

GRAND PRIX CHRONOLOGY

A POCKET HISTORY OF ALL GRAND PRIX
RACES AND RESULTS SINCE 1950

S. HIRST

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GRAND PRIX
CHRONOLOGY

Grand Prix Chronology

STEPHEN HIRST

*With Introductions by Stirling Moss
and Raymond Mays*



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This book is dedicated to all the drivers, who have competed in the World Championship; To all the Grand Prix racing car constructors, team managers and mechanics; To the organisers, circuit owners, marshalls and helpers at all Championship events. To these people I say thank you for your contributions, to what in my humble opinion is the greatest and most exciting sport in the world . . . Grand Prix Racing.

I would also like to dedicate this book to my wife Anne, daughter Sally Anne and son John Scott Clay.

ACKNOWLEDGMENTS

I am greatly indebted to the many people who have offered assistance and granted permission to use material. Thank you.

These include Mr. Raymond Mays, founder of BRM, Stirling Moss, Mr. Tracey and the staff of Autocar (Midlands Office, Walsall), Mr. Maurice A. Smith (Publishing Director of Autocar), Mr. Cyril Posthumus, author of the German Grand Prix (Classic Motor Races Series), Porsche of Stuttgart; Mr. Simon Taylor (former Editor of Autosport), Motor Sport, Mr. David Hodges, author of the Monaco and French Grand Prix (Classic Motor Races Series), Mr. A. Guichard, editor of Automobile Year, Automobile Club D'Italia, Monsieur H. de Harlez, of the Royal Automobile Club de Belgique, J. P. G. F. Corsmit, Sports Director of the Koninklijke Nederlandsche Automobiël Club, and my wife Anne, who drew the circuit diagrams.

AUTHOR'S NOTE

The idea to compile a reference book containing the full results of World Drivers' Grand Prix Championship events came after my wife told me that the huge stacks of motoring magazines piled high in the bedroom had to go. "It's either those books or me that goes," she warned. What a choice ! It had taken years to build up this collection of magazines, each devoting space to reports and results of the Championship races. I reached a decision. Put all these results under one cover, save space, and retain marital harmony. The result, the birth of *Grand Prix Chronology*. I sincerely hope it was the right decision, one which will be of benefit to other enthusiasts of grand prix motor racing. Inevitably there may be certain inaccuracies, particularly with regards to reasons for retirement. So many different reasons are given in the journals and records I have used for reference. I apologise for any errors and invite corrections for any future publication.

BRM cars have upheld British honour in the Championship since 1950. Their efforts during the early fifties were thwarted with bad luck, but at Zandvoort in 1959, Joakim Bonnier, the Swedish ace, piloted a BRM to victory in the Dutch Grand Prix. In 1962 Graham Hill won the World Championship at the wheel of a BRM. Since then BRM's have featured regularly in the winner's lists.

The man behind BRM throughout has been Raymond Mays, the former ERA driver, who, along with Peter Berthon was the originator of the Berthon/Raymond Mays (BRM).

Raymond Mays is still with BRM and is perhaps one of the most popular members of the Grand Prix 'Circus.' His tribute to the World Championship is much appreciated.

The World Championship was begun in 1950, and in twenty years has had a tremendous effect in increasing general interest in Formula 1 racing, even amongst people who never attend a race meeting. It is astonishing how many people know that Fangio was World Champion five times.

This increase of interest has led to more newspaper and broadcasting coverage, and has benefited and popularised the sport, making it of international interest.

RAYMOND MAYS

Stirling Moss, was perhaps the unluckiest driver never to win the Championship crown. He was runner-up on four occasions, 1955, 56, 57, 58, and third in 1959, 60 and 61. Certainly he was one of the most brilliant drivers ever to compete in Grand prix racing and it was indeed a great blow when a serious accident at Goodwood in 1962 put an end to his racing career. In the following article written specially for *Grand Prix Chronology*, Stirling describes some of his feelings and thoughts on never becoming World Champion.

What the World Championship meant to me—Stirling Moss

I took part in my first motoring competition when I was 17 years old, driving a BMW Sports car and one year later managed to upgrade myself to single seaters.

Right from the start I did my best to win, although I must admit, that the idea of becoming a Champion never entered my head at the time. Two years later I turned professional, and I suppose it was about then that the British Championship became my target. I was able to achieve this a number of times.

However, I can well remember how much of a blow it was to me the first time I lost the World Championship to Mike Hawthorn. We had had a year long battle for points and I seem to remember that I came out on the wrong side by the narrow margin of one point. Another year I managed to cut this down to half a point, and that's pretty close! I think it was about this time I managed to get things in their right perspective. There was one aim that I wanted more than the title, and that was the respect of my fellow drivers. In other words, I wanted to go to the starting line, with my competitors feeling that I was the man they had to beat if they wanted to win.

During this period I had lost the Championship to Mike a couple of times and it just didn't seem fair. Mike was an extrovert who always had fun, whereas I was a dedicated driver who did not drink, smoked little and led a comparatively quiet life. I remember thinking "If I can't win the title, I'm going to darn well enjoy

myself". So I did, and I relaxed my normal rather austere life. O.K. I didn't win the title, but I did have a ball!

There was one other thing that mattered. Fangio has always been my idea of the most perfect driver ever, because when it was necessary, he could always go faster than anybody else. Keep this up for a whole race and you win. If I had managed to be World Champion six times, people would most likely have said that I was better than Fangio and this would not have been true. If I had won it once, then I would have been connected with that one particular year. In other words my best year would have been . . . My philosophy now is that it is better to be known as the driver who had bad luck, but should have won the title, than just remembered for one specific year's performances.

On second thoughts, maybe this is nature's way of compensating the mind for a failure of the body!

January 1972.

STIRLING MOSS

INTRODUCTION

The Grand Prix Drivers' World Championship was instigated in 1950. Other championships had been staged prior to this, but none had been officially recognised by the Federation Internationale de L'Automobile, the governing body of motor-sport. Following the FIA's decision, the first event to count towards the Championship was held at Silverstone in England on Saturday, May 15, 1950. It was the British and European Grand Prix.

The victor on that historic day was Giuseppe Farina, the Italian ace, at the wheel of an Alfa-Romeo. Farina went on to win the first World Championship title from the Argentinian star, Juan Manuel Fangio.

Twelve other drivers have won the coveted title to-date:- Juan Manuel Fangio (Argentina) in 1951, 1954, 1955, 1956 and 1957; Alberto Ascari (Italy) 1952 and 1953; John Michael Hawthorn (Great Britain) 1958; Jack Brabham (Australia) 1959, 1960 and 1966; Phil Hill (United States of America) 1961; Graham Hill (Great Britain) 1962 and 1968; Jim Clark (Great Britain) 1963 and 1965; John Surtees (Great Britain) 1964; Denis Hulme (New Zealand) 1967; Jackie Stewart (Great Britain) 1969 and 1971; and Jochen Rindt (Austria) 1970.

They are all great men who have thrilled enthusiasts all over the world with their immense skill, courage, determination and, perhaps most of all, their devotion to Grand Prix motor racing.

Many other drivers deserve to have their names engraved alongside those listed, but for some it is too late. They have either died in pursuance of the crown or in normal circumstances, while several have retired.

There are those, who although just as brilliant as the World Champions, have, through sheer misfortune, never won the title. Stirling Moss (Great Britain), established as one of the 'Great' drivers of all time, was runner-up for the Championship on four occasions—1955, 1956, 1957 and 1958. And third on three more—1959, 1960 and 1961.

In 1961 Wolfgang von Trips, of Germany, was on the brink of winning the Championship, but he died in a terrible crash at Monza while at the top of the table.

It has been said that Grand Prix racing is a cruel

sport. One must remember that all the drivers, who compete in this and other forms of motor-sport go racing with the full knowledge of the dangers involved. It is their chosen profession.

To the gladiators of the Grand Prix 'circus' past and present, I say, on behalf of enthusiasts everywhere, THANK YOU, and long may the Grand Prix Drivers' World Championship continue.

January, 1972

SH

DRIVERS' WORLD CHAMPIONSHIP

Points are awarded to the leading drivers in each event counting towards the World Championship. Between 1950 and 1959 inclusive the winner received eight points, while those in second, third, fourth and fifth places, collected 6, 4, 3 and 2 points respectively. One point was given to the driver setting up the fastest lap in each event.

In 1960 the point for fastest lap was dropped and one point was given to the driver in sixth place. Then in 1961 the winners' points were increased from eight to nine.

Up until 1957 points were divided where drivers shared the wheel of a car in a race, but from 1958 onwards points were only awarded to the driver who handled the car throughout the race.

Depending on the number of events only a specified number of Championship rounds count towards a drivers personal total.

FORMULA FOR THE WORLD CHAMPIONSHIP

- 1950-51:** Maximum capacities of 1500cc supercharged and 4500 unsupercharged.
- 1952-53:** All races held to Formula Two rules of 2000cc unsupercharged, 500cc supercharged.
- 1954-60:** Maximum capacities of 2500cc unsupercharged and 750cc supercharged.
- 1961-65:** Minimum capacity of 1301cc and maximum capacity of 1500cc unsupercharged. Minimum dry weight of 450kg. Cars had to be fitted with self starter and commercial fuel was made compulsory. No oil replacement during race.
- 1966-72:** Maximum capacity of 3000cc unsupercharged and 1500 cc supercharged.

STARTING GRIDS

A	3	2	1		4	3	2	1	B
	5	4			7	6	5		
	8	7	6		11	10	9	8	
<hr/>									
C	1	2	3		1	2	3	4	D
	4	5			5	6	7		
	6	7	8		8	9	10	11	
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E	3	2	1		1	2			F
	6	5	4		3	4			
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G	2	1			1	2			H
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I	2	1			2	1			J
	4	3			4	3			
	6	5			6	5			
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K	1	2							
	3	4							
	5	6							

Other starting grid patterns as indicated throughout the book.

1950

Farina first World Champion after title duel with Fangio—Alfa-Romeo sweep the board—Talbots slow but reliable—Fagioli (Alfa-Romeo) the 'Eternal Second').

Alfa-Romeo had been out of racing for a year but on learning that the new Championship had been introduced they re-entered the fray. Their decision was well rewarded. In the six events counting towards the Championship . . . Indianapolis event not included—Alfa-Romeo scored six victories. Giuseppe Farina won the British (European GP), Swiss and Italian Grand Prix, and also took the World Championship crown, while Juan Manuel Fangio, the up-and-coming Argentinian ace, scored victories in the Monaco, Belgian and French events.

The 'veteran' Italian, Luigi Fagioli, joined the Alfa set-up after Consalvo Sanesi sustained injuries in an accident during the Mille Miglia. Proving to be an excellent third-string driver, Fagioli soon became known as the 'eternal second' after taking second places in the British, Swiss, Belgian and French Grand Prix . . . a remarkable feat of consistency.

There were no other serious contenders. Ferrari were no match for the Alfas and they spent much of the year developing for the future. Their efforts were to pay high dividends.

A selection of Maseratis, Talbots, Simca-Gordinis, ERAs and BRMs helped to swell the entries, but none offered a serious threat. Perhaps the French Talbot equipe with Raymond Sommer, Louis Rosier and Phi-Phi Etancelin and Yves

Giraud-Cabanteous at the wheel could be said to have enjoyed a fair share of success with several minor placings to their credit.

The first Championship event staged at Silverstone on May 15, the British and (European) Grand Prix, attracted a huge crowd—more than 100,000 people—including Their Majesties The King and Queen. Unfortunately there were no Ferraris at the start-line, and British fans had to be satisfied with an exhibition run from BRM.

The race itself was a complete walk-over for the Alfa-Romeo team with Farina, Fagioli and Reg Parnell filling the first three places. Fangio in the other Alfa had retired eight laps from the end with engine trouble. Highest placed British car was Bob Gerard's ERA which finished sixth on 67 laps, three laps behind the winner. Another ERA piloted by Cuth Harrison was seventh.

The 'Circus' left immediately for Monte Carlo, perhaps one of the most exciting events in the Grand Prix calendar. A beautiful setting overlooking a scenic harbour containing some of the world's most fabulous boats and a course which really puts emphasis on car preparation and driver ability.

A sensational multiple pile-up on the first lap at St Devote nearly ruined the race. Nine cars were eliminated after Farina's Alfa-Romeo, which was in second place, spun and collided with a wall. His car bounced back into the road and was struck by Argentinian Froilan 'The Pampas Bull' Gonzalez's Maserati. The road was now blocked and seconds later Fagioli (Alfa-Romeo), Rosier (Talbot), Baron

Emmanuel de Graffenried (Maserati), Maurice Trintignant (Simca-Gordini), Robert Manzon (Simca-Gordini), Harry Schell (Cooper), Cuth Harrison (ERA) and Franco Rol (Maserati) joined the mellée and were out of the race.

Meanwhile Fangio managed to weave his Alfa-Romeo through the debris and went on to score an easy win. Alberto Ascari, the works Ferrari driver, and son of a famous racing driver of the 20s, was second ahead of one of the all-time greats Louis Chiron, who was piloting a 4CLT (Maserati). Fourth place was occupied by Raymond Sommer (Talbot) with Prince 'B' Bira (Maserati) fifth and Bob Gerard (ERA) sixth.

The Swiss Grand Prix at Berne was another Alfa benefit. Farina headed Fagioli for a one-two win. Fangio had retired on the 35th tour with a broken rocker gear. All three Ferrari's in the hands of Ascari, Luigi Villorosi and Sommer blew up before half distance, leaving Louis Rosier's Talbot to take third place in front of Bira (Maserati) and Felice Bonetto (Maserati). Swiss ace de Graffenried drove his Maserati into sixth spot.

It was a similar story at Spa (Belgian Grand Prix). This time Fangio won with Fagioli second, while transmission troubles kept Farina down in fourth position, behind Rosier's Talbot. The sensation of the race was Raymond Sommer's performance with his Talbot. He actually led the race for several laps before his engine blew-up in a big way on the 20th lap.

The title race was hotting-up. Farina now led with 22 points with Fagioli second on 18 and Fangio in third place with 17.

The positions changed somewhat

after the French Grand Prix at Rheims. Fangio enjoyed an easy win, while Fagioli notched up second place for the fourth time in succession. Poor Farina, who was expected to win the title, had to be content with seventh and no points after his car suffered fuel pump problems.

Englishman, Peter Whitehead drove particularly well to put his Ferrari into third place . . . a fine effort because all the works Ferraris had been withdrawn before the start due to troubles experienced in practice. Robert Manzon kept the French flag flying by bringing his Simca-Gordini into fourth place while Talbots filled fifth (Etancelin-Eugene Chaboud), sixth (Charles Pozzi-Rosier), and eighth (Yves Giraud-Cabanteous) places.

Before the final round, the Italian Grand Prix at Monza, Fangio headed the table with 26 points, followed by Fagioli on 24 and Farina on 22. Certainly not the positions intended by the Alfa-Romeo team. As if to show their absolute supremacy before their home crowds, Alfa-Romeo fielded five cars piloted by Farina, Fangio, Fagioli, Piero Taruffi and Sanesi. Ferraris were entered for Ascari and Dorino Serafini, the motor-cycle ace.

The title duel resolved itself on the 24th lap. Fangio retired. Gearbox gremlins had struck a cruel blow to the man from the little town of Balcarcre in the Argentine. He took over Taruffi's mount, worked his way back into second place, but retired once more on the 35th tour with a dropped valve. Farina swept to victory and his first and only World Championship crown. Alberto Ascari secured second place after taking over Serafini's car when his own machine developed engine trouble and gave up

the ghost on the twenty-second lap.

The Championship had got underway. It may have been a

walk-over for the Italian Alfa-Romeo team and the three 'Fs' Farina, Fangio and Fagioli, but it augured well for the future.

BRITISH GRAND PRIX (European GP)

Circuit: Silverstone. Date: May 13. Laps: 70 (202 miles).

Results

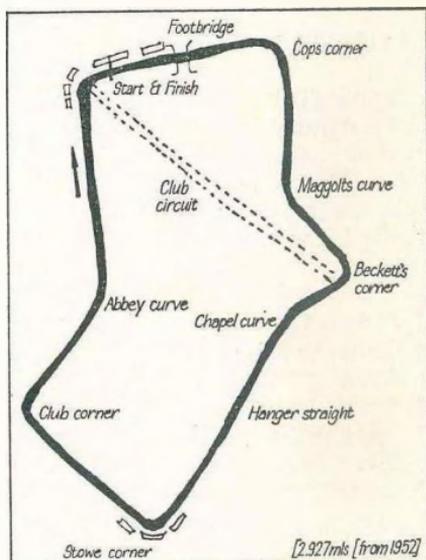
- 1 G. Farina (Alfa-Romeo), 2hr 13min 23.6sec. 90-95mph.
 - 2 L. Fagioli (Alfa-Romeo), 2hr 13min 26.2sec.
 - 3 R. Parnell (Alfa-Romeo), 2hr 14min 15.6sec.
 - 4 Y. Giraud-Cabanteous (Talbot), 68 laps.
 - 5 L. Rosier (Talbot), 68 laps.
 - 6 F. R. Gerard (ERA), 67 laps.
 - 7 T. C. Harrison (ERA), 67 laps.
 - 8 P. Etancelin (Talbot), 65 laps.
 - 9 D. Hampshire (Maserati), 64 laps.
 - 10 J. G. Fry and B. N. Shawe-Taylor (Maserati), 64 laps.
 - 11 J. Claes (Talbot), 64 laps.
- Also running at the end: J. Kelly (Alfa), 57 laps.*

Fastest lap: Farina (Alfa-Romeo), 1min 50.6sec. 94.02mph.

Retirements

- L. Johnson (ERA) supercharger. Lap 2.
P. Walker-T. Rolt (ERA) gearbox. Lap 5.
E. Martin (Talbot) oil pressure. Lap 9.

- L. Chiron (Maserati) clutch. Lap 24.
E. de Graffenried (Maserati) con-rod. Lap 34.
G. Crossley (Alfa) transmission. Lap 44.
D. Murray (Maserati) engine. Lap 44.
B. Bira (Maserati) fuel feed. Lap 49.
J. M. Fangio (Alfa-Romeo) oil pipe. Lap 62.



Starting Grid (B)

- | | | |
|---------------------|--------------------------|-----------------------------|
| 1 Farina 1'50.8. | 2 Fagioli 1'51. | 3 Fangio 1'51. |
| 4 Parnell 1'52.2. | 5 Bira 1'52.6. | 6 Giraud-Cabanteous 1'53.4. |
| 7 Martin 1'55.4. | 8 de Graffenried 1'55.8. | 11 Chiron 1'56.6. |
| 9 Rosier 1'56. | 10 Walker 1'56.6. | 14 Etancelin 1'57.8. |
| 12 Johnson 1'57.4. | 13 Gerard 1'57.4. | 17 Crossley 2'02.6. |
| 15 Harrison 1'58.4. | 16 Hampshire 2'01. | 20 Fry 2'07.* |
| 18 Murray 2'05.6. | 19 Kelly 2'06.2. | |
| 21 Claes 2'08.8. | | |

Non-starter: F. Bonetto (Maserati).

*During the race B. Shawe-Taylor shared the wheel of Joe Fry's Maserati.

MONACO GRAND PRIX

Circuit: Monte Carlo. Date: May 21. Laps: 100 (195 miles).

Results

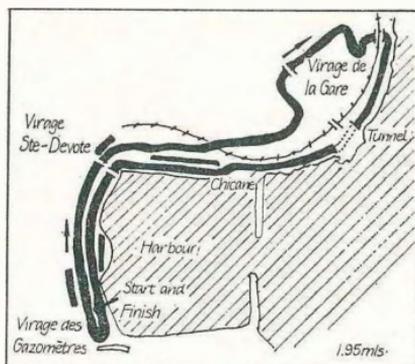
- 1 J. M. Fangio (Alfa-Romeo),
3hr 13min 18.7sec. 61.33mph.
- 2 A. Ascari (Ferrari), 99 laps.
- 3 L. Chiron (Maserati), 98 laps.
- 4 R. Sommer (Ferrari), 97 laps.
- 5 B. Bira (Maserati), 95 laps.
- 6 F. R. Gerard (ERA), 94 laps.
- 7 J. Claes (Talbot), 94 laps.

Fastest lap: Fangio (Alfa-Romeo),
1min 51.0sec. 64.09mph.

- R. Manzon (Simca-Gordini)
crashed. Lap 1.
C. Harrison (ERA) crashed.
Lap 1.
H. Schell (Cooper-JAP) crashed.
Lap 1.
P. Etancelin (Talbot) oil pipe.
Lap 36.
L. Villoresi (Ferrari) rear axle.
Lap 63.

