goodwood in 1960 driving Ken Tyrrell's FJ Cooper-Austin, then went on to drive for Team Lotus. Since then, he has driven Formula 1 cars for Cooper, Lola, Ferrari, Honda, B.R.M. and finally his own Surtees' marque winning the following grands prix: German (1963 and 1964), Italian (1964 and 1967), Belgian (1966) and Mexican (1966). He was world champion driver in 1964 and won the 1966 CanAm championship series in a Lola. He is married to Patricia and lives at Limpsfield, Surrey.

MIKE HAILWOOD

It is likely that Mike 'The Bike' Hailwood, nine-times world champion motor-cyclist between 1961 and 1967 and the winner of 75 grands prix and 12 Isle of Man T.T.s in his incredible two-wheeled career, will be seen driving for the Surtees Formula 1 and Formula 2 teams in 1972. Hailwood gave up full-time motor-cycle racing at the end of 1968 to make a comeback in motor racing, which he first tried in a Formula Junior Brabham in 1963. So far he has shown considerable potential and scored wins in Formula 5000 and sports car racing, but he has also suffered a great deal of ill-luck and had his share of accidents. In 1969, Hailwood was third in the Guards Formula 5000 championship and put up some consistently good performances in the Epstein-Cuthbert Lola, placing second in the Dublin Grand Prix at Mondello Park and at the Preis der Nationen at Hockenheim, third in the Zandvoort 5000 and, finally, scoring his first Formula 5000 victory at Brands Hatch in September.

In 1970, he was placed fourth in the Guards Formula 5000 championship, with wins in the *Daily Express*/ G.K.N. Trophy at Silverstone and the Olympia Trophy at the Salzburgring, and seconds at Brands Hatch, Mallory Park and Snetterton. For 1971, Hailwood drove for his fellow ex-world-champion-motor-cyclist John Surtees in the Rothmans European Formula 5000 championship series, and also made a re-appearance in a few motor-cycling

events in the United States for Triumph/B.S.A., and in Europe riding various borrowed machines. Mike's best drive of the year, however, was in the Italian Grand Prix at Monza, when he finished a brilliant fourth in the Team Surtees Surtees-Ford. In his only two other Formula 1 drives in 1971, he was 15th in the United States G.P. and retired in the Rothmans International Victory race at Brands Hatch. Although Mike Hailwood has not yet made a name for himself in motor racing, due to his heavy commitments with motor-cycles in the past, he is a driver of undoubted ability, and it is interesting to note that he made his world championship debut in the 1963 British G.P. at Silverstone, placing eighth in Reg Parnell's Lotus 24. He was born at Great Milton, near Oxford on April 2, 1940.

DEREK BELL

There is a strong possibility that Derek Bell, from Bognor Regis, who drove a Porsche for the J.W. Automotive team in 1971, and who also had brief spells in Formula 1 – first with Ferrari and more recently under the backing of Tom Wheatcroft – will drive one of the new Formula 1 Tecnos in 1972. If the plan comes to fruition, the team will be directed by the astute, former Vanwall Formula 1 and J.W. team manager, David Yorke.

Bell ascended to the Ferrari Formula 1 team after barely four years of racing, for he was offered a contract by Ferrari in June, 1968. After driving for them in Formula 2 events, he made his world championship debut in the 1968 Italian G.P. at Monza where he retired, as he did in the United States G.P. In 1970 he abandoned in the Belgian G.P. in Wheatcroft's Brabham, and placed sixth in the Team Surtees T.S.7 in the United States G.P. In 1971, his only world championship race was in the German G.P. when he retired in the Surtees T.S.7, but he placed fifth in the Argentine G.P. in Tom Wheatcroft's March-Ford 701 and 15th in the Questor G.P. driving Frank Williams' March. He placed 13th in the European F2 trophy.

Bell was born on October 31, 1941 at Pinner, Middlesex, and is married to Pamela Lake, a former model and Pan American air stewardess, with a son Justin. He was educated at Kings School, Worcester and the Royal Agricultural College, Cirencester. He learned to drive racing cars at the Jim Russell Racing School,

Snetterton and, driving a Lotus Seven, won the first race in which he entered at Goodwood in 1964.