Retirements

- G. Farina (Alfa-Romeo) crashed.
Lap 1.
F. Gonzalez (Maserati) crashed.
Lap 1.
L. Fagioli (Alfa-Romeo) crashed.
Lap 1.
L. Rosier (Talbot) crashed. Lap 1.
M. Trintignant (Simca-Gordini)
crashed. Lap 1.
F. Rol (Maserati) crashed. Lap 1.
E. de Graffenried (Maserati)
crashed. Lap 1.



Starting Grid (A)

- | | | |
|------------------------|---------------------|------------------------------|
| 1 Fangio 1'50.2. | 2 Farina 1'52.8. | 3 Gonzalez 1'53.7. |
| 4 Etancelin 1'54.1. | 5 Fagioli 1'54.2. | 6 Villoresi 1'52.3. |
| 7 Ascari 1'53.8. | 8 Chiron 1'56.3. | 9 Sommer 1'56.6. |
| 10 Rosier 1'57.7. | 11 Manzon 2'04.0. | 12 de Graffenried
2'00.7. |
| 13 Trintignant 2'19.4. | 14 Harrison 2'01.6. | 17 Rol 2'04.5. |
| 15 Bira 2'02.2. | 16 Gerard 2'03.4. | |
| 19 Claes 2'12.0. | 20 Schell (no time) | |

Non-starters: P. Whitehead (Ferrari) and A. Pian (Maserati).

The first two row times were decided by times gained in the first practice session. The remaining drivers attained their times by reason of their best time in either session. Grid shows best practice times in both sessions.

SWISS GRAND PRIX

Circuit: Berne. Date: June 4. Laps: 42 (190 miles).

Results

- 1 G. Farina (Alfa-Romeo),
2hr 2min 53.7sec. 92.76mph.
- 2 L. Fagioli (Alfa-Romeo),
2hr 2min 54.1sec.

- 3 L. Rosier (Talbot), 41 laps.
- 4 B. Bira (Maserati), 40 laps.
- 5 F. Bonetto (Maserati), 40 laps.
- 6 E. de Graffenried (Maserati),
40 laps.

- 7 N. Pagani (Maserati), 39 laps.
- 8 H. Schell (Talbot), 39 laps.
- 9 L. Chiron (Maserati), 39 laps.
- 10 J. Claes (Talbot), 38 laps.
- 11 A. Branca (Maserati), 35 laps.

Fastest lap: Farina (Alfa-Romeo),
2min 41·6sec. 100·78mph.

Retirements

Y. Giraud-Cabanteous (Talbot)
crash. Lap 1.

- A. Ascari (Ferrari) oil pipe. Lap 5.
- L. Villoresi (Ferrari) transmission.
Lap 10.
- E. Martin (Talbot) crash. Lap 20.
- R. Sommer (Ferrari) engine blew-
up. Lap 20.
- P. Etancelin (Talbot) gearbox.
Lap 26.
- J. M. Fangio (Alfa-Romeo) valve
rocker gear. Lap 35.

Starting Grid (C)

- | | | |
|-----------------------------|------------------|---------------------|
| 1 Fangio 2'42·1. | 2 Farina 2'42·8. | 3 Fagioli 2'45·2. |
| 4 Villoresi 2'46·1. | 5 Ascari 2'46·8. | 6 Etancelin 2'51·1. |
| 7 Giraud Cabanteous 2'52·7. | 8 Bira 2'53·2. | |
- P. Whitehead (Ferrari) and R. Parnell (Maserati) did not arrive for the race.

BELGIAN GRAND PRIX

Circuit: Spa-Francorchamps. *Date:* June 18. *Laps:* 35 (307 miles).

Results

- 1 J. M. Fangio (Alfa-Romeo),
2hr 47min 26sec. 110·048mph.
 - 2 L. Fagioli (Alfa-Romeo),
2hr 47min 40sec.
 - 3 L. Rosier (Lago-Talbot),
2hr 49min 45sec.
 - 4 G. Farina (Alfa-Romeo),
2hr 51min 31sec.
 - 5 A. Ascari (Ferrari), 34 laps.
 - 6 L. Villoresi (Ferrari), 33 laps.
 - 7 P. Levegh (Talbot), 33 laps.
 - 8 J. Claes (Talbot), 32 laps.
 - 9 G. Crossley (Alta), 30 laps.
 - 10 A. Branca (Maserati), 29 laps.
- Fastest lap:* Farina (Alfa-Romeo),
4min 34·1sec. 115·4mph.

Retirements

Y. Giraud-Cabanteous (Talbot)
engine. Lap 2.
P. Etancelin (Talbot) overheating.
Lap 15.

- R. Sommer (Lago-Talbot) engine
blow-up. Lap 20.
- E. Chaboud (Talbot). Lap 22.



Starting Grid (A)

- | | | |
|---------------------|------------------|---------------------|
| 1 Farina 4'37·0. | 2 Fangio 4'37·0. | 3 Fagioli 4'41·0. |
| 4 Villoresi 4'47·0. | 5 Sommer 4'47·0. | 6 Etancelin 4'48·0. |
| 7 Ascari 4'49·0. | 8 Rosier 4'49·0. | 9 Giraud-Cabanteous |
| 10 Levegh | 11 Branca | 12 Crossley |
| 13 Chaboud | 14 Claes | |

FRENCH GRAND PRIX

Circuit: Rheims. *Date:* July 2. *Laps:* 64 (309.16 miles).

Results

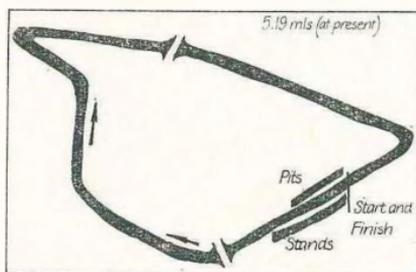
- 1 J. M. Fangio (Alfa-Romeo),
2hr 57min 52.8sec. 104.84mph.
- 2 L. Fagioli (Alfa-Romeo),
2hr 58min 18.5sec.
- 3 P. Whitehead (Ferrari), 61 laps.
- 4 R. Manzon (Simca-Gordini),
61 laps.
- 5 P. Etancelin-E. Chaboud (Talbot),
59 laps.
- 6 C. Pozzi-L. Rosier (Talbot),
56 laps.
- 7 G. Farina (Alfa-Romeo), 55 laps*.
- 8 Y. Giraud-Cabanteous (Talbot),
52 laps.
- D. Hampshire (Maserati) engine.
Lap 6.
- L. Chiron (Maserati) engine. Lap 7.
- F. Rol (Maserati) engine. Lap 7.
- R. Parnell (Maserati) engine.
Lap 10.
- L. Rosier (Talbot) overheating.
Lap 11.
- J. Claes (Talbot) overheating.
Lap 12.
- F. Bonetto (Maserati) engine.
Lap 15.
- P. Levegh (Talbot) engine. Lap 37.

Fastest lap: Fangio, 2min 35.6sec.
112.36mph.

*Not running at the end of the race.

Retirements

- F. Gonzalez (Maserati) engine seized. Lap 4.
R. Sommer (Talbot) overheating. Lap 5.



Starting Grid (A)

- | | | |
|--------------------|----------------------------|-------------------|
| 1 Fangio 2'30.6 | 2 Farina 2'32.5 | 3 Fagioli 2'34.7 |
| 4 Etancelin 2'39.0 | 5 Giraud-Cabanteous 2'42.7 | 6 Sommer 2'46.0 |
| 7 Rol 2'46.7 | 11 Parnell | 8 Gonzalez 2'48.0 |
| 9 Levegh 2'49.0 | 14 Chiron | 12 Hampshire |
| 13 Manzon | 17 Claes | 15 Pozzi |
| 16 Rosier | | 18 Bonetto |
| 19 Whitehead | | |

ITALIAN GRAND PRIX

Circuit: Monza. *Date:* September 3. *Laps:* 80 (313 miles).

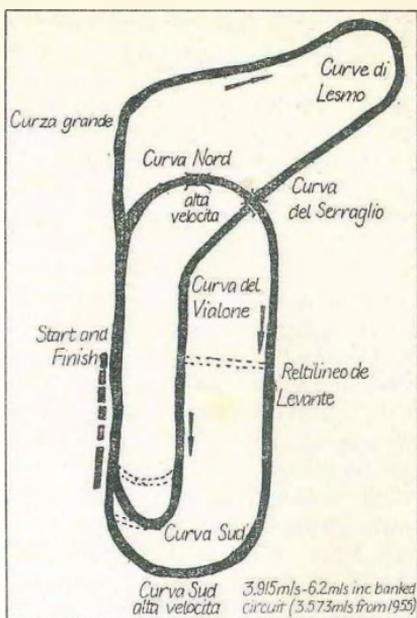
Results

- 1 G. Farina (Alfa-Romeo),
2hr 51min 17.4sec. 109.63mph.
 - 2 D. Serafini/A. Ascari (Ferrari),
2hr 52min 36sec.
 - 3 L. Fagioli (Alfa-Romeo),
2hr 52min 53sec.
 - 4 L. Rosier (Talbot), 75 laps.
 - 5 P. Etancelin (Talbot), 75 laps.
 - 6 E. de Graffenried (Maserati),
72 laps.
 - 7 P. N. Whitehead (Ferrari), 72 laps.
- Fastest lap:* J. M. Fangio (Alfa-Romeo). 2min 00sec. 117.44mph.

Retirements

- A. Ascari (Ferrari) engine blew up and took over Serafini's car.
C. Biondetti (Ferrari)

B. Bira (Maserati) engine after 2 laps.
 L. Chiron (Maserati) oil pressure.
 J. Claes (Talbot) overheating.
 G. Comotti (Maserati-Milan)
 J. M. Fangio (Alfa-Romeo) gearbox.
 Took over Taruffi's machine but retired again when engine blew up.
 C. Harrison (ERA) engine and radiator.
 P. Levegh (Talbot)
 H. Louveau (Talbot)
 G. Mairesse (Talbot)
 R. Manzon (Simca-Gordini)
 D. Murray (Maserati) gearbox and valve.
 F. Roi (Maserati)
 C. Sanesi (Alfa-Romeo) engine blew up. Lap 12.
 R. Sommer (Talbot) gearbox.
 Lap 49.
 M. Trintignant (Simca-Gordini)
 Altogether there were 25 starters.
Fastest practice times: J. M. Fangio 1'58.6, A. Ascari 1'58.8.



FINAL CHAMPIONSHIP POSITIONS ^{4/6}

1 Giuseppe Farina	points 30	7 Louis Chiron	points 4
2 Juan Manuel Fangio	27	10 Philippe Etancelin	3
3 Luigi Fagioli	(28) 24	Yves Giraud-Cabanteous	3
4 Louis Rosier	13	Raymond Sommer	3
5 Alberto Ascari	11	Robert Manzon	3
6 B. Bira	5	Dorino Serafini	3
7 Reg Parnell	4	15 Felice Bonetto	2
Peter Whitehead	4	16 Eugene Chaboud	1

Some Championship tables give slight variations to the above results, particularly where shared drives have taken place. However, in no case do they affect the final positions to any great extent. Luigi Fagioli actually collected 28 points during the season, but only the best four performances by each driver counted towards the totals.

1951

Fangio worthy champion—Rise of Ascari and Gonzalez—Ferrari put in strong challenge to end Alfa-Romeo domination—BRMs 100 per cent finish record in British Grand Prix.

Juan Manuel Fangio, Grand Prix driver extraordinaire, nicknamed 'El Cheuco' . . . the bandy-legged one . . . won the first of five championship crowns. He also took the honours in 1954, 55, 56 and 57. A feat unequalled to-date.

Still driving for Alfa-Romeo, although during the close season it had been rumoured they would withdraw from racing, Fangio clinched his first title after a most exciting year . . . in the final event, the Spanish Grand Prix. His nearest rival, Alberto Ascari driving for Ferrari pushed him all the way and but for tyre troubles may well have taken the honours. Ascari's day was yet to come in 1952 and 1953 when he won the Championship on both occasions.

Fangio won three events, the Swiss, French (and European) and Spanish Grand Prix, while Ascari gained victory in the German and Italian races. Farina's title hopes were out, and he only managed one win . . . the Belgian Grand Prix at Spa in June.

It was a great year for drivers from the Argentine. Fangio's compatriot, Jose Froilan Gonzalez, who drove alongside Ascari in the 'Prancing Horse' team put in some staggering performances during the second half of the season. A brilliant win in the British Grand Prix in July was followed up by a third in the German event and seconds in the Italian and Spanish

events. He finished the season third in the championship reckonings.

In 1950 Luigi Fagioli had earned the reputation for being the eternal second. This year, another Italian, Luigi 'Gigi' Villoresi, driving for Ferrari, earned a similar reputation for his string of third places in the Belgian, French and British Grand Prix.

Fangio began the season on a cracking note with a great victory in the Swiss Grand Prix taking his Alfa-Romeo past the chequered flag almost a minute ahead of Piero Taruffi's Ferrari. Alfa-Romeos also filled third, fourth and fifth places with Giuseppe Farina, Consalvo Sanesi and Baron Emmanuel de Graffenried in the cockpit. A young up-and-coming Englishman, Stirling Moss featured in the results with eighth place at the wheel of an HWM.

In the next round at Spa (Belgian Grand Prix), the 1950 World Champion, Farina completed the 36 lap (315 mile) race almost three minutes ahead of Alberto Ascari's flying Ferrari, while Villoresi (Ferrari) netted third spot. Although not as fast as the Italian machinery, the French Talbots showed extreme reliability by filling fourth, fifth, sixth, seventh, and eighth positions. The drivers in finishing order were Louis Rosier, Yves Giraud-Cabantous, Andre Pilette, Johnnie Claes and Pierre Levegh.

In order to win the French Grand Prix, Fangio was forced to take over his team-mate Fagioli's Alfa-Romeo after his own car was pitted with magneto trouble early in the race. Farina (Alfa-Romeo) led the race at one stage, but his car threw

several tyre treads and he was lucky to finish fifth. Ascari, whose Ferrari experienced gearbox problems in the opening laps, took over Gonzalez's mount and looked a likely victor before making a late pit stop, but he managed to finish a worthy second. Villoresi (Ferrari) again took third place. British exponent Reg Parnell did well to bring the Ferrari 'Thinwall' Special into fourth spot four laps adrift of the winner.

French hopes were pinned on the slow but reliable Talbots and the tiny Simca-Gordinis. The Talbots secured the minor placings with Louis Chiron in sixth place, Cabanteous (7th), Eugene Chaboud (8th) and Guy Mairesse (9th). All the Simca-Gordini entries driven by Robert Manzon, Andre Simon, Maurice Trintignant and Aldo Gordini retired.

Ferrari ended the Alfa-Romeo domination in the British Grand Prix at Silverstone. The Pampas Bull, Froilan Gonzales drove magnificently to complete the race nearly a minute ahead of his fellow countryman, Fangio. Villoresi in another Ferrari filled third place, while Felice Bonetto (Alfa-Romeo) was fourth.

British interest in this race however was not centred on the winners, but on the two green BRMs being driven by Reg Parnell and Peter Walker. Would they complete the 90 lap race? On this occasion the answer was yes and Raymond Mays, the great man behind BRM, must have been proud to see Parnell collect fifth place, while Walker competing in only his second ever championship event did well to come home seventh. The reigning champion, Farina had the consolation of setting up the fastest lap at 99.99mph.

Ferraris swept the board in the German Grand Prix with Alberto Ascari taking first place, Gonzalez, third, Villoresi, fourth, Taruffi, fifth, and the Swiss expert, Rudi Fischer, sixth. It was a pretty miserable day for the Alfa-Romeo team, although Fangio managed to occupy second place. Both Farina and Bonetto were forced into the dead car park while the pre-war German ace, Paul Pietsch, who had been co-opted into the team for the race, crashed in a big way on the 12th lap.

The French cars were again outclassed with Robert Manzon in the Simca-Gordini being the highest placed in seventh spot ahead of a quartet of Talbots. No British cars started.

Monza the scene of the Italian Grand Prix saw Ascari and Gonzalez spearheading a great one-two win for Ferrari. The highest placed Alfa was the Farina-Bonetto machine in third place. Two more Ferrari's driven by Villoresi and Taruffi secured fourth and fifth places ahead of Manzon's Simca-Gordini.

Britain had hoped to field two BRMs for Parnell and Ken Richardson, but the organisers refused Richardson entry on the grounds of inexperience and Parnell's car was withdrawn after practice troubles.

The final round at Barcelona (Spanish Grand Prix) aroused tremendous interest as far as the championship was concerned. At this stage Fangio led with 28 points and Ascari was close behind on 25. It was also to be Alfa-Romeo's 'swan-song'. As it turned out the Argentinian led for much of the race to win and take the title, while poor Ascari had to be content with a lowly fourth after making several pit stops. It was a great day for the

Argentine as Gonzalez brought his Ferrari into second place in front of Farina (Alfa-Romeo).

It had been a great year with

Ferrari showing tremendous promise. To end on a sad note Alfa-Romeo decided to withdraw from the grand prix scene.

SWISS GRAND PRIX

Circuit: Berne. *Date:* May 27. *Laps:* 42 (190 miles).

Results

- 1 J. M. Fangio (Alfa-Romeo),
2hr 7min 53.6sec. 89.05mph.
- 2 P. Taruffi (Ferrari),
2hr 8min 48.9sec.
- 3 G. Farina (Alfa-Romeo),
2hr 9min 12.9sec.
- 4 C. Sanesi (Alfa-Romeo), 41 laps.
- 5 E. de Graffenried (Alfa-Romeo),
40 laps.
- 6 A. Ascari (Ferrari), 40 laps.
- 7 L. Chiron (Maserati), 40 laps.
- 8 S. Moss (HWM), 40 laps.
- 9 L. Rosier (Talbot), 39 laps.
- 10 P. Etancelin (Talbot), 39 laps.
- 11 R. Fischer (Ferrari), 39 laps.
- 12 H. Schell (Maserati), 38 laps.
- 13 J. Claes (Talbot), 35 laps.

14 G. Mairesse (Talbot), 31 laps.

Fastest lap: Fangio (Alfa-Romeo),
2min 51.1sec. 95.2mph.

Retirements

F. Gonzalez (Talbot) oil pump.
Lap 10.

L. Villorosi (Ferrari) crash. Lap 12.

Y. Giraud-Cabanteous (Talbot)
magneto. Lap 14.

G. Abecassis (HWM) magneto.
Lap 23.

H. Loveau (Talbot) crash, broke
leg. Lap 30.

P. N. Whitehead (Ferrari) crash.
Cut face. Lap 36.

Starting Grid (A)

1 Fangio	2 Farina	3 Villorosi
4 Sanesi	5 de Graffenried	6 Taruffi
7 Ascari	8 Rosier	9 Fischer
10 Whitehead	11 Gonzalez	12 Etancelin
13 Louveau	14 Moss	15 Giraud-Cabanteous
16 Hirt	17 Schell	18 Claes
19 Chiron	20 Abecassis	21 Mairesse

BELGIAN GRAND PRIX

Circuit: Spa-Francorchamps. *Date:* June 17. *Laps:* 36 (315 miles).

Results

1 G. Farina (Alfa-Romeo),
2hr 45min 46sec. 114.3mph.

2 A. Ascari (Ferrari),
2hr 48min 37sec.

3 L. Villorosi (Ferrari),
2hr 50min 8.0sec.

4 L. Rosier (Talbot), 34 laps.

5 Y. Giraud-Cabanteous (Talbot),
34 laps.

6 A. Pilette (Talbot), 33 laps.

7 J. Claes (Talbot), 33 laps.

8 P. Levegh (Talbot), 32 laps.

9 J. M. Fangio (Alfa-Romeo),
32 laps.

Fastest lap: J. M. Fangio (Alfa-
Romeo), 4min 22.1sec. 120.5mph.

Retirements

P. Etancelin (Talbot) transmission.
Lap 1.
C. Sanesi (Alfa-Romeo) radiator.

Lap 12.

L. Chiron (Maserati) piston. Lap 28.
P. Taruffi (Ferrari) transmission.
Lap 9.

Starting Grid (C)

- | | | |
|----------------------|--------------------------|-------------------|
| 1 Fangio 4'25. | 2 Farina 4'28. | 3 Villorosi 4'29. |
| 4 Ascari 4'30. | 5 Taruffi 4'32. | 6 Sanesi 4'36. |
| 7 Rosier 4'45. | 8 Giraud Cabanteous 4'52 | 9 Chiron 5'01. |
| 10 Etancelin 5'04.0. | | 11 Claes 5'09.0. |
| 12 Pilette 5'16.0. | 13 Levegh 5'17.0. | |

FRENCH GRAND PRIX (European GP)

Circuit: Rheims. *Date:* July 1. *Laps:* 77 (374 miles).

Results

- 1 J. M. Fangio/L. Fagioli (Alfa-Romeo), 3hr 22min 11.0sec. 110.97mph.
- 2 A. Ascari/F. Gonzalez (Ferrari), 3hr 23min 9.2sec.
- 3 L. Villorosi (Ferrari), 74 laps.
- 4 R. Parnell (Ferrari). Thinwall Special), 73 laps.
- 5 G. Farina (Alfa-Romeo), 73 laps.
- 6 L. Chiron (Talbot), 71 laps.
- 7 Y. Giraud-Cabanteous (Talbot), 71 laps.
- 8 E. Chaboud (Talbot), 69 laps.
- 9 G. Mairesse (Talbot), 66 laps.
- 10 C. Sanesi (Alfa-Romeo), 58 laps.
- 11 L. Fagioli/J. M. Fangio (Alfa-Romeo), 55 laps.

Fastest lap: J. M. Fangio (Alfa-Romeo), 2min 27.8sec 118.29mph.

Retirements

P. Whitehead (Ferrari) blown gasket. Lap 1.
E. de Graffenried (Maserati), transmission. Lap 1.
R. Manzon (Simca-Gordini). Lap 3.
A. Simon (Simca-Gordini) engine. Lap 7.
A. Ascari (Ferrari) gearbox. Lap 10.
M. Trintignant (Simca-Gordini) engine. Lap 11.
H. Schell (Maserati) steering. Lap 24.
A. Gordini (Simca-Gordini). Lap 27.
P. Etancelin (Talbot) engine. Lap 37.
L. Rosier (Talbot) transmission. Lap 43.
J. Claes (Talbot) crashed. Lap 54.

Starting Grid (A)

- | | | |
|------------------------|------------------------------|--------------------|
| 1 Fangio 2'25.7. | 2 Farina 2'27.4. | 3 Ascari 2'28.1. |
| 4 Villorosi 2'28.5. | 5 Sanesi 2'28.9. | 6 Gonzalez 2'30.8. |
| 7 Fagioli 2'33.1. | 8 Chiron 2'43.7. | 9 Parnell 2'44.0. |
| 10 Etancelin 2'44.8. | 11 Giraud-Cabanteous 2'45.7. | 12 Claes 2'46.6. |
| 13 Rosier 2'48.0. | 16 de Graffenried 2'50.1. | 14 Chaboud 2'49.6. |
| 15 Marimon | 19 Mairesse 2'58.4. | 17 Gordini 2'50.3. |
| 18 Trintignant 2'50.3. | 22 Schell | 20 Whitehead |
| 21 Simon | | 23 Manzon |

BRITISH GRAND PRIX

Circuit: Silverstone. Date: July 14. Laps: 90 (260 miles).

Results

- 1 F. Gonzalez (Ferrari),
2hr 42min 18.2sec. 96.11mph.
- 2 J. M. Fangio (Alfa-Romeo),
2hr 43min 9.2sec.
- 3 L. Villoresi (Ferrari), 88 laps.
- 4 F. Bonetto (Alfa-Romeo),
87 laps.
- 5 R. Parnell (BRM), 85 laps.
- 6 C. Sanesi (Alfa-Romeo),
84 laps.
- 7 P. Walker (BRM), 84 laps.
- 8 B. N. Shawe-Taylor (ERA),
84 laps.
- 9 P. N. Whitehead (Ferrari
'Thinwall Special'), 83 laps.
- 10 L. Rosier (Talbot), 83 laps.
- 11 F. R. Gerard (ERA), 82 laps.

12 D. Hamilton (Talbot), 82 laps.
13 J. Claes (Talbot), 80 laps.
Also running at the end of the race:
J. Kelly (Alta), 75 laps.
Fastest lap: G. Farina (Alfa-Romeo)
1min 44.0sec. 99.99mph.

Retirements

J. James (Maserati) split radiator.
Lap 22.
L. Chiron (Talbot) brakes. Lap 41.
D. Murray (Maserati) valve spring.
Lap 45.
J. Fotheringham-Parker (Maserati)
broken oil pipe. Lap 46.
A. Ascari (Ferrari) gearbox. Lap 56.
G. Farina (Alfa-Romeo) clutch.
Lap 75 (engine caught fire).

Starting Grid (B)

- | | | |
|-----------------------------------|---------------------|-------------------------|
| 1 Gonzalez 4'34.4. | 2 Fangio 1'44.4. | 3 Farina 1'45. |
| 4 Ascari 1'45.2. | 5 Villoresi 1'45.8. | 6 Sanesi 1'50.2. |
| 7 Bonetto 1'52.0. | 8 Whitehead 1'54.6. | 9 Rosier 1'56.0. |
| 10 Gerard 1'57.0. | 11 Hamilton 1'57.2. | 12 Shawe-Taylor 1'58.2. |
| 13 Chiron 2'00.2. | 14 Claes 2'05.8. | 15 Murray 2'06.0. |
| 16 Fotheringham-Parker
2'13.2. | 17 James 2'17.0. | 18 Kelly 2'18.4. |
| | 19 Walker* | 20 Parnell* |

Non-starters: M. Trintignant, R. Manzon and A. Simon (all Simca Gordinis)
and P. Etancelin (Talbot).
*Did not practice.

GERMAN GRAND PRIX

Circuit: Nurburgring. Date: July 29. Laps: 20 (283 miles).

Results

- 1 A. Ascari (Ferrari),
3hr 23min 3.3sec. 83.76mph.
- 2 J. M. Fangio (Alfa-Romeo),
3hr 23min 33.8sec.
- 3 F. Gonzalez (Ferrari),
3hr 27min 42.3sec.
- 4 L. Villoresi (Ferrari),
3hr 28min 53.5sec.
- 5 P. Taruffi (Ferrari),
3hr 30min 52.4sec.
- 6 R. Fischer (Ferrari), 19 laps.



7 R. Manzon (Simca-Gordini),
19 laps.
8 L. Rosier (Talbot), 19 laps.
9 P. Levegh (Talbot), 18 laps.
10 J. Swaters (Talbot), 18 laps.
11 J. Claes (Talbot), 18 laps.
Fastest lap: Fangio (Alfa-Romeo),
9min 55.8sec. 85.64mph.

Retirements

E. de Graffenried (Maserati)
engine. Lap 2.
L. Chiron (Talbot) ignition. Lap 3.
P. Etancelin (Talbot). gearbox.
Lap 4.

A. Branca (Maserati) engine. Lap 4.
G. Farina (Alfa-Romeo) gearbox.
Lap 8.
P. Pietsch (Alfa-Romeo) crash.
Lap 12.
A. Simon (Simca-Gordini) engine.
Lap 12.
D. Hamilton (Talbot) oil pressure.
Lap 12.
F. Bonetto (Alfa-Romeo) super-
charger. Lap 13.
M. Trintignant (Simca-Gordini)
engine. Lap 14.
Y. Giraud-Cabanteous (Talbot)
crash. Lap 18.

Starting Grid (B)

1 Ascari 9'55.8.	2 Gonzalez 9'57.5.	3 Fangio 9'59.0.
4 Farina 10'01.0.	5 Villorezi 10'06.6.	6 Taruffi 10'12.9.
7 Pietsch 10'15.7.	8 Fischer 10'23.8.	9 Manzon 10'28.9.
10 Bonetto 10'46.1.	11 Cabanteous 10'52.8.	12 Simon 10'57.5.
13 Chiron 11'00.2.	14 Trintignant 11'07.5.	15 Rosier 11'08.2.
16 de Graffenried 11'25.6.	17 Branca 11'26.7.	18 Claes 11'33.6.
19 Levegh 11'41.9.	20 Hamilton 11.49.3.	21 Etancelin 11.52.9.
22 Swaters 12'09.1.		

Non-starter: D. Murray (Maserati).

ITALIAN GRAND PRIX

Circuit: Monza. *Date*: September 16. *Laps*: 80 (312 miles).

Results

1 A. Ascari (Ferrari),
2hr 42min 39.3sec. 115.53mph.
2 F. Gonzalez (Ferrari),
2hr 43min 23.9sec.
3 G. Farina/F. Bonetto (Alfa-
Romeo), 79 laps.
4 L. Villorezi (Ferrari), 79 laps.
5 P. Taruffi (Ferrari), 78 laps.
6 A. Simon (Simca-Gordini),
74 laps.
7 L. Rosier (Talbot), 73 laps.
8 Y. Giraud-Cabanteous (Talbot),
72 laps.
9 F. Rol (Osca), 67 laps.

Fastest lap: Farina (Alfa-Romeo),
1min 56.7sec. 120.97mph.

Retirements

C. Landi (Ferrari) transmission.
Lap 1.
P. Whitehead (Ferrari) magneto.
Lap 2.
J. Claes (Talbot) engine. Lap 5.
E. de Graffenried (Alfa-Romeo),
supercharger drive. Lap 2.
G. Farina (Alfa-Romeo) engine.
Lap 7. (took over Felice Bonetto's
Alfa-Romeo).
J. Swaters (Talbot) engine. Lap 8.
P. Levegh (Talbot) engine. Lap 10.
L. Chiron (Talbot) ignition. Lap 23.
M. Trintignant (Simca-Gordini)
piston. Lap 30.
R. Manzon (Simca-Gordini) engine.
Lap 30.
J. M. Fangio (Alfa-Romeo) engine.
Lap 40.

Starting Grid (4-3-3-3-1 pattern from left to right)

1 Fangio 1'52.3.	2 Farina 1'53.9.	3 Ascari 1'55.1.
4 Gonzalez 1'55.9.	5 Villoresi 1'57.9.	6 Taruffi 1'58.2.
7 Bonetto 1'58.3.	8 de Graffenried 2'05.2.	9 Simon 2'08.0.
10 Trintignant 2'08.9.	11 Manzon 2'09.0.	12 Cabanteous 2'09.3.
13 Rosier 2'10.8.	14 Landi 2'11.3.	15 Chiron 2'12.1.
16 Rol 2'13.4.	17 Whitehead 2'16.0.	18 Levegh 2'16.5.
19 Claes 2'18.6.	20 Swaters 2'18.8.	

Ken Richardson, was down to drive a BRM but the RAC and Italian race organisers would not allow him to race because of his limited experience. Reg Parnell the BRM team's number one did not start because of serious engine trouble (Fastest lap 2min 2.0sec).

SPANISH GRAND PRIX

Circuit: Pedralbes, Barcelona. *Date:* October 28. *Laps:* 70 (275 miles).

Results

- 1 J. M. Fangio (Alfa-Romeo),
2hr 46min 54.1sec. 98.7mph.
 - 2 F. Gonzalez (Ferrari),
2hr 47min 48.38sec.
 - 3 G. Farina (Alfa-Romeo),
2hr 48min 39.64sec.
 - 4 A. Ascari (Ferrari), 68 laps.
 - 5 F. Bonetto (Alfa-Romeo),
68 laps.
 - 6 E. de Graffenried (Alfa-Romeo),
66 laps.
 - 7 L. Rosier (Talbot), 65 laps.
 - 8 P. Etancelin (Talbot), 65 laps.
 - 9 R. Manzon (Simca-Gordini),
63 laps.
 - 10 F. Godia (Maserati), 60 laps.
- Fastest lap:* Fangio (Alfa-Romeo),
2min 14.3sec. 105.2mph.

Retirements

- B. Bira (Osca) engine. Lap 1.
L. Chiron (Talbot) ignition. Lap 4.
Y. Giraud-Cabanteous (Talbot)
overheating. Lap 7.
G. Grignard (Talbot) engine.
Lap 24.
M. Trintignant (Simca-Gordini)
engine. Lap 25.
P. Taruffi (Ferrari) suspension.
Lap 30.
J. Claes (Talbot) crash. Lap 37.
L. Villoresi (Ferrari) ignition.
Lap 48.
A. Simon (Simca-Gordini) engine.
Lap 49.

Starting Grid (4-3-3-1-3-4-1 pattern from left to right)

1 Ascari 2'10.59.	2 Fangio 2'12.27.	3 Gonzalez 2'14.01.
4 Farina 2'19.94.	5 Villoresi 2'16.38.	6 de Graffenried 2'16.0.
7 Taruffi 2'16.9.	8 Bonetto 2'21.80.	9 Manzon 2'23.81.
10 Simon 2'24.60.	11 Trintignant 2'25.25.	12 Chiron 2'30.32.
13 Etancelin 2'31.00.	14 Cabanteous 2'32.18.	15 Claes 2'34.46.
16 Grignard 2'36.58.	17 Godia 2'37.45.	18 Jover 2'41.99.
19 Bira 2'45.99.	20 Rosier 2'46.78.	

Non-starters: A. Branca (Maserati) and P. N. Whitehead (Ferrari) and A. Jover (Maserati).

FINAL CHAMPIONSHIP POSITIONS 4/7

1	Juan Manuel Fangio	<i>points</i> (37)	31	9	Luigi Fagioli	4
2	Alberto Ascari	(28)	25	10	Louis Rosier	3
3	Froilan Gonzalez	(27)	24		Consalvo Sanesi	3
4	Giuseppe Farina	(22)	19	12	Baron Emmanuel de Graffenried	2
5	Luigi Villorosi	(18)	15		Yves Giraud- Cabanteous	2
6	Piero Taruffi		10			
7	Felice Bonetto		6½			
8	Reg Parnell		5			

The figures shown in brackets show the total number of points amassed by a driver. But for the purposes of the Championship table only the four best performances of each competitor counted towards the final table.

Complete domination by Ferrari—Alberto Ascari victorious in six out of seven events—Fangio crashes in non-championship event—Meteoric rise of Mike Hawthorn—Gordini show promise—British cars and drivers gain several well earned minor placings.

The shock announcement that Championship events in 1952 were to be for Formula 2 cars did not deter Ferrari. They completely dominated the year winning each of the seven races counting towards the championship.

After Piero Taruffi set the ball rolling with an easy win in the Swiss Grand Prix, Ascari, who was not present at this event because of commitments in the 4.5 Ferrari at Indianapolis, proceeded to win the next six events . . . Belgian, French, British, German, Dutch and Italian Grand Prix. The tremendous promise he had shown in 1951 was fulfilled and he was a worthy World Champion.

Any chances Juan Manuel Fangio, who had now joined Officine Maserati, may have had of retaining the title, were dashed when he crashed during a non-championship race at Monza in June. His injuries were so serious that he did not re-appear in the cockpit until 1953.

Giuseppe Farina, who now drove alongside Ascari in the Scuderia Ferrari ranks, joined Fagioli and Villoresi in the hall of fame for consistent driving. He piloted his car to four seconds in the Belgian, French, German and Dutch events.

One of the great highlights of the season was the meteoric rise to fame of the 'bow-tied'

Englishman, John Michael 'Mike' Hawthorn. Driving a Cooper-Bristol his Continental debut in the Belgian Grand Prix in June was sensational. He mixed it with the much higher powered Ferraris, had the crowds on their toes, and eventually after his petrol tank sprang a leak, finished a superb fourth. And to show this was no beginner's luck he went on to take third in the British Grand Prix and fourth in the Dutch race.

Several British marques competed in the Championship . . . HWM, Connaught, Cooper and Alta, Frazer-Nash, Aston-Butterworth and ERA. And although they gained several 'placings' they were no match for the Italian machinery.

Talbot's had made their exit from the grand prix scene leaving the small blue Gordinis to keep the French flag flying. But lack of power and Amedee Gordini's fight against financial difficulties left their drivers to scoop up a few minor placings. Jean Behra and Robert Manzon with thirds in the Swiss and Belgian Grand Prix respectively put up the best performances.

Maserati may well have provided the challenge needed to beat the Ferraris, but their new car did not materialise until the end of the season. However its debut at Monza in the Italian Grand Prix with Froilan Gonzalez at the wheel was very promising and it finished second.

With Ascari's absence at the opening round at Berne in May for the Swiss Grand Prix it was left to Taruffi to uphold Ferrari honour. He finished close on three minutes

ahead of Rudi Fischer (Ferrari). Both Farina and Andre Simon retired their Ferrari's.

French ace Jean Behra gave Gordini a much needed boost with an excellent third, albeit a lap behind the leaders, and Ken Wharton (Frazer-Nash) and Alan Brown (Cooper-Bristol) kept the British Union Jack flying high with fourth and fifth positions.

HWM had fielded four cars for Stirling Moss, newcomer Peter Collins, Lance Macklin and George Abecassis. Hub shaft failures put out Collins and Abecassis in the early stages and this resulted in the other two cars being called in out of the race. This was a great pity as Moss had worked his way right up into third place.

There were interesting entries from Germany, Toni Ulmen piloting a Veritas and pre-war ace Hans Stuck in his AFM. Unfortunately neither made any impression and both succumbed to troubles in the opening laps.

Officine Maserati were still absent from the starting grid for the Belgian Grand Prix at Spa and this left the red Ferraris to collect the spoils with Ascari first and Farina second.

Certainly the highlight of the day was Mike Hawthorn's scintillating drive in the dark green Cooper-Bristol, but when his car sprang a petrol leak, third place went to the versatile frenchman, Robert Manzon (Gordini).

It was an encouraging day for England. Belgian driver and well-known motoring journalist Paul Frere brought a HWM into fifth spot; Alan Brown was sixth in another Cooper-Bristol; and three more HWMs handled by Macklin, Roger Laurent, and Tony Gaze finished 11th, 12th and 15th.

Poor Stirling Moss' debut in a new ERA was disastrous and he crashed and retired on the first lap. Meanwhile the Bill Aston and Archie Butterworth entered Aston-Butterworth driven by Robin Montgomery-Charrington did not fare much better and was retired on the 18th tour.

Ascari's relentless pursuit of the championship crown continued in the French Grand Prix when he headed a one-two-three for Ferrari. Farina and Taruffi took second and third places.

The French revival was continued with Manzon occupying fourth place and Maurice Trintignant fifth in their Gordini's.

Although completely outclassed British moral was pretty high with all three HWM cars entered finishing the race. Peter Collins netted sixth spot, Macklin, ninth, and Yves Giraud-Cabanteous was tenth.

It was Ascari again in the British Grand Prix at Silverstone. He led from start to finish to take the chequered flag a complete lap in front of team-mate Taruffi. 'Giant Killer' Hawthorn finished a superb third, ahead of the two British Connaught's driven by Denis Poore and Eric Thompson. Altogether 22 out of the 30 starters were classified as finishers, with Alan Brown in 22nd place, his Cooper-Bristol being 16 laps behind the winner!

There's little one can say about the German Grand Prix, suffice to write that Ferrari finished first, second, third and fourth. Ascari's car won from Farina, Fischer and Taruffi. Jean Behra upheld French hopes with a gallant fifth, and the host country saw Fritz Reiss finish seventh and last in a Veritas. 23 of the 30 starters retired.

It was the same story at the

Dutch Grand Prix at Zandvoort. Ascari swept through the sand dunes to win from Farina and Villoresi, all of course at the wheel of Ferrari's.

The gay cavalier Mike Hawthorn repeated his earlier successes with a fine fourth in the Cooper-Bristol, while Robert Manzon (Gordini) secured fifth spot.

The HWM camp did not disgrace themselves with the jovial Duncan Hamilton and Lance Macklin finishing seventh and eighth. Dutchman Van der Lof, who drove for HWM on this occasion finished but was not classified because he had not complete the prescribed 75 laps out of the 90 lap race.

The new Maserati was finished in time for the finale at Monza with Froilan Gonzalez and Felice Bonetto at the wheel. At the start 'Gonza' roared into the lead show-

ing Ascari a clean pair of heels, but a longer than normal pit stop for re-fuelling put paid to any hopes of victory and it was left to Ascari to take the honours for the sixth time in succession. Gonzalez finished second almost a minute in arrears, but ahead of the Ferrari's of Villoresi and Farina.

Highest placed British car was the Cooper-Bristol of hill-climb exponent Ken Wharton in ninth position. The entire HWM team had failed to qualify for the start.

Nothing can detract from Alberto Ascari's fantastic season. He drove magnificently and fully deserved to win the championship crown. But many people asked what would have happened if Fangio had not been put out of action and if the new Maserati had been ready earlier? The answer to that will never be known.

SWISS GRAND PRIX

Circuit: Berne. *Date:* May 18. *Laps:* 62 (280 miles).

Results

- 1 P. Taruffi (Ferrari), 3hr 1min 46.1sec. 92.78mph.
- 2 R. Fischer (Ferrari), 3hr 4min 23.3 sec.
- 3 J. Behra (Gordini), 61 laps.
- 4 K. Wharton (Frazer-Nash), 60 laps.
- 5 A. Brown (Cooper Bristol), 59 laps.
- 6 E. de Graffenried (Maserati), 58 laps.
- 7 P. Hirt (Ferrari), 56 laps.
- 8 E. Brandon (Cooper-Bristol), 53 laps.

Fastest lap: Taruffi (Ferrari), 2min 49.1secs. 96.25mph.