His team-mate for 1972 might be the Italian, Nanni Galli, who drove in seven world championship events in 1971 in an S.T.P. March-Alfa Romeo 711 and S.T.P. March-Ford 711. He placed 11th in the British G.P. and fifth in the non-championship Jochen Rindt Memorial race at Hockenheim. Galli will be having a busy season, for in addition to his commitments with Formula 1 and Formula 2 Tecnos he has renewed his contract with the Autodelta team and will compete in an Alfa Romeo in the whole world championship sports car programme except for two races, which clash with the European F2 Trophy series.

ROLF STOMMELEN

The German driver, Rolf Stommelen, who came to the top through Formula 2 racing, looks certain to take part in his third grand prix season in 1972. Stommelen has a very close racing relationship with the wealthy German caravan manufacturer Gunther Henerici of Eifelland Caravans. He drove his Brabham-Ford B.T.33 in 10 championship races in 1970, finishing third in the Austrian and fifth in both the Belgian and German Grands Prix, to place eleventh in the drivers' championship. In 1971, Rolf drove the Auto Motor and Sport/Eifelland Surtees in a further nine championship races, and his best performances were fifth in the British G.P. and sixth in the Monaco G.P., to score three points and finish 18th equal in the world table with Mike Hailwood and John Surtees. Stommelen should be seen this year in a new Ford-based Formula 1 car which Henerici is sponsoring, with parts purchased from England and assembled in Germany 'Tyrrell style'.

GRAHAM HILL

World champion in 1962 and 1968 Londoner Graham Hill, has made a tremendous recovery from the serious injuries he received in the 1969 United States Grand Prix at Watkins Glen, which at the time it seemed impossible that he would ever race again. For 1970 he left Gold Leaf Team Lotus and drove as an independent, with Brooke Bond Racing, with Rob Walker in the Lotus-Ford 49C and the Lotus-Ford 72. He drove in great pain

at times, but with all his former spirit and determination, placing fourth in the Spanish G.P., fifth at Monaco and sixth in both the South African and British Grands Prix, to score seven championship points for 13th position in the table.

Last year, Graham moved from the Rob Walker set-up to lead the Motor Racing Developments team with the Australian, Tim Schenken. He placed ninth in the South African Grand Prix in the Brabham-Ford B.T.33 and then drove the new 'lobster claw' B.T.34 for the rest of the season. It wasn't a successful year for the former double champion and he retired in five of the next ten races, scoring only a fifth place in the Austrian Grand Prix. He collected only two points and ended in 21st position in the ratings. Hill's only Formula 1 success of the year was in winning the non-championship *Daily Express/* G.K.N. Trophy at Silverstone in May.

Norman Graham Hill was born in Hampstead on February 15, 1929, the elder son of a stockbroker. After national service as an engine-room artificer Petty Officer in the Royal Navy, he became an active member of the London Rowing Club, and in 1953 he stroked the first eight to victory in the Grand Challenge Cup at Henley. He made his world championship debut in the 1958 Monaco Grand Prix for Team Lotus and stayed with them until 1960, when he joined B.R.M. until after the 1966 season. Hill then rejoined Lotus and was with them until his crash in October, 1969.

Up to the end of the 1971 world championship season, his 14th consecutive year as a grand prix driver, Hill had taken part in 135 grande épreuves and won 14 of them. His greatest ambition was to win the 1972 Monaco Grand Prix, for if he did so he would have won the race for the sixth time (1963, 1964, 1965, 1968 and 1969). No other driver has won the same grand prix more than five times since the world championship was instituted in 1950. When Tim Schenken abandoned his 1972 Formula 1 drive with the Brabham – M.R.D. team, Hill took over as number one driver, partnered by the Argentinian Carlos Reutemann. Married to Bette, the Hill's live at Mill Hill near London and have three children.

British Grand Prix Results 1948–1971

1ST – OCTOBER 2, 1948, SILVERSTONE

1. Villoresi (Maserati) 72.28 mph
2. Ascari (Maserati)
3. Gerard (E.R.A.)

2ND – MAY 14, 1949, SILVERSTONE

1. de Graffenried (Maserati) 77.31 mph
2. Gerard (E.R.A.)
3. Rosier (Talbot)