Retirements

M. de Terra (Gordini) engine. Lap 1.

- L. Rosier (Ferrari) crash. Lap 2.
- T. Ulman (Veritas). Lap 4.
- H. Stuck (AFM). Lap 4.
- G. Abecassis (HWM) crash. hub shaft. Lap 12.
- P. Collins (HWM) hub shaft. Lap 12.
- G. Farina (Ferrari) magneto. Lap 16.
- R. Manzon (Gordini) radiator. Lap 20.
- S. Moss and L. Macklin were both called in on lap 24 following the retirements of the other HWM entries.
- H. Schell (Maserati) engine seized. Lap 24.
- A. Simon (Ferrari) blown gasket. Lap 51.
- B. Bira (Gordini) engine blew up. Lap 52.

Starting Grid (A)

- | | | |
|----------------------|--------------------------|---------------------|
| 1 Farina 2'47.5. | 2 Taruffi 2'50.0. | 3 Manzon 2'52.1. |
| 4 Simon 2'52.4. | 5 Fischer 2'53.3. | 6 Collins 2'55.9. |
| 7 Behra 2'55.9. | 8 de Graffenried 2'56.4. | 9 Moss 2'56.4. |
| 10 Abecassis 2'56.9. | 11 Bira 2'59.3. | 12 Macklin 3'00.2. |
| 13 Wharton 3'00.9. | 14 Stuck 3'01.7. | 15 Brown 3'02.5. |
| 16 Ulmen 3'05.6. | 17 Brandon 3'05.8. | 18 Schell 3'07.6. |
| 19 Hirt 3'10.2 | 20 de Terra (no time) | 21 Rosier (no time) |

Non-starters: J. M. Fangio (Maserati) and J. F. Gonzales (Maserati).

BELGIAN GRAND PRIX (European GP)

Circuit: Spa-Francorchamps. *Date:* June 22. *Laps:* 36 (315 miles).

Results

- | | |
|--|---|
| 1 A. Ascari (Ferrari), 3hr 3min
46.3sec. 103.13mph. | 13 A. Legat (Meteor-Veritas),
31 laps. |
| 2 G. Farina (Ferrari), 3hr 5min
41.5sec. | 14 R. O'Brien (Gordini), 30 laps. |
| 3 R. Manzon (Gordini), 3hr 8min
14.7sec. | 15 T. Gaze (HWM), 30 laps. |
- Fastest lap:* Ascari (Ferrari), 4min 54sec. 107.44mph.

- 4 J. M. Hawthorn (Cooper-Bristol), 35 laps.
5 P. Frere (HWM), 34 laps.
6 A. Brown (Cooper-Bristol), 34 laps.
7 C. de Tornaco (Ferrari), 33 laps.
8 J. Claes (Gordini), 33 laps.
9 E. Brandon (Cooper-Bristol), 33 laps.
10 B. Bira (Gordini), 32 laps.
11 L. Macklin (HWM), 32 laps.
12 R. Laurent (HWM), 32 laps.

Retirements

- S. Moss (ERA) engine (connecting rod and crash).
Lap 1.
P. Collins (HWM) axle tube. Lap 4.
L. Rosier (Ferrari) engine. Lap 7.
K. Wharton (Frazer-Nash) crash. Lap 11.
J. Behra (Gordini) crash. Lap 14.
P. Taruffi (Ferrari) crash. Lap 14.
R. Montgomery-Charrington (Aston-Butterworth) fuel. Lap 18.

Starting Grid

- | | | |
|-------------------|------------------|--------------------|
| 1 Ascari 4'37.0. | 2 Farina 4'40.0. | 3 Taruffi 4'46.0. |
| 4 Manzon 4'52.0. | 5 Behra 4'56.0. | 6 Hawthorn 4'58.0. |
| 7 Wharton 5'01.0. | 8 Frere 5'05.0. | 9 Brown |
| 10 Moss | 11 Collins | 12 Brandon |
| 13 de Tornaco | 14 Macklin | 15 Charrington |
| 16 Gaze | 17 Rosier | 18 Bira |
| 19 Claes | 20 Laurent | 21 Legat |
| 22 O'Brien | | |

FRENCH GRAND PRIX

Circuit: Rouen. *Date:* July 6. *Hours:* 3hr.

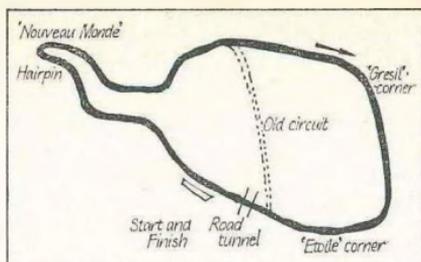
Results

- | | |
|--|---|
| 1 A. Ascari (Ferrari), 240.2miles.
80.14mph. 77 laps. | 2 G. Farina (Ferrari), 239.2 miles.
76 laps. |
|--|---|

- 3 P. Taruffi (Ferrari), 234.7 miles.
75 laps.
4 R. Manzon (Gordini), 231.4 miles. 74 laps.
5 M. Trintignant (Gordini), 224.1 miles. 73 laps.
6 P. Collins (HWM), 72 laps.
7 J. Behra (Gordini), 72 laps.
8 P. Etancelin (Maserati), 71 laps.
9 L. Macklin (HWM), 70 laps.
10 Y. Giraud-Cabantous (HWM), 69 laps.
11 R. Fischer-P. Hirt (Ferrari), 64 laps.
12 G. Comotti (Ferrari) 64 laps.
Fastest lap: Farina (Ferrari), 2min 14.9sec. 84.57mph.

Retirements

P. Carini (Ferrari) engine. Lap 2.



H. Schell (Maserati) gearbox. Lap 7.

J. Claes (Gordini) engine. Lap 15.

L. Rosier (Ferrari) engine. Lap 17.

P. Whitehead (Alta) clutch. Lap 26.

E. de Graffenried-H. Schell (Maserati) brakes. Lap 34.

J. M. Hawthorn (Cooper-Bristol) split header tank/ignition. Lap 51.

B. Bira (Gordini) rear axle. Lap 57.

Starting Grid (A)

- | | | |
|-----------------------------|--------------------|---------------------------|
| 1 Ascari 2'14.8. | 2 Farina 2'16.2. | 3 Taruffi 2'17.1. |
| 4 Behra 2'19.3. | 5 Manzon 2'20.4. | 6 Trintignant 2'21.6. |
| 7 Bira 2'23.0. | 8 Collins 2'21.9. | 9 Rosier 2'27.0. |
| 10 Giraud-Cabantous 2'27.5. | 11 Schell 2'29.0. | 12 de Graffenried 2'28.6. |
| 13 Whitehead 2'29.5. | 14 Macklin 2'30.9. | 15 Hawthorn 2'32.0. |
| 16 Comotti 2'36.0. | 17 Fischer 2'34.6. | 18 Etancelin 2'33.7. |
| 19 Carini 2'37.7. | 20 Claes 2'39.6. | |

Drivers assembled on the grid not precisely according to practice times.

BRITISH GRAND PRIX

Circuit: Silverstone. *Date*: July 19. *Laps*: 85 (249 miles)

Results

- | | |
|---|---|
| 1 A. Ascari (Ferrari), 2hr 44min 11sec. 90-92mph. | 82 laps. |
| 2 P. Taruffi (Ferrari), 84 laps. | 10 P. N. Whitehead (Ferrari), 81 laps. |
| 3 J. M. Hawthorn (Cooper-Bristol), 83 laps. | 11 B. Bira (Gordini), 81 laps. |
| 4 D. Poore (Connaught), 83 laps. | 12 A. G. Whitehead (Alta), 80 laps. |
| 5 E. Thompson (Connaught), 82 laps. | 13 L. Macklin (HWM), 80 laps. |
| 6 G. Farina (Ferrari), 82 laps. | 14 R. Fischer (Ferrari), 80 laps. |
| 7 R. Parnell (Cooper-Bristol), 82 laps. | 15 J. Claes (Gordini), 79 laps. |
| 8 R. Salvadori (Ferrari), 82 laps. | 16 K. McAlpine (Connaught), 79 laps. |
| 9 K. H. Downing (Connaught), | 17 H. Schell (Maserati), 78 laps. |
| | 18 G. Bianco (Maserati), 77 laps. |
| | 19 E. de Graffenried (Maserati), 76 laps. |

- 20 E. Brandon (Cooper-Bristol),
76 laps.
21 A. Crook (Frazer-Nash), 75 laps.
22 A. Brown (Cooper-Bristol),
69 laps.

Fastest lap: Ascari (Ferrari), 1min
52sec. 94.08mph.

Retirements

D. Murray (Cooper) engine.

S. Moss (ERA) engine.
P. Hirt (Ferrari) brakes.
R. Manzon (Gordini)
transmission.
M. Trintignant (Gordini)
transmission.
T. Gaze (HWM)
P. Collins (HWM) ignition.
D. Hamilton (HWM) engine.
H. Cantoni (Maserati)

Starting Grid (B)

- | | | |
|--------------------|--------------------------|--------------------------|
| 1 Farina 1'50. | 2 Ascari 1'50. | 3 Taruffi 1'53. |
| 4 Manzon 1'55. | 5 Downing 1'56. | 6 Parnell 1'56. |
| 7 Hawthorn 1'56. | 8 Poore 1'56. | 9 Thompson 1'57. |
| 10 Bira 1'57. | 11 Hamilton 1'57. | 12 A. G. Whitehead 1'58. |
| 13 Brown 1'58. | 14 Collins 1'58. | 15 Fischer 1'58. |
| 16 Moss 1'59. | 17 McAlpine 2'00. | 18 Brandon 2'00. |
| 19 Salvadori 2'00. | 20 P. N. Whitehead 2'00. | 21 Trintignant 2'00. |
| 22 Murray 2'02.0. | 23 Claes 2'02.0. | 24 Hirt 2'03.0. |
| 25 Crook 2'03.0. | 26 Gaze 2'05.0. | 27 Cantoni 2'06.0. |
| 28 Bianco 2'07.0. | 29 Macklin 2'08.0. | 30 de Graffenried |
| 31 Schell | | |

Non-starters: L. Rosier (Ferrari), K. Wharton (Fraser-Nash) and B. Aston (Aston-Butterworth).

GERMAN GRAND PRIX

Circuit: Nurburgring. *Date:* August 3. *Laps:* 18 laps (255.15 miles).

Results

- 1 A. Ascari (Ferrari) 3hr 6min
13.3sec. 82.20mph.
2 G. Farina (Ferrari), 3hr 6min
27.4 sec.
3 R. Fischer (Ferrari), 3hr 13min
23.4sec.
4 P. Taruffi (Ferrari), 17 laps.
5 J. Behra (Gordini), 17 laps.
6 R. Laurent (Ferrari), 16 laps.
7 F. Reiss (Veritas), 16 laps.

Fastest lap: Ascari (Ferrari),
10min 5.1sec. 84.3mph.

Retirements

Peters (Veritas) Lap 1.
P. Frere (HWM) gearbox. Lap 1.
R. Bonetto (Maserati) disqualified.
Lap 1.
M. Trintignant (Gordini) gearbox.

Lap 1.
P. Carini (Ferrari) brakes. Lap 1.
T. Helfrich (Veritas) Lap 1.
P. Pietsch (Veritas) gearbox.
Lap 1.
G. Bianco (Maserati) Lap 1.
B. Aston (Aston-Butterworth)
oil pressure. Lap 2.
Krause (BMW-Reif) Lap 3.
R. Schoeller (Ferrari) Lap 3.
H. Cantoni (Maserati) rear axle.
Lap 4.
M. Balsa (BMW) Lap 5.
Nacke (BMW) Lap 5.
A. Brudes (Veritas) Lap 5.
A. Gaze (HWM) tube. Lap 6.
W. Heeks (AFM) Lap 7.
R. Manzon (Gordini) wheel. Lap 8.
Klodwig (BMW-Heck) Lap 14.

H. Klenk (Veritas) Lap 14.
J. Claes (HWM) Lap 15.

Niedermeyr (AFM) Lap 15.
T. Ulmen (Veritas) Lap 16.

Starting Grid (B)

1 Ascari	2 Farina	3 Trintignant
4 Manzon	5 Taruffi	6 Fischer
7 Pietsch	8 Klenk	9 Heeks
10 Bonetto	11 Behra	12 Reiss
13 Frere	14 Gaze	15 Ulmen
16 Bianco	17 Laurent	18 Helfrich
19 Brudes	20 Peters	21 Aston
22 Neidermeyr	23 Krause	24 Schoeller
25 Balsa	26 Cantoni	27 Carini
29 Klodwig	30 Nacke	32 Claes

DUTCH GRAND PRIX

Circuit: Zandvoort. Date: August 17. Laps: 90 (234 miles).

Results

- 1 A. Ascari (Ferrari), 2hr 53min 28.5sec. 81.15mph.
- 2 G. Farina (Ferrari), 2hr 54min 8.6sec.
- 3 L. Villoresi (Ferrari), 2hr 55min 2.9sec.
- 4 J. M. Hawthorn (Cooper-Bristol), 88 laps.
- 5 R. Manzon (Gordini), 87 laps.
- 6 M. Trintignant (Gordini), 87 laps.
- 7 D. Hamilton (HWM), 85 laps.
- 8 L. Macklin (HWM), 84 laps.
- 9 C. Landi-J. Flinterman (Maserati), 83 laps.

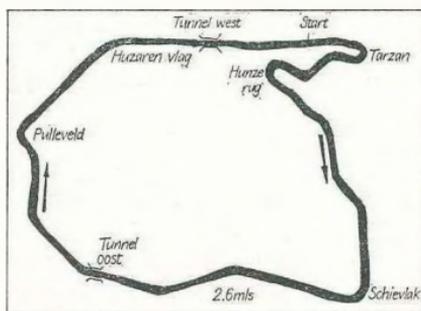
A. Van der Lof (HWM) finished but was not classified as he did not complete the prescribed 75 laps.

Fastest lap: Ascari (Ferrari), 1min 49.8sec. 85.44mph.

Retirements

G. Bianco (Maserati) rear axle. Lap 4.

J. Flinterman (Maserati) rear axle. Lap 7.
J. Behra (Gordini) magneto. Lap 10.
P. Frere (Gordini) gearbox. Lap 15.
C. de Tornaco (Ferrari) valve. Lap 19.
K. Downing (Connaught) oil pressure. Lap 27.
S. Moss (ERA) engine. Lap 73.
K. Wharton (Fraser-Nash) rear axle. Lap 77.



Starting Grid (A)

1 Ascari 1'46.5.	2 Farina 1'48.6.	3 Hawthorn 1'51.6.
4 Villoresi 1'51.8.	5 Trintignant 1'53.0.	6 Behra 1'54.5.
7 Wharton 1'54.7.	8 Manzon 1'54.8.	9 Macklin 1'55.2.
10 Hamilton 1'55.8.	11 Frere 1'58.2.	12 Bianco 1'58.2.
13 Downing 1'58.6.	14 der Lof 1'59.4.	15 Flinterman 2'01.8.
16 Landi 2'02.1.	17 de Tornaco 2'03.7.	18 Moss (no official time)

ITALIAN GRAND PRIX

Circuit: Monza. Date: September 7. Laps: 80 (312 miles).

Results

- 1 A. Ascari (Ferrari) 2hr 50min 45.6sec. 109.8mph.
- 2 F. Gonzalez (Maserati), 2hr 51min 47.4sec.
- 3 L. Villoresi (Ferrari), 2hr 52min 42.8sec.
- 4 G. Farina (Ferrari), 2hr 52min 57sec.
- 5 F. Bonetto (Maserati), 79 laps.
- 6 A. Simon (Ferrari), 79 laps.
- 7 P. Taruffi (Ferrari), 77 laps.
- 8 C. Landi (Maserati), 76 laps.
- 9 K. Wharton (Cooper-Bristol), 76 laps.
- 10 L. Rosier (Ferrari), 75 laps.
- 11 H. Cantoni (Maserati), 75 laps.
- 12 R. D. Poore (Connaught), 74 laps.
- 13 E. Brandon (Cooper-Bristol), 73 laps.

- 14 R. Manzon (Gordini), 69 laps.
- 15 A. Brown (Cooper-Bristol), 68 laps.

Also running at the finish, but 42 laps behind was J. M. Hawthorn (Cooper-Bristol).

Fastest lap: Ascari (Ferrari) and Gonzalez (Maserati), 2min 6.1sec. 111.77mph.

Retirements

- E. Bayol (Osca) gearbox. 0 laps.
 R. Fischer (Ferrari) engine. Lap 3.
 K. McAlpine (Connaught) Lap 5.
 M. Trintignant (Gordini) valve gear. Lap 5.
 F. Rol (Maserati) engine. Lap 24.
 J. Behra (Gordini) Lap 43.
 G. Bianco (Maserati) Lap 47.
 S. Moss (Connaught) push rod Lap 61.

Starting Grid (4-4-4 pattern from left to right)

- | | | |
|-----------------------|---------------------|---------------------|
| 1 Ascari 2'05.7. | 2 Villoresi 2'06.6. | 3 Farina 2'07.0. |
| 4 Trintignant 2'07.2. | 5 Gonzalez 2'07.6. | 6 Taruffi 2'07.8. |
| 7 Manzon 2'08.2. | 8 Simon 2'09.1. | 9 Moss 2'09.8. |
| 10 Bayol 2'10.6. | 11 Behra 2'10.8. | 12 Hawthorn 2'11.2. |
| 13 Bonetto 2'11.6. | 14 Fischer 2'11.8. | 15 Wharton 2'12.2. |
| 16 Rol 2'12.7. | 17 Rosier 2'12.7. | 18 Landi 2'13.0. |
| 19 Poore 2'14.0. | 20 Brandon 2'14.0. | 21 Brown 2'15.0. |
| 22 McAlpine 2'15.1. | 23 Cantoni 2'15.9. | 24 Bianco 2'17.1. |

HWM team: B. Aston (Aston-Butterworth), H. Stuck (Ferrari) and P. N. Whitehead (Ferrari) failed to qualify.

FINAL CHAMPIONSHIP POSITIONS

1 Alberto Ascari	points (52½) 36	9 Jean Behra	6
2 Giuseppe Farina	(28) 25	10 Ken Wharton	3
3 Piero Taruffi	22	Denis Poore	3
4 Rudolph Fischer	10	12 Felice Bonetto	2
Mike Hawthorn	10	Alan Brown	2
6 Robert Manzon	9	Paul Frere	2
7 Luigi Villoresi	8	Maurice Trintignant	2
8 Froilan Gonzalez	6½	Eric Thompson	2

As in 1950 and 1951 only best four performances counted towards the Championship. Figures in brackets show total scored during season by Ascari and Farina.

Ascari and Ferrari remain on top—Fangio leads Maserati attack and finishes runner-up in Championship—Hawthorn joins Ferrari, completes 100 per cent finish record and beats Fangio in epic duel at Rheims—Dramatic race at Monza.

The 'Prancing Horse' team from Maranello continued to dominate the grand prix scene in 1953 and Alberto Ascari retained the championship title with victories in the Argentine, Dutch, Belgian, British and Swiss events.

Completely recovered from his nasty crash at Monza the previous year, Juan Manuel Fangio spear-headed the Officine Maserati attack, and with fellow countrymen Jose Froilan Gonzalez and Fangio's own protégé, Onofre Marimon making up the team, they were a constant threat to Ferrari supremacy. Fangio only scored one championship win at the Italian Grand Prix, but he finished the year runner-up in the title stakes.

Mike Hawthorn's brilliant début into grand prix racing in 1952 had not gone unnoticed and he was snapped up by Ferrari. He responded to being chosen to drive for such a great team by finishing in the first six in every race counting towards the championship, winning the French Grand Prix after an epic duel with Fangio, and ending the season in fourth place in the championship. A tremendous effort.

As in 1952 the competition was for Formula Two cars and for the first time the season opened in Buenos Aires with the Argentine Grand Prix. Ascari scored a resounding win for Ferrari after Fangio retired on the 36th tour while in

second place. Villoresi (Ferrari) was second a full lap behind the winner, Gonzalez (Maserati) finished third and Hawthorn's début with Ferrari resulted in fourth, ahead of Argentinian Oscar Galvez's Maserati.

The race was spoiled by the lack of safety precautions and on the 32nd lap Giuseppe Farina collapsed after a boy ran onto the track into the path of his Ferrari and was killed. Farina had attempted to avoid the accident, but in swerving, his car careered into the crowd and several people were killed.

The Ascari/Ferrari combination powered its way to victory in the Dutch Grand Prix with another Ferrari driven by former World Champion Giuseppe Farina in second position. The highlight of the race was Gonzalez's great chase after the leaders when he took over Bonetto's Maserati as the rear axle on his own mount had broken. It resulted in third place.

Hawthorn (Ferrari) again collected fourth place, while the Swiss Baron, Emmanuel de Graffenried secured fifth in a Maserati. Best British placings came from Peter Collins (HWM) eighth and Stirling Moss (Connaught) ninth. Poor Fangio (Maserati) again failed to finish, retiring on the 36th lap with rear axle trouble.

Ascari completed a hat-trick of victories in the 1953 championship events . . . it was his ninth Championship grand prix victory in a row . . . by scorching to victory in the Belgian race at Spa. Villoresi made it a Ferrari one-two.

Initially Gonzalez led the race in the works Maserati but he retired when the accelerator pedal snapped.

Fangio was also out of luck. His own car went sick on lap 13 and he took over Johnnie Claes's machine, but on lap 35 it skidded on a patch of oil and crashed. El Cheuco was lucky to escape with minor injuries.

With the two top Argentinian drivers out of the running it was left to their compatriot Marimon to keep the flag flying by bringing the third works Maserati into third place ahead of de Graffenried (Maserati), Trintignant (Gordini) and Hawthorn (Ferrari).

There are certain races that are talked about for years to come. The French Grand Prix at Rheims is just one of them. It involved an epic duel between the 'new' forceful Mike Hawthorn and the almost 'veteran' Fangio. Lap after lap they duelled before a delighted crowd and it was the young Hawthorn who took his Ferrari over the line first by one second after some clever braking on the last corner.

Gonzalez (Maserati) who had shot into the lead at the start, dropping down to sixth after a pit stop for fuel, drove like a demon to make up lost time and he finished two-fifths of a second behind Fangio. A truly great race. Ascari (Ferrari) was fourth and Farina (Ferrari) fifth.

It was a poor day for France and Britain. The highest placed French car was the Jean Behra Gordini down in 10th; while the best British effort came from Bob Gerard, who was 11th at the wheel of a Cooper-Bristol.

Silverstone was once more the venue for the British round in the championship. Ascari led all the way in his Ferrari, with Fangio (Maserati) second. Farina (Ferrari) was down in third, two laps behind the leaders, Gonzalez (Maserati)

was fourth and Hawthorn (Ferrari) fresh from his Rheims success, fifth. The highest positioned British car was the seventh placed Connaught driven by Prince Bira.

The 1950 World Champion, Giuseppe Farina showed he was still a force to be reckoned with by winning the German Grand Prix for Ferrari from Fangio (Maserati). Ascari had built up a resounding lead, but on the fourth lap he limped into the pits with a missing front wheel. He took over Villorosi's car, but retired on the 14th lap—however he did have the consolation of setting up a new Formula Two lap record in 9min 56sec (over 85mph).

The 'Farnham Flyer' Mike Hawthorn continued his 100 per cent finish record with a third place, ahead of Bonetto (Maserati), de Graffenried (Maserati) and Stirling Moss's sixth placed Cooper-Alfa.

None of the three Gordini entries—Trintignant, Harry Schell and Behra completed the race.

Ascari clinched his second championship with a great show in the Swiss Grand Prix at Bremgarten on August 23. From the drop of the flag it was Ascari and Fangio (Maserati) duelling for the lead, until the Argentinian ace suffered gearbox troubles and finally engine seizure. Ascari pitted his car for a plug change, dropped down the field to fourth, but with grim determination he worked his way right back to the front and took the chequered flag ahead of teammates Farina, second, and Hawthorn, third.

Fangio who had taken over Bonetto's Maserati was fourth in front of veteran German ace Herrmann Lang (Maserati).

Once again, all the Gordini team failed to finish. The best-placed

British car was Ken Wharton's Cooper-Bristol, which finished seventh, three laps behind the winner.

The title chase was over, but there was no lack of drama and excitement in the Italian Grand Prix at Monza. Ascari (Ferrari), Fangio (Maserati), Farina (Ferrari) and Marimon (Maserati), fought wheel to wheel for lap after lap with the lead changing many times. As they entered the last lap the four cars—by now Marimon had been lapped but was running with the leaders—were still nose to tail. The argument as to who was to win resolved itself when Ascari spun and touched Farina's Ferrari. Marimon was also involved in the tête-à-tête. Meanwhile Fangio managed to avoid the mêlée and completely unperturbed,

swept through to take victory—his first grand prix championship win since the Spanish Grand Prix in 1951.

Farina finished second, a mere 1.4sec behind the Argentinian, while Villotesi (Ferrari) was third, ahead of Hawthorn (Ferrari), Trintignant (Gordini) and another Argentinian, Roberto Mieres (Gordini) who was taking part in only his second Championship race.

It was a poor day for British racing green with Alan Brown bringing his Cooper-Bristol into 12th place and Stirling Moss piloting his Cooper-Alta into 13th spot, being the highest placings.

Ferrari had enjoyed another great season—but 1954 was to see some changes with the re-entry of the German Mercedes-Benz.

ARGENTINE GRAND PRIX

Circuit: Buenos Aires. *Date:* January 18. *Laps:* 97 (240 miles).

Results

- 1 A. Ascari (Ferrari),
3hr 1min 4.6sec. 78.14mph.
- 2 L. Villotesi (Ferrari), 96 laps.
- 3 F. Gonzalez (Maserati), 96 laps.
- 4 J. M. Hawthorn (Ferrari), 96 laps.
- 5 O. Galvez (Maserati), 96 laps.
- 6 J. Behra (Gordini), 91 laps.
- 7 M. Trintignant (Gordini), 91 laps.
- 8 J. D. Barber (Cooper-Bristol),
90 laps.
- 9 A. Brown (Cooper-Bristol),
87 laps.

Fastest lap: Ascari (Ferrari),
1min 48.4sec. 80.35mph.

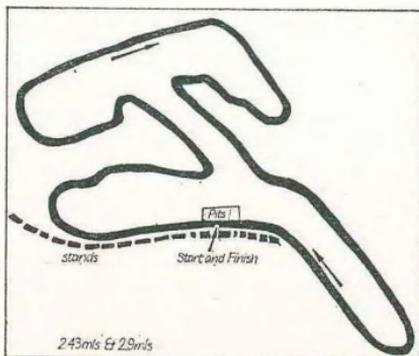
Retirements

- Schwelm Cruz (Cooper) lost wheel. Lap 21.
P. Birger (Gordini) crown wheel. Lap 22.
C. Menditeguy (Gordini) gearbox. Lap 28.

G. Farina (Ferrari) crash collapsed after boy ran into path of car and was killed. Lap 32.

J. M. Fangio (Maserati) universal joint. Lap 36.

F. Bonetto (Maserati) transmission.
R. Manzon (Gordini) lost wheel. Lap 68.



Starting Grid (D)

- | | | |
|------------------------|---------------------|----------------------|
| 1 Ascari 1'55.40. | 2 Fangio 1'56.10. | 3 Villoresi 1'56.50. |
| 4 Farina 1'57.10. | 5 Gonzalez 1'58.40. | 6 Hawthorn 1'59.40. |
| 7 Trintignant 2'00.40. | 8 Manzoni 2'01.90. | 9 Galvez |
| 10 Menditeguy | 11 Behra | 12 Brown |
| 13 Schwelm | 14 Birger | 15 Bonetto |
| 16 Barber | | |

DUTCH GRAND PRIX

Circuit: Zandvoort. Date: June 7. Laps: 90 (234 miles).

Results

- A. Ascari (Ferrari),
2hr 53min 35.7sec. 81.04mph.
- G. Farina (Ferrari),
2hr 53min 46.2sec.
- F. Bonetto/F. Gonzalez (Maserati),
89 laps.
- J. M. Hawthorn (Ferrari), 89 laps.
- E. de Graffenried (Maserati),
88 laps.
- M. Trintignant (Gordini), 87 laps.
- L. Rosier (Ferrari), 86 laps.
- P. Collins (HWM), 84 laps.
- S. Moss (Connaught), 83 laps.

Still running at the finish: J. Claes (Connaught).

Fastest lap: L. Villoresi (Ferrari),
1min 52.8sec. 83.15mph.

Retirements

- L. Macklin (HWM) throttle. Lap 7.
R. Salvadori (Connaught) valve.
Lap 14.
K. Wharton (Cooper-Bristol),
fractured wishbone. Lap 17.
F. Gonzalez (Maserati) rear axle.
Lap 22.
R. Mieres (Gordini) transmission.
Lap 28.
J. M. Fangio (Maserati) rear axle.
Lap 36.
H. Schell (Gordini) transmission.
Lap 59.
K. McAlpine (Connaught) engine.
Lap 62.
L. Villoresi (Ferrari) engine fumes
in cockpit overcame driver. Lap 66.
At the time Luigi (Gigi) Villoresi
was in third place.

Starting Grid (C)

- | | | |
|--------------------------|----------------------|------------------------|
| 1 Ascari 1'51.1. | 2 Fangio 1'52.7. | 3 Farina 1'53.0. |
| 4 Villoresi 1'53.7. | 5 Gonzalez 1'54.1. | 6 Hawthorn 1'54.9. |
| 7 de Graffenried 1'58.7. | 8 Rosier 1'59.5. | 9 Moss 2'00.0. |
| 10 Schell 2'00.1. | 11 Salvadori 2'00.5. | 12 Trintignant 2'01.2. |
| 13 Bonetto 2'01.5. | 14 McAlpine 2'01.9. | 15 Macklin 2'02.4. |
| 16 Collins 2'03.1. | 17 Claes 2'03.9. | 18 Wharton 2'06.4. |
| 20 Mieres 2'08.5. | | |

BELGIAN GRAND PRIX

Circuit: Spa Francochamps. Date: June 21. Laps: 36 (315 miles).

Results

- | | |
|---|---|
| 1 A. Ascari (Ferrari),
2hr 48min 30.4sec. 112.47mph. | 4 E. de Graffenried (Maserati),
35 laps. |
| 2 L. Villoresi (Ferrari),
2hr 51min 18.5sec. | 5 M. Trintignant (Gordini),
35 laps. |
| 3 O. Marimon (Maserati), 35 laps. | 6 J. M. Hawthorn (Ferrari), |

35 laps.

- 7 H. Schell (Gordini), 33 laps.
- 8 L. Rosier (Ferrari), 33 laps.
- 9 F. Wacker (Gordini), 32 laps.
- 10 P. Frere (HWM), 30 laps.
- 11 A. Pilette (Connaught), 29 laps.

Fastest lap: J. F. Gonzalez (Maserati), 4min 34.0sec. 115.27mph

Retirements

A. Legat (Meteor-Veritas) engine. Lap 1.

G. Berger (Gordini) engine. Lap 4.
L. Macklin (HWM) exhaust. Lap 5.
J. Behra (Gordini) gasket. Lap 8.
P. Collins (HWM) clutch. Lap 9.
J. F. Gonzalez (Maserati) accelerator. Lap 11.
J. M. Fangio (Maserati) engine. Lap 13.
G. Farina (Ferrari) engine. Lap 16.
J. M. Fangio (who had taken over Johnny Claes's Maserati) crash. Lap 35.

Starting Grid (C)

- | | | |
|--------------------|-----------------------|--------------------------|
| 1 Fangio 4'30.0. | 2 Ascari 4'32.0. | 3 Gonzalez 4'32.0. |
| 4 Farina 4'36.0. | 5 Villloresi 4'39.0. | 6 Marimon 4'40.0. |
| 7 Hawthorn 4'42.0. | 8 Trintignant 4'45.0. | 9 de Graffenried 4'49.0. |
| 10 Claes 4'50.0. | 11 Frere 4'52.0. | 14 Behra 4'57.0. |
| 12 Schell 4'53.0. | 13 Rosier 4'56.0. | 17 Macklin 5'14.0. |
| 15 Wacker 5'03.0. | 16 Collins 5'03.0. | 20 Berger 5'58.0. |
| 18 Pilette 5'23.0. | 19 Legat 5'41.0. | |

FRENCH GRAND PRIX

Circuit: Rheims. *Date*: July 5. *Laps*: 60 (311.22 miles).

Results

- 1 J. M. Hawthorn (Ferrari), 2hr 44min 18.6sec. 113.65mph.
- 2 J. M. Fangio (Maserati), 2hr 44min 19.6sec.
- 3 F. Gonzalez (Maserati), 2hr 44min 20.0sec.
- 4 A. Ascari (Ferrari), 2hr 44min 23.2sec.
- 5 G. Farina (Ferrari), 2hr 45min 26.2sec.
- 6 L. Villloresi (Ferrari), 2hr 45min 34.5sec.
- 7 E. de Graffenried (Maserati), 58 laps.
- 8 L. Rosier (Ferrari), 56 laps.
- 9 O. Marimon (Maserati), 55 laps.
- 10 J. Behra (Gordini), 55 laps.
- 11 F. R. Gerard (Cooper-Bristol), 55 laps.
- 19 J. Claes (Connaught), 53 laps.
- 13 P. Collins (HWM), 52 laps.
- 14 Y. Giraud-Cabanteous (HWM),

50 laps.

15 L. Chiron (Osca), 43 laps.

Fastest lap: Fangio (Maserati), 2min 41.1sec. 115.91mph.

Retirements

R. Salvadori (Connaught) ignition. Lap 2.
H. Schell (Gordini) engine. Lap 4.
R. Mieres (Gordini) rear axle. Lap 4.
L. Macklin (HWM) clutch. Lap 9.
M. Trintignant (Gordini), transmission. Lap 14.
K. Wharton (Cooper-Bristol) engine. Lap 17.
E. Bayol (Osca). Lap 18.
B. Bira (Connaught) transmission. Lap 29.
S. Moss (Cooper-Alta) clutch. Lap 38.
F. Bonetto (Maserati) engine. Lap 42.

Starting Grid (A)

1 Ascari 2'41.2.	2 Bonetto 2'41.5.	3 Villoresi 2'41.9.
4 Fangio 2'42.0.	5 Gonzalez 2'42'4.	6 Farina 2'42.5.
7 Hawthorn 2'43.5.	8 Marimon 2'44.7.	9 de Graffenried 2'46.1.
10 Rosier 2'49.6.	11 Bira 2'53.2.	14 Wharton 2'55.8.
12 Gerard 2'54.2.	13 Moss 2'55.7.	17 Collins 3'02.0.
15 Bayol 2'56.9.	16 Macklin 2'57.2.	20 Schell 3'25.8.
18 Giraud-Cabanteous 3'06.7.	19 Salvadori 3'23.0.	22 Behra
23 Trintignant	21 Claes 4'06.8.	25 Chiron
	24 Mieres	

BRITISH GRAND PRIX

Circuit: Silverstone. Date: July 18. Laps: 90 (263 miles).

Results

- 1 A. Ascari (Ferrari), 2hr 50min. 92.97mph.
 - 2 J. M. Fangio (Maserati), 2hr 51min.
 - 3 G. Farina (Ferrari), 88 laps.
 - 4 F. Gonzalez (Maserati), 88 laps.
 - 5 J. M. Hawthorn (Ferrari), 87 laps.
 - 6 F. Bonetto (Maserati), 82 laps.
 - 7 B. Bira (Connaught), 82 laps.
 - 8 K. Wharton (Cooper-Bristol), 80 laps.
 - 9 P. N. Whitehead (Cooper-Alta), 79 laps.
 - 10 L. Rosier (Ferrari), 78 laps.
- Fastest lap:* Gonzalez (Maserati) and Ascari (Ferrari), 1min 50sec. 95.79mph.

Retirements

- K. McAlpine (Connaught) start line.
A. Crook (Cooper-Alta) fuel feed on start line.
F. R. Gerard (Cooper-Bristol), Lap 8.
D. Hamilton (HWM) clutch, Lap 14.
M. Trintignant (Gordini) back axle, Lap 15.
I. Stewart (Connaught) ignition, Lap 26.
J. Behra (Gordini) fuel feed, Lap 30
L. Macklin (HWM) split clutch housing, Lap 31.
R. Salvadori (Connaught) cracked radius arm, Lap 50.
J. Fairman (HWM) clutch, Lap 54.
P. Collins (HWM) went off course, Lap 56.
A. Brown (Cooper-Bristol) fan belt, Lap 61.
O. Marimon (Maserati) engine, Lap 66.
L. Villoresi (Ferrari) back axle, Lap 67.
A. Rolt (Connaught) half-shaft, Lap 71.
J. Stewart (Cooper-Bristol) crashed but unhurt, Lap 79.

Starting Grid (D)

1 Ascari 1'48.0.	2 Gonzalez 1'49.0.	3 Hawthorn 1'49.0.
4 Fangio 1'50.0.	5 Farina 1'50.0.	6 Villoresi 1'51.0.
7 Marimon 1'51.0.	8 Trintignant 1'52.0.	9 Schell 1'52.0.
10 Rolt 1'54.0.	11 Wharton 1'54.0.	12 Macklin 1'57.0.
13 McAlpine 1'57.0.	14 P. Whitehead 1'57.0.	15 J. Stewart 1'58.0.
16 Bonetto 1'58.0.	17 Hamilton 2'02.0.	18 Gerard 2'02.0.
19 Bira 2'04.0.	20 I. Stewart 2'04.0.	21 Brown 2'04.0.
22 Behra 2'04.0.	23 Collins 2'06.0.	24 Rosier 2'07.0.
25 Crook 2'07.0.	26 de Graffenried 2'09.0.	27 Fairman 2'32.0.
28 Salvadori (no time).		

GERMAN GRAND PRIX

Circuit: Nurburgring. *Date:* August 2. *Laps:* 18 (256 miles).

Results

- 1 G. Farina (Ferrari),
3hr 2min 25.0sec. 83.89mph.
- 2 J. M. Fangio (Maserati),
3hr 3min 29.0sec.
- 3 M. Hawthorn (Ferrari),
3hr 4min 8.6sec.
- 4 F. Bonetto (Maserati),
3hr 11min 13.6sec.
- 5 E. de Graffenried (Maserati),
17 laps.
- 6 S. Moss (Cooper-Alta), 17 laps.
- 7 J. Swaters (Ferrari), 17 laps.
- 8 A. Ascari/L. Villoresi (Ferrari),
17 laps.
- 9 H. Herrmann (Veritas), 17 laps.
- 10 L. Rosier (Ferrari), 17 laps.
- 11 R. Nuckey (Cooper-Bristol),
16 laps.
- 12 T. Helfrich (Veritas), 16 laps.
- 13 K. McAlpine (Connaught),
16 laps.
- 14 Krause (BMW), 16 laps.
- 15 Klodwig (BMW-Heck), 15 laps.
- 16 W. Seidel (Veritas), 14 laps.

Fastest lap: A. Ascari (Ferrari),

9min 56.0sec. 85.62mph.

Retirements

- H. Stuck (AFM-Bristol). Lap 1.
E. Loof (Veritas) fuel pump. Lap 1.
R. Salvadori (Connaught) rocker.
Lap 1.
M. Trintignant (Gordini) differential
Lap 1.
G. Bechem (AFM). Lap 3.
K. Adolff (Ferrari). Lap 4.
Fitzau (AFM). Lap 4.
H. Schell (Gordini) gasket. Lap 7.
B. Bira (Connaught) broken rocker.
Lap 7.
J. Behra (Gordini) gears. Lap 8.
W. Heeks (Veritas). Lap 9.
Karch (Veritas). Lap 11.
J. Claes (Connaught) Lap 13.
O. Marimon (Maserati). Lap 14.
Villoresi/Ascari (Ferrari). Lap 14.
A. Brown (Cooper-Bristol) rear
suspension. Lap 16.
E. Barth (EMW).
E. Bauer (Veritas).

Starting Grid (B)

- | | | |
|-----------------------|----------------------------|----------------------|
| 1 Ascari 9'59.8. | 2 Fangio 10'03.7. | 3 Farina 10'04.1. |
| 4 Hawthorn 10'12.6. | 5 Trintignant 10'21.7. | 6 Villoresi 10'22.8. |
| 7 Bonetto 10'40.8. | 8 Marimon 10'41.0. | 9 Behra 10'45.5. |
| 10 Schell 10'46.2. | 11 de Graffenried 10'46.6. | 12 Moss 10'48.3. |
| 13 Salvadori 10'57.5. | 14 Herrmann 10'59.8. | 15 Bira 11'02.1. |
| 16 McAlpine 11'07.3. | 17 Brown 11'08.7. | 18 Heeks 11'18.0. |
| 19 Swaters 11'18.9. | 20 Nuckey 11'19.7. | 21 Fitzau 11'23.4. |
| 22 Rosier 11'27.4. | 23 Stuck 11'37.2. | 24 Barth 11'40.8. |
| 25 Claes 11'45.5. | 26 Krause 11'49.5. | 27 Adolff 11'53.1. |
| 28 Helfrich 11'56.3. | 29 Seidel 11'59.3. | 30 Bechem 12'13.3. |
| 31 Loof 12'16.8. | 32 Klodwig 12'24.6. | 33 Bauer |
| 34 Karch | | |

SWISS GRAND PRIX

Circuit: Bremgarten. *Date:* August 23. *Laps:* 65 (294 miles).