3RD – MAY 13, 1950, SILVERSTONE

1. Farina (Alfa-Romeo) 90.95 mph
2. Fagioli (Alfa-Romeo)
3. Parnell (Alfa-Romeo)

4TH – JULY 14, 1951, SILVERSTONE

1. Gonzales (Ferrari) 96.11 mph
2. Fangio (Alfa-Romeo)
3. Villoresi (Ferrari)

5TH – JULY 19, 1952, SILVERSTONE

1. Ascari (Ferrari) 90.92 mph
2. Taruffi (Ferrari)
3. Hawthorn (Cooper)

6TH – JULY 18, 1953, SILVERSTONE

1. Ascari (Ferrari) 92.97 mph
2. Fangio (Maserati)
3. Farina (Ferrari)

7TH – JULY 17, 1954, SILVERSTONE

1. Gonzales (Ferrari) 89.69 mph
2. Hawthorn (Ferrari)
3. Marimon (Maserati)

8TH – JULY 16, 1955, AINTREE
1. Moss (Mercedes-Benz) 86.47 mph
2. Fangio (Mercedes-Benz)
3. Kling (Mercedes-Benz)

9TH – JULY 14, 1956, SILVERSTONE
1. Fangio (Lancia-Ferrari) 98.65 mph
2. de Portago/Collins (Lancia-Ferrari)
3. Behra (Maserati)

10TH – JULY 20, 1957, AINTREE
1. Moss/Brooks (Vanwall) 86.80 mph
2. Musso (Lancia-Ferrari)
3. Hawthorn (Lancia-Ferrari)

11TH – JULY 19, 1958, SILVERSTONE
1. Collins (Ferrari) 102.05 mph
2. Hawthorn (Ferrari)
3. Salvadori (Cooper)

12TH – JULY 18, 1959, AINTREE
1. Brabham (Cooper) 89.88 mph
2. Moss (B.R.M.)
3. McLaren (Cooper)

13TH – JULY 16, 1960, SILVERSTONE
1. Brabham (Cooper) 108.69 mph
2. Surtees (Lotus)
3. Ireland (Lotus)

14TH – JULY 15, 1961, AINTREE
1. von Trips (Ferrari) 83.91 mph
2. P. Hill (Ferrari)
3. Ginther (Ferrari)

15TH – JULY 21, 1962, AINTREE
1. Clark (Lotus) 92.25 mph
2. Surtees (Lola)
3. McLaren (Cooper)

16TH – JULY 20, 1963, SILVERSTONE
1. Clark (Lotus) 107.75 mph
2. Surtees (Ferrari)
3. G. Hill (B.R.M.)

17TH – JULY 11, 1964, BRANDS HATCH
1. Clark (Lotus) 94.14 mph
2. G. Hill (B.R.M.)
3. Surtees (Ferrari)

18TH – JULY 10, 1965, SILVERSTONE
1. Clark (Lotus) 112.02 mph
2. G. Hill (B.R.M.)
3. Surtees (Ferrari)

19TH – JULY 16, 1966, BRANDS HATCH
1. Brabham (Brabham) 95.48 mph
2. Hulme (Brabham)
3. G. Hill (B.R.M.)

20TH – JULY 15, 1967, SILVERSTONE
1. Clark (Lotus) 117.64 mph
2. Hulme (Brabham)
3. Amon (Ferrari)

21ST – JULY 20, 1968, BRANDS HATCH
1. Siffert (Lotus) 104.83 mph
2. Amon (Ferrari)
3. Ickx (Ferrari)

22ND – JULY 19, 1969, SILVERSTONE
1. Stewart (Matra) 127.25 mph
2. Ickx (Ferrari)
3. McLaren (McLaren)

23RD – JULY 18, 1970, BRANDS HATCH
1. Rindt (Lotus) 108.69 mph
2. Brabham (Brabham)
3. Hulme (McLaren)

24TH – JULY 17, 1971, SILVERSTONE

1. Stewart (Tyrrell) 130.48 mph
2. Peterson (March)
3. E. Fittipaldi (Lotus)

WINNING DRIVERS	*Winning cars*	
Villoresi 1, 1948	Ferrari 6	
de Graffenried 1, 1949	Lancia-Ferrari 1	= 7
Farina 1, 1950		
Gonzales 2, 1951 and 1954	Lotus	7
Ascari 2, 1952 and 1953		
Moss 2, 1955 and 1957 (with Brooks)	Maserati	2
Fangio 1, 1956	Cooper	2
Brooks 1, 1957 (with Moss)		
Collins 1, 1958	Alfa-Romeo	1
Brabham 3, 1959, 1960 and 1966	Mercedes-Benz	1
von Trips 1, 1961		
Clark 5, 1962, 1963, 1964, 1965 and 1967	Vanwall	1
Siffert 1, 1968	Brabham	1
Stewart 2, 1969 and 1971	Matra	1
Rindt 1, 1970	Tyrrell	1
		24

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