Results

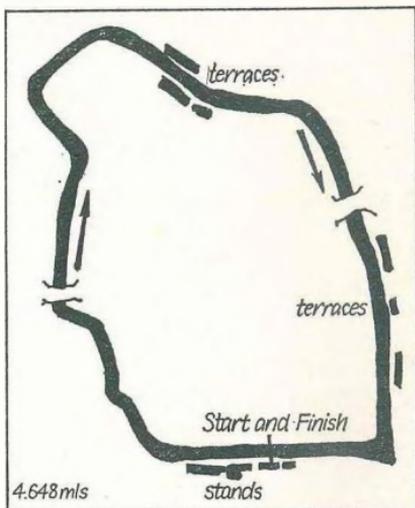
- 1 A. Ascari (Ferrari),
3hr 1min 34.4sec. 97.17mph.
- 2 G. Farina (Ferrari),
3hr 2min 47.33sec.

- 3 J. M. Hawthorn (Ferrari),
3hr 3min 10.36sec.
 - 4 F. Bonetto/J. M. Fangio
(Maserati), 64 laps.
 - 5 H. Lang (Maserati), 62 laps.
 - 6 L. Villoresi (Ferrari), 62 laps.
 - 7 K. Wharton (Cooper-Bristol),
62 laps.
 - 8 M. de Terra (Ferrari), 51 laps.
 - 9 A. Scherrer (HWM), 49 laps.
- Fastest lap: Ascari (Ferrari),
2min 41.3sec. 100.96mph.*

- mission. Lap 43.
- O. Marimon (Maserati) oil pipe.
Lap 46.
- E. de Graffenried (Maserati)
transmission. Lap 49.
- C. Landi (Maserati) gearbox.
Lap 54.

Retirements

- J. Swaters (Ferrari) crash. Lap 1.
- L. Rosier (Ferrari) accident. Lap 1.
- P. Frere (HWM) engine. Lap 2.
- P. Hirt (Ferrari) water pump. Lap 17
- L. Macklin (HWM) oil pump.
Lap 29.
- J. M. Fangio (Maserati) piston.
Lap 29. Fangio took over Felice
Bonetto's car.
- J. Behra (Gordini) transmission.
Lap 37.
- M. Trintignant (Gordini) trans-



Starting Grid (C)

- | | | |
|-----------------------|--------------------------|---------------------|
| 1 Fangio 2'40.1. | 2 Ascari 2'40.7. | 3 Farina 2'42.6. |
| 4 Trintignant 2'43.8. | 5 Marimon 2'44.5. | 6 Villoresi 2'44.6. |
| 7 Hawthorn 2'48.1. | 8 de Graffenried 2'49.9. | 9 Wharton 2'51.5. |
| 10 Bonetto 2'52.3. | 11 Lang 2'54.8. | 12 Behra 2'55.0. |
| 13 Swaters 2'55.1. | 14 Rosier | 15 Macklin 2'57.1. |
| 16 Frere 2'57.3. | 17 Hirt 3'01.5. | 18 Scherrer 3'07.4. |
| 19 de Terra 3'21.1. | 20 Landi | |

ITALIAN GRAND PRIX

Circuit: Monza. Date: September 13. Laps: 80 (313 miles).

Results

- | | |
|---|---|
| 1 J. M. Fangio (Maserati),
2hr 49min 45.9sec. 110.69mph. | 7 S. Mantovani/L. Musso
(Maserati), 76 laps. |
| 2 G. Farina (Ferrari),
2hr 49min 47.3sec. | 8 U. Maglioli (Ferrari), 76 laps. |
| 3 L. Villoresi (Ferrari), 79 laps. | 9 H. Schell (Gordini), 75 laps. |
| 4 M. Hawthorn (Ferrari), 79 laps. | 10 L. Chiron (Osca), 72 laps. |
| 5 M. Trintignant (Gordini),
79 laps. | 11 B. Bira (Maserati), 72 laps. |
| 6 R. Mieres (Gordini), 77 laps. | 12 A. Brown (Cooper-Bristol),
70 laps. |
| | 13 S. Moss (Cooper-Alta), 70 laps. |

- 14 H. von Stuck (AFM-Bristol),
67 laps.
15 Y. Giraud-Cabanteous (HWM),
67 laps.
16 L. Rosier (Ferrari), 65 laps.
Fastest lap: Fangio (Maserati),
2min 4.5sec. 113.20 mph.
Not-classified: J. Fairman (HWM),
61 laps.
K. Wharton (Cooper-Bristol),
57 laps.
K. McAlpine (Connaught), 56 laps.

- J. Claes (Connaught) fuel line.
Lap 8.
J. Fitch (HWM). Lap 15.
C. Landi (Maserati). Lap 19.
E. Bayol (Osca). Lap 18.
R. Salvadori (Connaught). Lap 34.
P. Carini (Ferrari). Lap 41.
E. de Graffenried (Maserati). Lap 71
O. Marimon (Maserati) crash.
Lap 76.
F. Bonetto (Maserati) fuel. Lap 78.
A. Ascari (Ferrari) crash. Lap 80.

Retirements

- L. Macklin (HWM). Lap 7.

Starting Grid (E)

- | | | |
|----------------------|---------------------------------|-----------------------------|
| 1 Ascari 2'02.7. | 2 Fangio 2'03.2. | 3 Farina 2'03.9. |
| 4 Marimon 2'04.1. | 5 Villorosi 2'04.6. | 6 Hawthorn 2'04.9. |
| 7 Bonetto 2'05.1. | 8 Trintignant 2'05.7. | 9 de Graffenried
2'05.9. |
| 10 Moss 2'06.6. | 11 Maglioli 2'06.9. | 14 Salvadori 2'08.0. |
| 12 Montovani 2'07.5. | 13 Bayol 2'07.8. | 17 Rosier 2'09.3. |
| 15 Schell 2'08.0. | 16 Mieres 2'08.7. | 20 Carini 2'11.2. |
| 18 McAlpine 2'09.5. | 19 Wharton 2'10.1. | 23 Bira 2'13.6. |
| 21 Landi 2'12.8. | 22 Fairman 2'13.5. | 26 Fitch 2'18.1. |
| 24 Brown 2'14.8. | 25 Chiron 2'15.0. | 29 Stuck 2'24.1. |
| 27 Macklin 2'18.2. | 28 Giraud-Cabanteous
2'20.8. | |
| 30 Claes 2'28.2. | | |

FINAL CHAMPIONSHIP PLACINGS

4/8

1 Alberto Ascari	points (46½) 34½	8 Felice Bonetto	points 6½
2 Juan Manuel Fangio	(29½) 28	9 Onofre Marimon	4
3 Giuseppe Farina	(32) 26	Maurice Trintignant	4
4 Mike Hawthorn	(27) 19	11 Oscar Galvez	2
5 Luigi Villorosi	17	Herrmann Lang	2
6 Froilan Gonzalez	(16½) 15½		
7 Baron Emmanuel de Graffenried	7		

The best four performances counted towards the final placings. Figures in brackets showed total scores amassed by drivers in all events.

Although Gonzalez and Bonetto shared the drive for third place in the Dutch Grand Prix several compilers have only awarded points to Gonzalez, which gives him a season total in all events of 16½. In view of this Bonetto's season score would only be 4½ and not 6½ as above. If the points were divided equally then Gonzalez' total score for the season would only be 14½. However, in either case it does not alter the overall placings, only the points tally.

New Challenge from Mercedes-Benz—Fangio takes second Championship crown—Moss shows great promise—Hawthorn wins second 'championship' Grand Prix—Death of Onofre Marimon—Lancia V'8 makes début at Spanish G.P.

A new Formula One limiting engine capacity to two and a half litres unsupercharged and the return of the gleaming silver arrows from Germany . . . Mercedes-Benz provided some interesting food for thought during the close season. At last there was a real challenge to the Italian supremacy, which had reigned since the championship was instigated in 1950.

The famous pre-war Mercedes-Benz manager, the big, burly Alfred Neubauer, was still at the helm and he signed up Juan Manuel Fangio to lead the attack.

Unfortunately the team was not ready until the French Grand Prix in July and so Fangio was forced to use a borrowed Maserati for the opening rounds. Nevertheless he managed to win both the Argentine and Belgium races, and then when the German team entered the fray pulled off victories in the French, German, Swiss and Italian Grand Prix to carry off his second Championship crown . . . having first won it in 1951.

Whether or not the Mercedes-Benz team would have done so well if they had not had the Argentinian ace driving for them is debatable. For neither of his team mates, the forceful and sometimes over enthusiastic Karl Kling or the young 'new boy' Hans Herrmann,

were really first class grand prix material, although both had their moments.

Certainly the silver beasts did not have it all their own way. In the British Grand Prix, Gonzalez led all the way in the works Ferrari, while Ascari (Ferrari) and the brilliant young Stirling Moss (Maserati) kept the German cars at bay for most of the Italian Grand Prix, and in the Spanish Grand Prix Mike Hawthorn took the chequered flag for Ferrari.

The Temporada series in the Argentine was the scene for the first round of the Championship. The race was particularly interesting for the way the changing weather conditions affected positions. In the dry it was the Ferrari's of Farina and Gonzalez which took turns in the lead, but when it rained Fangio's Maserati was invincible.

Fangio won the race, but his success on home soil was somewhat marred after the Ferrari team had put in a protest that more than the three permitted mechanics had worked on his car during a pit stop. The protest was turned down.

The Ferrari's of Farina, Gonzalez and Maurice Trintignant were second, third and fourth, while Elie Bayol brought his Gordini in fifth ahead of Harry Schell (Maserati). Both Hawthorn (Ferrari) and Jean Behra (Gordini) were disqualified during the race for push starts.

Rumours were rife that Gianni Lancia's V8 Lancia's would soon be ready . . . Ascari and 'Gigi' Villorosi had signed to drive them, but they were still not prepared in time for the Belgian Grand Prix.

Still driving his borrowed Maserati Fangio won the race, a particularly fine effort as he spent the last few laps of the 315 mile event driving with a collapsed front suspension. Early race leader had been Farina (Ferrari), but he retired on the 14th tour with rear axle trouble.

The Prancing Horse stable looked to the amiable Frenchman, Maurice Trintignant to keep the flag flying and he finished a creditable second, ahead of Stirling Moss, who had driven extremely well in his recently acquired Maserati. Highest placed Belgian driver was Andre Pilette (Gordini) fifth behind the Gonzalez-Hawthorn (Ferrari).

Mercedes-Benz made their long awaited debut at Rheims (French Grand Prix). What a debut! Fangio and Kling gave what appeared to be an exhibition run finishing first and second, a full lap ahead of third placeman, Robert Manzon (Ferrari). The might of the Ferrari team had been vanquished, with both Hawthorn and Gonzalez's machines blowing up in a big way. The third Mercedes driven by Herrmann retired, but not before the young German had set up the fastest lap of the race.

It was another unhappy day for the French Gordini equipe with Jean Behra finishing down in sixth place, five laps behind the winner. Belgian driver Paul Frere brought his Gordini into seventh and last place 11 laps down.

The only British entry was the Lance Macklin HWM which was forced out with engine trouble after only 10 laps.

German morale was high. But it took a knock at Silverstone where the streamlined Mercedes bodies were far from suited to the track. Special grand prix bodies were not

finished in time for the race. Poor Fangio fought with grim determination to keep up with the leaders, striking markers and eventually finishing down in fourth place with a very battered looking machine. Kling finished way down in seventh position.

The race winner was Gonzalez (Ferrari) who led from start to finish after a very spirited drive, while Hawthorn (Ferrari) was second and Onofre Marimon, third in the works Maserati.

Stirling Moss drove his Maserati with verve before retiring and young Peter Collins went well in the new British Vanwall before it was put out with a blown gasket on the 17th lap.

Altogether seven drivers shared the fastest lap at 1 minute 50 seconds (95.79mph) . . . Gonzalez (Ferrari), Hawthorn (Ferrari), Moss (Maserati), Ascari (Maserati), Marimon (Maserati), Behra (Gordini) and Fangio (Mercedes-Benz).

Mercedes were out in force for the German Grand Prix at the Nurburgring determined to put on a good show on home ground and pre-war ace Herrmann Lang was brought in to drive a fourth car alongside Fangio, Kling and Herrmann.

The race was marred by the tragic death of Fangio's young protégé, Onofre Marimon, who was killed in a practice incident. Maserati withdrew Villolosi's entry from the race.

Although Fangio swept to a convincing victory he was very much saddened at the loss of his fellow countryman and Gonzalez was so upset that he handed over his car to Hawthorn, who brought it into second place ahead of Trintignant (Ferrari), Kling (Mercedes-Benz) and Mantovani (Maserati).

The circus moved to the Bremgarten circuit for the Swiss race where Fangio (Mercedes-Benz) led from start to finish. For a while he was harried by Gonzalez (Ferrari) who came second and Moss (Maserati) who went out on the 21st lap with no oil pressure. Third was Herrmann (Mercedes-Benz), who finished in front of Roberto Mieres (Maserati) Sergio Mantovani (Maserati) and Ken Wharton (Maserati).

Amedee Gordini's hopes for success received another jolt and Behra, Fred Wacker (Jnr) the American sports car driver, and Clemar Bucci, another driver from the Argentine, were the first three retirements in the race. In fact Bucci's machine never made the start line.

It was not too good a day for Ferrari with the exception of the second place Gonzalez machine. Both Hawthorn and Trintignant retired, while Umberto Maglioli and Jacques Swaters could do no better than finish seventh and eighth, several laps behind the leaders.

In September the Italians had a foretaste of what was in store from the exciting young English ace Stirling Moss. For in the Italian Grand Prix Moss, who was now an official works Maserati driver, led the might of Mercedes and Ferrari for several laps until only nine laps from the end disaster struck when the oil tank split open. He re-started, but his engine seized just before the end of the race forcing him to push the car over the finish line, and earn a standing ovation from the huge crowd. The winner, Fangio (Mercedes-Benz) always said Moss was the moral winner.

Moss's performance was the highlight of the day, but Ascari, who on this occasion was driving a Ferrari

also gave the Mercedes team a tough time and he led for many laps before finally retiring with a dropped valve.

Mike Hawthorn (Ferrari) secured second place, a lap behind Fangio; Gonzalez and Maglioli shared the third placed Ferrari; Herrmann (Mercedes-Benz) was fourth ahead of Trintignant (Ferrari), Wacker (Gordini) and Peter Collins' Vanwall which was making its continental debut.

The Lancia V8s eventually made the start line at the Spanish Grand Prix in October, but unfortunately Villoresi retired with transmission troubles after only two laps and Ascari, who led in the early stages was sidelined when his clutch gave out on the 10th lap. However he did have the consolation of setting up the fastest lap at just over 100mph.

Mercedes-Benz drivers experienced an unhappy day. Fangio with an ailing machine just managed to hold on to third place, Kling was fifth and Herrmann retired.

After several drivers, including Harry Schell (Maserati), Ascari (Lancia) and Trintignant (Ferrari) had taken turns up front, Hawthorn forced his way into the lead and drove brilliantly to win his second ever championship grand prix. The dashing young Italian, Luigi Musso piloted the works Maserati into second place. Roberto Mieres (Maserati) only finished a short way behind Fangio to come in fourth.

Mercedes had made an impressive return to the grand prix front and they decided to continue in 1955 with Fangio still signed on to lead the attack. The German concern also managed to sign on Moss, who had proved in 1954 that he was one of the most professional drivers in the world.

ARGENTINE GRAND PRIX

Circuit: Buenos Aires. *Date:* January 17. *Laps:* 3hrs.

Results

- 1 J. M. Fangio (Maserati), 3hr
0min 55.8sec. 87 laps. 70.13mph.
- 2 G. Farina (Ferrari), 3hr 2min
14.8sec. 87 laps.
- 3 F. Gonzalez (Ferrari), 3hr 3min
56.8sec. 87 laps.
- 4 M. Trintignant (Ferrari), 86 laps.
- 5 E. Bayol (Gordini), 86 laps.
- 6 H. Schell (Maserati), 84 laps.
- 7 B. Bira (Maserati), 83 laps.
- 8 E. de Graffenried (Maserati),
83 laps.
- 9 U. Maglioli (Maserati), 82 laps.

Fastest lap: F. Gonzalez (Ferrari),
1min 48.2sec. 80.7mph.

Retirements

L. Rosier (Maserati) crash. Lap 2.
O. Marimon (Maserati) spin. Lap 5.
J. M. Hawthorn (Ferrari) accident.
Push-started and disqualified.
J. Behra (Gordini) push-started
and disqualified.
G. Daponte (Maserati)
R. Loyer (Gordini)
R. Mieres (Maserati)

Starting Grid (D)

- | | | |
|--------------------|--------------------|-----------------------|
| 1 Farina 1'44.8. | 2 Gonzalez 1'44.9. | 3 Fangio 1'45.6. |
| 4 Hawthorn 1'47.0. | 5 Marimon 1'47.4. | 6 Trintignant 1'47.4. |
| 7 Musso 1'48.2. | 8 Mieres 1'49.0. | 9 Bira 1'49.3. |
| 10 Schell 1'50.0. | 11 Maglioli | 12 Behra 1'50.7. |
| 13 de Graffenried | 14 Loyer | 15 Rosier |
| 16 Bayol | 17 Daponte | |

Luigi Musso did not start. His engine blew up in practice, when it was being driven by another driver.

BELGIAN GRAND PRIX

Circuit: Spa-Francorchamps. *Date:* June 20. *Laps:* 36 (315 miles).

Results

- 1 J. M. Fangio (Maserati), 2hr
44min 42.4sec. 115.08mph.
 - 2 M. Trintignant (Ferrari), 2hr
45min 6.6sec.
 - 3 S. Moss (Maserati), 35 laps.
 - 4 F. Gonzalez/J. M. Hawthorn
(Ferrari), 35 laps.
 - 5 A. Pilette (Gordini), 35 laps.
 - 6 B. Bira (Maserati), 35 laps.
 - 7 S. Mantovani (Maserati), 34 laps.
- Fastest lap:* Fangio (Maserati),
4min 25.5sec. 118.97mph.

Retirements

J. Swaters (Ferrari) engine. Lap 1.
F. Gonzalez (Ferrari) piston. Lap 1.
R. Mieres (Maserati) split fuel
tank and fire. Lap 1.
O. Marimon (Maserati) engine.
Lap 3.
J. Behra (Gordini) rear
suspension. Lap 12.
G. Farina (Ferrari) rear axle.
Lap 14.
P. Frere (Gordini) engine seized.
Lap 16.

Starting Grid (A)

- | | | |
|-------------------|----------------------|-----------------------|
| 1 Fangio 4'22.1. | 2 Gonzalez 4'23.6. | 3 Farina 4'26.0. |
| 4 Marimon 4'27.6. | 5 Hawthorn 4'29.4. | 6 Trintignant 4'30.0. |
| 7 Behra 4'34.5. | 8 Pilette 4'40.0. | 9 Moss 4'40.8. |
| 10 Frere 4'42.0. | 11 Mantovani 4'43.2. | 12 Mieres 4'43.8. |
| 13 Bira 4'46.5. | 14 Swaters 4'54.2. | |

FRENCH GRAND PRIX

Circuit: Rheims. *Date:* July 4. *Laps:* 61 laps (311.2 miles).

Results

- 1 J. M. Fangio (Mercedes-Benz), 2hr 42min 47.9sec. 115.67mph.
 - 2 K. Kling (Mercedes-Benz), 2hr 42min 48.0sec.
 - 3 R. Manzon (Ferrari), 60 laps.
 - 4 B. Bira (Maserati), 60 laps.
 - 5 L. Villoresi (Maserati), 58 laps.
 - 6 J. Behra (Gordini), 56 laps.
 - 7 P. Frere (Gordini), 50 laps.
- Fastest lap:* H. Herrmann (Mercedes-Benz), 2min 32.9 sec 121.46mph.

Retirements

- A. Ascari (Maserati) transmission. Lap 1.
J. Pollet (Gordini) Lap 8.
J. M. Hawthorn (Ferrari) engine. Lap 9.

- G. Berger (Gordini) engine. Lap 9.
L. Macklin (HWM) engine. Lap 10.
F. Gonzalez (Ferrari) engine. Lap 12.
R. Salvadori (Maserati) transmission. Lap 15.
H. Herrmann (Mercedes-Benz) engine. Lap 16.
K. Wharton (Maserati) transmission. Lap 19.
H. Schell (Maserati) fuel pump. Lap 19.
R. Mieres (Maserati) engine. Lap 24.
L. Rosier (Ferrari). Lap 27.
O. Marimon (Maserati) gearbox. Lap 28.
M. Trintignant (Ferrari) engine. Lap 36.

Starting Grid (A)

- | | | |
|----------------------|----------------------|-----------------------|
| 1 Fangio 2'29.4. | 2 Kling 2'30.4. | 3 Ascari 2'30.5. |
| 4 Gonzalez 2'30.6. | 5 Marimon 2'31.6. | 6 Bira 2'35.1. |
| 7 Herrmann 2'35.3. | 8 Hawthorn 2'35.6. | 9 Trintignant 2'36.1. |
| 10 Salvadori 2'36.3. | 11 Mieres 2'38.7. | 12 Manzon 2'42.0. |
| 13 Rosier 2'42.1. | 14 Villoresi 2'42.7. | 15 Macklin 2'52.5. |
| 16 Wharton | 17 Behra | 18 Pollet |
| 19 Frere | 20 Berger | 21 Schell |

BRITISH GRAND PRIX

Circuit: Silverstone. *Date:* July 17. *Laps:* 90 (270 miles).

Results

- 1 F. Gonzalez (Ferrari), 2hr 56min 14.0sec. 89.69mph.
 - 2 J. M. Hawthorn (Ferrari), 2hr 57min 24.0sec.
 - 3 O. Marimon (Maserati), 89 laps.
 - 4 J. M. Fangio (Mercedes-Benz), 89 laps.
 - 5 M. Trintignant (Ferrari), 87 laps.
 - 6 R. Mieres (Maserati), 87 laps.
 - 7 K. Kling (Mercedes-Benz), 87 laps.
 - 8 K. Wharton (Maserati), 86 laps.
 - 9 A. Pilette (Gordini), 86 laps.
 - 10 F. R. Gerard (Cooper-Bristol), 85 laps.
 - 11 D. Beauman (Connaught), 84 laps.
 - 12 H. Schell (Maserati), 83 laps.
 - 13 L. Marr (Connaught), 82 laps.
 - 14 L. Thorne (Connaught), 78 laps.
 - 15 H. Gould (Cooper-Bristol), 44 laps.
- Fastest lap:* Gonzalez (Ferrari), Hawthorn (Ferrari), Moss (Maserati), Ascari (Maserati), Marimon (Maserati), Behra (Gordini) and Fangio (Mercedes-Benz), 1min 50.0sec 95.79mph.

Retirements

R. Nuckey (Cooper-Bristol) engine. Lap 2.
L. Rosier (Ferrari) engine. Lap 3.
P. N. Whitehead (Cooper-Alta) engine. Lap 3.
R. Manzon (Ferrari) engine. Lap 16.
P. Collins (Vanwall Special) gasket. Lap 17.
C. Bucci (Gordini) crash. Lap 18.
A. Ascari (Maserati) valve. Lap 21.
R. Parnell (Ferrari) cylinder block. Lap 25.
R. Risley-Pritchard (Connaught)

steering. Lap 40.
L. Villoresi/A. Ascari (Maserati) connecting rod. Lap 40.
B. Bira/R. Flockhart (Maserati) crash. Lap 44.
R. Salvadori (Maserati) gearbox. Lap 53.
J. Behra (Gordini) rear suspension. Lap 55.
W. J. Whitehouse (Connaught) engine. Lap 64.
S. Moss (Maserati) rear axle. Lap 80.

Starting Grid (D)

1 Gonzalez 1'50.0.	2 Fangio 1'50.0.	3 Moss 1'50.0.
4 Hawthorn 1'50.0.	5 Behra 1'50.0.	6 Marimon 1'50.0.
7 Kling 1'51.0.	8 Salvadori 1'51.0.	9 Ascari 1'51.0.
10 Villoresi 1'51.0.	11 Pilette 1'52.0.	12 Wharton 1'52.0.
13 Brandon 1'53.0.	14 Trintignant 1'53.0.	15 Mieres 1'54.0.
16 Manzon 1'54.0.	17 Collins 1'54.0.	18 Parnell 1'55.0.
19 P. Whitehead 1'55.0.	20 Schell 1'56.0.	21 Whitehouse 1'56.0.
22 Bucci 1'57.0.	23 Risley-Pritchard 1'57.0.	24 Beauman 1'57.0.
25 Gerard 1'57.0.	26 Marr 1'58.0.	27 Thorne 2'00.0.
28 Gould 2'02.0.	32 Rosier 3'24.0.	

Non-starters: J. Swaters (Ferrari) and A. Brown (Cooper-Bristol).

GERMAN GRAND PRIX (European GP).

Circuit: Nurburgring. *Date:* August 1. *Laps:* 22 laps (311.74 miles).

Results

- 1 J. M. Fangio (Mercedes-Benz), 3hr 45min 45.8sec. 82.77mph.
 - 2 F. Gonzalez-M. Hawthorn (Ferrari), 3hr 47min 22.3sec.
 - 3 M. Trintignant (Ferrari), 3hr 50min 54.4sec.
 - 4 K. Kling (Mercedes-Benz), 3hr 51min 52.3sec.
 - 5 S. Mantovani (Maserati), 3hr 54min 36.3 sec.
 - 6 P. Taruffi (Ferrari), 21 laps.
 - 7 H. Schell (Maserati), 21 laps.
 - 8 L. Rosier (Ferrari), 21 laps.
 - 9 R. Manzon (Ferrari), 20 laps.
 - 10 J. Behra (Gordini), 20 laps.
- Fastest lap:* Kling (Mercedes-Benz), 9min 55.1sec 85.75mph.

Retirements

A. Pilette (Gordini) suspension. Lap 1.
S. Moss (Maserati) big end bearing. Lap 2.
R. Mieres (Maserati) fuel tank leak. Lap 3.
J. M. Hawthorn (Ferrari) rear axle. Lap 4.
P. Frere (Gordini) wheel. Lap 5.
H. Herrmann (Mercedes-Benz) fuel pipe. Lap 8.
T. Helfrich (Klenk-Meteor) engine. Lap 9.
C. Bucci (Gordini) wheel. Lap 9.
H. Lang (Mercedes-Benz) stalled unable to restart. Lap 11.
B. Bira (Maserati) steering. Lap 19.

Starting Grid (A)

- | | | |
|------------------------|---------------------|---------------------|
| 1 Fangio 9'50.1. | 2 Hawthorn 9'53.3. | 3 Moss 10'00.7. |
| 4 Herrmann 10'01.5. | 5 Gonzales 10'01.8. | 6 Frere 10'05.9. |
| 7 Trintignant 10'07.5. | 9 Behra 10'11.9. | 11 Lang 10'13.1. |
| 12 Manzon 10'16.0. | 13 Taruffi 10'23.0. | 14 Schell 10'28.7. |
| 15 Mantovani 10'39.1. | 16 Bucci 10'43.7. | 17 Mieres 10'47.0. |
| 18 Rosier 11'04.3. | 19 Bira 11'10.3. | 20 Pilette 11'13.4. |
| 21 Helfrich 11'18.3. | 22 Kling (no time). | |

O. Marimon (Maserati) killed in practice.

Gigi Villoresi (Maserati) withdrew following Marimon's death in practice crash.

SWISS GRAND PRIX

Circuit: Bremgarten, Berne. *Date:* August 22. *Laps:* 66 (280.5 miles).

Results

- | | |
|---|---|
| 1 J. M. Fangio (Mercedes-Benz),
3hr 0min 34.5sec. 99.17mph. | Lap 8,
F. Wacker (Gordini) engine. |
| 2 F. Gonzalez (Ferrari), 3hr 1min
32.3sec. | Lap 10,
S. Moss (Maserati) oil pressure. |
| 3 H. Herrmann (Mercedes-Benz),
65 laps. | Lap 21,
H. Schell (Maserati) oil pressure. |
| 4 R. Mieres (Maserati), 64 laps. | Lap 23,
J. M. Hawthorn (Ferrari) fuel pump. |
| 5 S. Mantovani (Maserati), 64 laps. | Lap 29,
M. Trintignant (Ferrari) engine. |
| 6 K. Wharton (Maserati), 64 laps. | Lap 33,
K. Kling (Mercedes-Benz) engine. |
| 7 U. Maglioli (Ferrari), 62 laps. | Lap 38,
C. Bucci (Gordini) failed to reach
starting grid. |
| 8 J. Swaters (Ferrari), 58 laps.
<i>Fastest lap:</i> Fangio (Mercedes-Benz),
2min 39.7sec 101.9mph. | |

Retirements

J. Behra (Gordini) transmission.

Starting Grid (A)

- | | | |
|-----------------------|---------------------|---------------------|
| 1 Gonzalez 2'39.5. | 2 Fangio 2'39.7. | 3 Moss 2'41.4. |
| 4 Trintignant 2'41.7. | 5 Kling 2'41.9. | 6 Hawthorn 2'43.2. |
| 7 Herrmann 2'45.0. | 8 Wharton 2'46.2. | 9 Mantovani 2'56.9. |
| 10 Bucci 3'04.1. | 11 Maglioli 3'08.2. | 12 Mieres 3'09.3. |
| 13 Schell 3'12.1. | 14 Behra 3'16.4. | 15 Wacker 3'20.3. |
| 16 Swaters 3'20.4. | | |

Non-starters: C. Bucci; R. Manzon (Ferrari) 2'47.4; R. Salvadori (Maserati) 3'57.8; E. de Graffenried (Maserati).

ITALIAN GRAND PRIX

Circuit: Monza. *Date:* September 5. *Laps:* 80 (313 miles).

Results

- | | |
|--|---|
| 1 J. M. Fangio (Mercedes-Benz),
2hr 47min 47.9sec. 111.98mph. | 2 J. M. Hawthorn (Ferrari),
79 laps. |
|--|---|

- 3 F. Gonzalez/U. Maglioli (Ferrari), 78 laps.
 4 H. Herrmann (Mercedes-Benz), 77 laps.
 5 M. Trintignant (Ferrari), 75 laps.
 6 F. Wacker (Gordini), 75 laps.
 7 P. Collins (Vanwall), 75 laps.
 8 L. Rosier (Maserati), 74 laps.
 9 S. Mantovani (Maserati), 74 laps.
 10 S. Moss (Maserati), 71 laps.
 11 G. Daponte (Maserati), 70 laps.
Fastest lap: Gonzalez (Ferrari), 2min 0.8sec 116.6mph.

Retirements

J. Behra (Gordini) engine. Lap 3.

C. Bucci (Gordini) Lap 14.
 F. Gonzalez (Ferrari) engine. Lap 14. Gonzalez then took over Maglioli's car.
 R. Manzon (Ferrari) engine. Lap 14.
 L. Musso (Maserati) Lap 35.
 R. Mieres (Maserati) back axle. Lap 35.
 K. Kling (Mercedes-Benz) crash. Lap 38.
 L. Villoresi (Maserati) clutch. Lap 43.
 A. Ascari (Ferrari) engine. Lap 49.
 F. Gonzalez (Ferrari) handed over to Maglioli after becoming overcome by fumes. Lap 59.

Starting Grid (E)

- | | | |
|---------------------|------------------------|---------------------|
| 1 Fangio 1'59.0. | 2 Ascari 1'59.2. | 3 Moss 1'59.3. |
| 4 Kling 1'59.6. | 5 Gonzalez 2'00.0. | 6 Villoresi 2'00.2. |
| 7 Hawthorn 2'00.2. | 8 Herrmann 2'01.4. | 9 Mantovani 2'01.6. |
| 10 Mieres 2'01.7. | 11 Trintignant 2'02.3. | 12 Behra 2'02.4. |
| 13 Maglioli 2'03.5. | 14 Musso 2'03.5. | 15 Manzon 2'04.7. |
| 16 Collins 2'05.2 | 17 Bucci 2'05.5. | 18 Wacker 2'08'0. |
| 19 Daponte 2'09.5. | 20 Rosier 2'11.0. | |

SPANISH GRAND PRIX

Circuit: Pedralbes. *Date*: October 26. *Laps*: 80 (313 miles).

Results

- 1 J. M. Hawthorn (Ferrari), 3hr 13min 52.1sec. 97.93mph.
 2 L. Musso (Maserati), 3hr 15min 5.3sec.
 3 J. M. Fangio (Mercedes-Benz), 79 laps.
 4 R. Mieres (Maserati), 79 laps.
 5 K. Kling (Mercedes-Benz), 79 laps.
 6 F. Godia (Maserati), 76 laps.
 7 L. Rosier (Maserati), 74 laps.
 8 K. Wharton (Maserati), 74 laps.
 9 B. Bira (Maserati), 68 laps.

Fastest lap: A. Ascari (Lancia), 2min 20.4sec 100.79mph.

Retirements

L. Villoresi (Lancia) transmission.

Lap 2.
 R. Manzon (Ferrari) engine. Lap 3.
 A. Ascari (Lancia) clutch. Lap 10.
 J. Swaters (Ferrari) engine. Lap 16.
 J. Behra (Gordini) brakes. Lap 17.
 S. Moss (Maserati) oil pump drive. Lap 20.
 H. Schell (Maserati) spin. Lap 29.
 J. Pollet (Gordini) Lap 37.
 M. Trintignant (Ferrari) gearbox. Lap 47.
 H. Herrmann (Mercedes-Benz) clutch. Lap 49.
 E. de Graffenried (Maserati) engine. Lap 57. (This car was also driven for a spell by O. Volonterio).
 S. Mantovani (Maserati) locked brake. Lap 58.

Starting Grid (D)

- | | | |
|----------------------|-----------------------|------------------------------|
| 1 Ascari 2'18-1. | 2 Fangio 2'19-1. | 3 Hawthorn 2'20-6. |
| 4 Schell 2'20-6. | 5 Villoresi 2'21-0. | 6 Moss 2'21'1. |
| 7 Musso 2'21-5. | 8 Trintignant 2'21-9. | 9 Herrmann 2'21-9. |
| 10 Mantovani 2'22-0. | 11 Mieres 2'22-3. | 12 Kling 2'23-4. |
| 13 Godia 2'24-2. | 14 Wharton 2'25-7. | 15 Bira 2'26-1. |
| 16 Pollet 2'27-4.* | 17 Manzon 2'27-5. | 18 Behra 2'27-8. |
| 19 Swaters 2'28-0. | 20 Rosier 2'29-8. | 21 de Graffenried
2'29-8. |

*Attributed to Behra.

FINAL CHAMPIONSHIP PLACINGS

5/8

			points
1 Juan Manuel Fangio	points (57 ¹ / ₇)	42	4 ¹ / ₇
1 Froilan Gonzalez	(26 ⁹ / ₁₄)	25 ¹ / ₇	4
3 Mike Hawthorn		24 ⁹ / ₁₄	4
4 Maurice Trintignant		17	3
5 Karl Kling		12	2
6 Hans Herrmann		8	2
7 Roberto Mieres		6	2
Luigi Musso		6	2
Giuseppe Farina		6	1 ¹ / ₇
10 Stirling Moss			1 ¹ / ₇
Onofre Marimon			
12 Robert Manzon			
Sergio Mantovani			
14 B. Bira			
15 Luigi Villoresi			
Umberto Maglioli			
Andre Pilette			
Elie Bayol			
19 Alberto Ascari			
20 Jean Behra			

In 1954 the best five performances counted towards the final championship placings. Total points scored by Fangio and Gonzalez during the full series are shown in brackets.

Fangio wins third title—Moss joins Mercedes-Benz and wins first Grand Prix—Ascari escapes death in harbour plunge at Monaco, but dies following week in sports car crash—Hawthorn teams up with Vanwall, but returns to Ferrari mid-season—Schell shows potential of Vanwall.

Mercedes-Benz carried off most of the major honours in 1955. Juan Manuel Fangio continued as number one and won his third championship title with victories in the Argentine, Belgium, Dutch and Italian Grand Prix.

The signing-up of Stirling Moss as second string with the German team came as great news to British fans and he did not let them down. Moss shadowed the maestro throughout the year, gaining valuable experience with each outing, and at Aintree in July he fulfilled all the promise shown by winning the British Grand Prix. Earning the tag as Fangio's 'eternal shadow' he secured second place in both the Belgian and Dutch events.

The only 'championship' race not won by Mercedes-Benz was the Monaco Grand Prix. The victor on this occasion was 'Le Petoulet' Maurice Trintignant (Ferrari).

The season commenced in the tropical heat of Buenos Aires with the Argentine Grand Prix. The race was run in such hot conditions that only Fangio (Mercedes-Benz), who won, and his fellow countryman, Roberto Mieres (Maserati) in fifth place, completed the 233 miles without handing over their machines to other drivers.

Several drivers were forced out

through sheer exhaustion and the points table compilers had a headache working out the points to be awarded at the end of the race. The second placed car, a Ferrari, was shared by no less than three drivers, Froilan Gonzalez, Giuseppe Farina and Maurice Trintignant; while the third car, also a Ferrari was handled by Farina, Trintignant, and Umberto Maglioli. Hans Herrmann, Stirling Moss and Karl Kling all took turns in the fourth placed Mercedes; Schell and Behra shared the sixth placed Maserati and Luigi Musso, Behra and Mantovani had sessions in the seventh and last placed Maserati.

Eventually the organisers awarded points as follows . . . Fangio, who as well as winning set the fastest lap 9; Farina and Trintignant $3\frac{1}{2}$, Gonzalez, and Mieres 2, Maglioli $1\frac{1}{2}$, Moss, Kling and Herrmann 1.

At the start Alberto Ascari slipped his Lancia into the lead but he abandoned his machine on the 20th lap when he went off the road. His team mate, Villoresi only completed four laps.

Gordini were plagued with problems and Pablo Birger, Elie Bayol, Jesus Iglesias and Clemar Bucci retired.

Next stop was Monte Carlo and a race packed with excitement. For Mercedes it was a disastrous day. Fangio, who led for the first 50 laps went out with transmission trouble; Moss who took over the lead was soon out of the running; while Andre Simon, who piloted the third Mercedes was never in the reckoning.

After all the 'favourites' went out it was left to Maurice Trintig-

nant, who had driven steadily, moving up places as the others dropped out, to take the chequered flag in his Ferrari, ahead of Eugenio Castellotti's Lancia and the Behra-Perdisa Maserati.

The big drama of the day came when Ascari who had inherited the lead, when Moss struck trouble shot his Lancia into the straw bales and plunged into the harbour. He emerged from the water uninjured, but only four days later his luck ran out when he crashed a sports Ferrari at Monza and died. To this day no one seems to know why his car went out of control. A winner of the World Championship on two occasions, 1952,1953, Ascari was one of the all time greats.

Mike Hawthorn, who had left Ferrari, was out in the new British Vanwall, but he retired after only 23 laps with throttle trouble.

After Ascari's tragic death Lancia decided to withdraw from racing, but Castellotti managed to borrow one to enter as a 'private' entry in the Belgian Grand Prix. Fangio and his 'shadow' Moss gave Mercedes an easy one-two win, while Farina (Ferrari) was third, ahead of Paul Frere (Ferrari) and Mieres-Behra (Maserati). Castellotti hotly pursued the leading German cars in the early stages until his engine packed up on the 16th lap.

Hawthorn was far from happy with his progress in the Vanwall, which retired with an oil leak after only 12 laps, and he decided to return to the Ferrari team for the remainder of the season.

In June the French driver Pierre Levegh, driving a Mercedes-Benz, lost his life along with some 80 spectators in a dreadful disaster during the 24 hours race at Le Mans.

The entire motor sporting world was stunned and both the French and German organisers cancelled their 'championship' events.

Amongst the sand dunes at Zandvoort, Fangio and Moss gave an exhibition run bringing their Mercedes into first and second places at the Dutch Grand Prix. Luigi Musso put up a spirited display to bring his works Maserati in third, while Roberto Mieres (Maserati) was fourth in front of the first Ferrari to finish, that driven by Castellotti. Hawthorn's return to the Prancing Horse team was none too successful, and although he finished seventh his car was plagued with gearbox troubles.

Gordini were still striving hard for that elusive 'championship' victory, but they were out on a limb, with their best effort coming from Hernando da Silva Ramos, who was classified eighth.

Aintree became the venue for the British Grand Prix for the first time and it was here that the German cars put on their greatest show of strength and supremacy, finishing first, second, third and fourth.

The race also heralded Moss's first major grand prix success leading Fangio over the line by inches. Many people believe Moss was given the race on a plate, but no one can ever deny that he deserved that victory, for he drove with great skill. Third and fourth places were occupied by Kling and Taruffi. Musso (Maserati) had held on grimly to the lower placed Mercedes and finished an excellent fifth. The first Ferrari was the Hawthorn-Castellotti machine in sixth spot.

A superb performance was also put in by Franco-American Harry

Schell in the all British Vanwall. After his own machine had been wheeled into the dead car park, he took over Ken Wharton's mount and had the crowds cheering with joy as he kept up with the leading Mercedes for several laps, despite being several laps in arrears.

The event was also notable for the championship début of Australian ace Jack Brabham in a sports car bodied Cooper. Few people would have thought he was to become a triple winner of the championship crown.

The final event, the Italian Grand Prix, was as usual staged at Monza, this time on a new high speed banked circuit. The Italian Ferraris and Maseratis were again humiliated by the Germans, who finished first and second with Fangio and Taruffi taking the honours. Castellotti fought to keep his Ferrari on terms with the silver arrows and finished third less than a minute behind Taruffi.

ARGENTINE GRAND PRIX

Circuit: Buenos Aires. *Date:* January 16. *Laps:* 96 (233 miles).

Results

- 1 J. M. Fangio (Mercedes-Benz),
3hr 0min 38.6sec. 77.51mph.
- 2 F. Gonzalez/G. Farina/
M. Trintignant (Ferrari),
3hr 2min 8.2sec.
- 3 G. Farina/M. Trintignant/
U. Maglioli (Ferrari), 94 laps.
- 4 H. Herrmann/K. Kling/S. Moss
(Mercedes-Benz), 94 laps.
- 5 R. Mieres (Maserati), 91 laps.
- 6 H. Schell/J. Behra (Maserati),
88 laps.
- 7 L. Musso/J. Behra/S. Mantovani
(Maserati), 86 laps.

Fastest lap: Fangio (Mercedes-Benz), 1 min 48.3sec. 80.5 mph.

Behra brought his works Maserati into fourth position and Charlie Menditeguy, the 'new boy' from the Argentine piloted his Maserati into fifth place.

Both Vanwalls (Wharton and Schell) went out in the opening laps and the three Gordinis (Ramos, Pollet and Lucas) were destined for the pits by half distance.

Moss retired his Mercedes-Benz shortly after the half way mark, but not before he had set the fastest lap at more than 134 miles an hour.

Fangio had won his third championship in convincing fashion with Moss an excellent second and Castellotti a promising third.

The big shock at the end of the season was the announcement from Mercedes that they had decided to withdraw their support of grand prix racing to concentrate their resources on production cars.

Retirements

- J. Behra (Maserati) split fuel tank, accident. Lap 3.
P. Birger (Gordini), accident. Lap 3.
C. Menditeguy (Maserati), accident. Lap 3.
L. Villoresi (Lancia) carburation. Lap 4.
K. Kling (Mercedes-Benz), engine. Lap 4.
E. Bayol (Gordini) engine. Lap 4.
A. Ascari (Lancia), went off road. Lap 20.
S. Moss (Mercedes-Benz), collapsed from sunstroke. Lap 28 (later continued).
J. Iglesias (Gordini) overcome by heat.

M. Trintignant (Ferrari), overcome by heat, went for shower and later took over from Froilan Gonzalez's

Ferrari. Lap 32.
C. Bucci (Gordini) overcome by heat.

Starting Grid (D)

- | | | |
|-----------------------|------------------------|------------------------|
| 1 Gonzalez 1'43-1 | 2 Ascari 1'43-6. | 3 Fangio 1'43-6. |
| 4 Behra 1'43-8. | 5 Farina 1'43-8. | 6 Kling 1'44-1. |
| 7 Schell 1'44-3. | 8 Moss 1'44-6. | 9 Birger 1'44-8. |
| 10 Herrmann 1'44-9. | 11 Villoresi 1'45-2. | 12 Castellotti 1'45-3. |
| 13 Menditeguy 1'45-4. | 14 Trintignant 1'45-8. | 15 Bayol 1'46-1. |
| 16 Mieres 1'46-2. | 17 Iglesias 1'46-3. | 18 Musso 1'46-4. |
| 19 Mantovani 1'46-4. | 20 Bucci 1'47-6. | 21 Uria 1'52-3. |
| 22 Maglioli 2'01-5. | | |

MONACO GRAND PRIX (European GP).

Circuit: Monte Carlo. *Date:* May 22. *Laps:* 100 laps (195 miles).

Results

- 1 M. Trintignant (Ferrari),
2hr 58min 09-8sec. 65-81mph.
- 2 E. Castellotti (Lancia),
2hr 58min 30-0sec.
- 3 J Behra/C. Perdisa (Maserati),
99 laps.
- 4 G. Farina (Ferrari), 99 laps.
- 5 L. Villoresi (Lancia), 99 laps.
- 6 L. Chiron (Lancia), 95 laps.
- 7 J. Pollet (Gordini), 91 laps.
- 8 P. Taruffi/P. Frere (Ferrari),
86 laps.
- 9 S. Moss (Mercedes-Benz),
81 laps.

Fastest lap: J. M. Fangio
(Mercedes-Benz),
1min 42-4sec 68-73mph.

Retirements

L. Musso (Maserati), transmission.

Lap 8.
L. Rosier (Maserati), split tank.
Lap 9.
J. M. Hawthorn (Vanwall) throttle.
Lap 23.
A. Simon (Mercedes-Benz)
engine. Lap 25.
R. Manzon (Gordini) gearbox.
Lap 39.
J. M. Fangio (Mercedes-Benz)
transmission. Lap 50.
E. Bayol (Gordini) rear axle.
Lap 64.
R. Mieres (Maserati) transmission.
Lap 65.
H. Schell (Ferrari) engine. Lap 69.
A. Ascari (Lancia) harbour
incident, car sunk. Lap 81.
C. Perdisa/J. Behra (Maserati)
spun. Lap 87.

Starting Grid (A)

- | | | |
|-----------------------|--------------------|-----------------------|
| 1 Fangio 1'41-1. | 2 Ascari 1'41-1. | 3 Moss 1'41-2. |
| 4 Castellotti 1'42-0. | 5 Behra 1'42-6. | 6 Mieres 1'43-7. |
| 7 Villoresi 1'43-7. | 8 Musso 1'44-3. | 9 Trintignant 1'44-4. |
| 10 Simon 1'45-5. | 11 Perdisa 1'45-6. | 12 Hawthorn 1'45-6. |
| 13 Manzon 1'46-0. | 14 Farina 1'46-0. | 15 Taruffi 1'46-0. |
| 16 Bayol 1'46-5. | 17 Rosier 1'46-7. | 18 Schell 1'46-8. |
| 19 Chiron 1'47-3. | 20 Pollet 1'49-4. | |

E. N. Whiteway (HWM) 1'57-2 and L. Macklin (Maserati) 1'49-4. did not qualify.

BELGIAN GRAND PRIX

Circuit: Spa-Francorchamps. *Date:* June 5. *Laps:* 36 (316 miles).

Results

- 1 J. M. Fangio (Mercedes-Benz),
2hr 39min 29.0sec. 118.84mph.
- 2 S. Moss (Mercedes-Benz),
2hr 39min 37.1sec.
- 3 G. Farina (Ferrari),
2hr 41min 9.5sec.
- 4 P. Frere (Ferrari),
2hr 42min 54.5sec.
- 5 R. Mieres/J. Behra (Maserati),
35 laps.
- 6 M. Trintignant (Ferrari), 35 laps.
- 7 L. Musso (Maserati), 34 laps.

- 8 C. Perdisa (Maserati), 33 laps.
 - 9 L. Rosier (Maserati), 33 laps.
- Fastest lap:* Fangio (Mercedes-Benz), 4min 20.6sec. 121.21mph.

Retirements

- J. Behra (Maserati) crash. Lap 4.
J.M. Hawthorn (Vanwall) oil leak.
Lap 12.
E. Castellotti (Lancia) engine.
Lap 16.
K. Kling (Mercedes-Benz) oil pipe.
Lap 22.

Starting Grid (C)

- | | | |
|------------------------|--------------------|--------------------|
| 1 Castellotti 4'18.1. | 2 Fangio 4'18.6. | 3 Moss 4'19.2. |
| 4 Farina 4'20.9. | 5 Behra 4'23.6. | 6 Kling 4'24.0. |
| 7 Musso 4'26.4. | 8 Frere 4'29.7. | 9 Hawthorn 4'33.1. |
| 10 Trintignant 4'33.2. | 11 Perdisa 4'50.4. | 12 Rosier 4'54.7. |
| 13 Mieres 5'09.0. | | |

Also practised but did not start: H. Schell (Ferrari), 4'31.0.

Non-starter: J. Claes (Maserati).

DUTCH GRAND PRIX

Circuit: Zandvoort. *Date:* June 19. *Laps:* 100 (260 miles).

Results

- 1 J. M. Fangio (Mercedes-Benz),
2hr 54min 23.8sec. 89.6mph.
- 2 S. Moss (Mercedes-Benz),
2hr 54min 24.1sec.
- 3 L. Musso (Maserati),
2hr 55min 20.9sec.
- 4 R. Mieres (Maserati), 99 laps.
- 5 E. Castellotti (Ferrari), 97 laps.
- 6 J. Behra (Maserati), 97 laps.
- 7 J. M. Hawthorn (Ferrari), 95 laps.
- 8 H. da Silva Ramos (Gordini),
93 laps.
- 9 L. Rosier (Maserati), 93 laps.
- 10 J. Pollet (Gordini), 92 laps.

- 11 J. Claes (Ferrari), 88 laps.
- Fastest lap:* Mieres (Maserati),
1 min 40.9sec. 92.96mph.

Retirements

- P. Walker (Maserati) wheel. Lap 3.
K. Kling (Mercedes-Benz) crash.
Lap 22.
H. Gould (Maserati) transmission.
Lap 24.
R. Manzon (Gordini) transmission.
Lap 44.
M. Trintignant (Ferrari)
transmission. Lap 65.

Starting Grid (A)

- | | | |
|------------------|-----------------------|-----------------------|
| 1 Fangio 1'40.0. | 2 Moss 1'40.4. | 3 Kling 1'41.1. |
| 4 Musso 1'41.2. | 5 Hawthorn 1'41.5. | 6 Behra 1'41.5. |
| 7 Mieres 1'42.1. | 8 Trintignant 1'42.4. | 9 Castellotti 1'42.7. |

10 Walker 1'44.9.
13 Rosier 1'49.2.
16 Claes 1'53.3.

11 Manzon 1'46.0.
14 da Ramos 1'50.2.

12 Pollet 1'48.6.
15 Gould 1'50.4.

BRITISH GRAND PRIX

Circuit: Aintree. Date: July 16. Laps: 90 (270 miles).

Results

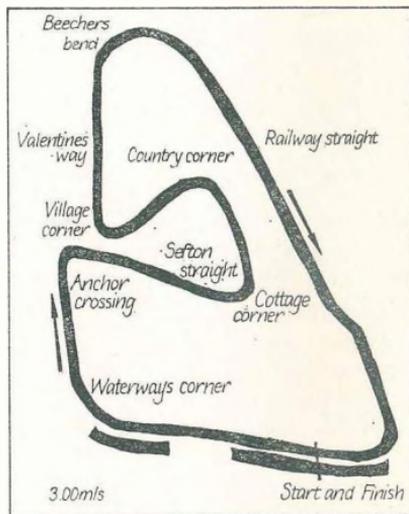
- 1 S. Moss (Mercedes-Benz),
3hr 7min 21.2sec. 86.47mph.
- 2 J. M. Fangio (Mercedes-Benz),
3hr 7min 21.4sec.
- 3 K. Kling (Mercedes-Benz),
3hr 8min 33.0sec.
- 4 P. Taruffi (Mercedes-Benz),
89 laps.
- 5 L. Musso (Maserati), 89 laps.
- 6 J. M. Hawthorn/E. Castellotti
(Ferrari), 87 laps.
- 7 M. Sparken (Gordini), 81 laps.
- 8 L. Macklin (Maserati), 79 laps.
- 9 H. Schell/K. Wharton (Vanwall),
72 laps.

Fastest lap: Moss (Mercedes-Benz),
2min 0.4sec. 89.7mph.

Retirements

- R. Manzon (Gordini) transmission.
Lap 5.
J. Behra (Maserati) oil pipe. Lap 10.
A. Simon (Maserati) gearbox.
Lap 10.
E. Castellotti (Ferrari) transmission.
Lap 17.
L. Marr (Connaught) brakes.
Lap 18.
T. Rolt/P. Walker (Connaught)
throttle. Lap 19.
H. Schell (Vanwall) throttle. Lap 21.

- H. Gould (Maserati) brakes. Lap 22.
R. Salvadori (Maserati) oil pressure
Lap 24.
H. da Silva Ramos (Gordini)
engine. Lap 27.
P. Collins (Maserati) clutch. Lap 29.
K. McAlpine (Connaught) oil
pressure. Lap 31. J. Brabham
(Cooper) bent valve. Lap 31.
R. Mieres (Maserati) piston. Lap 48.
M. Trintignant (Ferrari) cylinder
head. Lap 60.



Starting Grid (C)

- | | | |
|-----------------------|----------------------|---------------------|
| 1 Moss 2'0.4. | 2 Fangio 2'0.6. | 3 Behra 2'1.4. |
| 4 Kling 2'2.0. | 5 Taruffi 2'3.0. | 6 Mieres 2'3.2. |
| 7 Schell 2'3.8. | 8 Simon 2'4.0. | 9 Musso 2'4.2. |
| 10 Castellotti 2'5.0. | 11 Manzon 2'5.0. | 12 Hawthorn 2'5.4. |
| 13 Trintignant 2'5.4. | 14 Rolt 2'6.6. | 15 Wharton 2'8.4. |
| 16 Macklin 2'8.4. | 17 McAlpine 2'9.6. | 18 da Ramos 2'10.6. |
| 19 Marr 2'11.6. | 20 Salvadori 2'11.6. | 22 Gould 2'11.8. |
| 23 Sparken 2'12.6. | 24 Collins 2'13.4. | 25 Brabham 2'27.4. |

Non-starter: J. Fairman (Connaught) ,2'11.6.

ITALIAN GRAND PRIX

Circuit: Monza (banked). Date: September 11. Laps: 50 (312 miles).

Results

- | | |
|---|---|
| 1 J. M. Fangio (Mercedes-Benz),
2hr 25min 4.4sec. 128.42mph. | Lap 1.
H. Schell (Vanwall) broken De
Dion tube. Lap 8. |
| 2 P. Taruffi (Mercedes-Benz),
2hr 25min 5.1sec. | J. Lucas (Gordini) engine. Lap 8.
P. Collins (Maserati) rear
suspension. Lap 23. |
| 3 E. Castellotti (Ferrari),
2hr 25min 50.6sec. | H. da Silva Ramos (Gordini).
Lap 24. |
| 4 J. Behra (Maserati),
2hr 29min 1.9sec. | J. Pollet (Gordini). Lap 27.
S. Moss (Mercedes-Benz)
transmission. Lap 28. |
| 5 C. Menditeguy (Maserati), 49 laps. | L. Musso (Maserati) gearbox.
Lap 32. |
| 6 U. Maglioli (Ferrari), 49 laps. | K. Kling (Mercedes-Benz) gearbox.
Lap 33. |
| 7 R. Mieres (Maserati), 48 laps. | H. Gould (Maserati) engine. Lap 33.
J. M. Hawthorn (Ferrari) gearbox
mountings. Lap 39. |
| 8 M. Trintignant (Ferrari), 47 laps. | |
| 9 J. Fitch (Maserati), 46 laps. | |
- Fastest lap:* S. Moss (Mercedes-Benz), 2min 46.9sec. 134.04mph.

Retirements

K. Wharton (Vanwall) transmission.

Starting Grid (A)

- | | | |
|---------------------------|-----------------------|---------------------|
| 1 Fangio 2'46.5. | 2 Moss 2'46.8. | 3 Kling 2'48.3. |
| 4 Castellotti 2'49.6. | 6 Behra 2'50.1. | 7 Mieres 2'51.1. |
| 9 Taruffi 2'51.8. | 10 Musso 2'52.2. | 11 Collins 2'55.3. |
| 12 Maglioli 2'55.4. | 13 Schell 2'55.5. | 14 Hawthorn 2'56.2. |
| 15 Trintignant 2'56.6. | 16 Menditeguy 2'58.4. | 17 Wharton 2'59.5. |
| 18 da Silva Ramos 2'59.8. | 19 Pollet 2'59.9. | 20 Fitch 3'03.1. |
| 21 Gould 3'05.2. | 22 Lucas 3'15.9. | |

Non-starters: G. Farina (Lancia); L. Villoresi (Lancia).

FINAL CHAMPIONSHIP POSITIONS 5/6

	<i>points</i>	Luigi Musso	<i>points</i>
1 Juan Manuel Fangio	(41) 40*	10 Karl Kling	5
2 Stirling Moss	23	11 Paul Frere	3
3 Eugenio Castellotti	12	12 Froilan Gonzalez	2
4 Maurice Trintignant	11½	Cesare Perdisa	2
5 Giuseppe Farina	10½	Luigi Villoresi	2
6 Piero Taruffi	9	Carlos Menditeguy	2
7 Roberto Mieres	7	16 Umberto Maglioli	1½
8 Jean Behra	6	17 Hans Herrmann	1

*Best five performances.

Fourth Championship for Fangio—Collins' sporting gesture at Monza—Schell shows potential of Vanwall—BRM's lead British Grand Prix in opening stages—Behra, a model of consistency.

The withdrawal of Mercedes-Benz at the end of 1955 saw Fangio and Moss without a drive. But not for long. The Argentinian star signed on with Ferrari, while Moss joined the opposition Maserati camp.

Ferrari, obviously keen to regain their past reputation also secured the service of the young Englishman, Peter Collins, Luigi Musso and Eugenio Castellotti. Meanwhile Jean Behra and Cesare Perdisa were the regulars alongside Moss in the Maserati team.

Mike Hawthorn decided to give Britain another chance and plumped for BRM. He also drove for Vanwall. Number two for the Bourne organisation was Tony Brooks, who had pulled off an incredible victory for Connaught in the Syracuse Grand Prix, a non-championship event at the end of 1955.

It could be said that Fangio was lucky to win the Championship. He won the Argentine Grand Prix after taking over Musso's car, finished second at Monte Carlo after Collins had been called in, and second at Monza when Collins, who stood a chance of taking the title himself, stopped and handed over his machine in the closing laps. A sporting gesture which will be remembered for all time.

Collins taking part in his first full grand prix season—he had driven for HWM previously—won two events, the Belgian and French Grand Prix. A fine effort.

South America was the first stop for the circus with the Argentine Grand Prix. The 'locals' went wild at the start when one of their heroes Charlie Menditeguy, seized the lead in his Maserati. Driving with considerable verve he forged ahead until he spun on the 43rd lap and retired. Moss took over up front, but engine trouble forced him out and it was left to Fangio, who had taken over Musso's Ferrari in the early stages to collect the spoils.

The Maserati camp put in a protest that Fangio had received a push start following a spin but this was turned down.

Jean Behra put up one of his best performances to date with a fine second at the wheel of his works Maserati. Hawthorn, who was driving the Owen Maserati as the BRMs were not ready, finished third, ahead of the Chico Landi-Gerino Gerini Maserati, and the Olivier Gendebien Ferrari. No British cars started.

At Monaco, Moss further enhanced his reputation by winning his first Continental Grand Prix after a copybook drive, leading the race from start to finish, despite the desperate efforts of Fangio and the Ferrari stable.

Fangio took over Collins' machine after he had damaged his own car while striving to make up lost ground. Collins had been in second place at the time and so Fangio was still in a position to catch the flying Maserati. He carved off several seconds in the closing laps, but Moss calmly crossed the finish line 6.1 seconds ahead of the Argentinian.

Into third came the much im-

proved Behra (Maserati), while Castellotti, who had taken over Fangio's battered car was fourth, in front of Da Ramos (Gordini), fifth, Bayol-Pilette (Gordini) sixth, Perdisa (Maserati) seventh, and Horace Gould (Maserati) eighth.

Vanwall brought two cars to Monaco for Schell and Trintignant, but both went out in the opening stages. BRMs failed to make the start.

Peter Collins became a household name after his fine victory for Ferrari in the Belgian Grand Prix at Spa. Moss hurtled into an early lead in his Maserati, but he was soon overhauled by Fangio (Ferrari) who then led until the 24th tour when transmission trouble put him out of the race. Collins took up the challenge and crossed the finish line ahead of Belgian ace, Paul Frere (Ferrari), Moss, who had taken over Perdisa's mount when his own machine shed a wheel, and Harry Schell, who gave Vanwall their best championship placing to date. Gigi Villoresi brought his Maserati into fifth place.

Collins followed up his Spa success with another superb win in the French Grand Prix at Rheims, crossing the finish line inches in front of his team mate, Castellotti.

The Ferrari team set the pace from the drop of the flag, but the sensation of the day was Harry Schell's inspired drive in the British Vanwall. Schell, who had taken over Hawthorn's car (Hawthorn was not feeling well) when his own car was forced out after six laps, drove like one possessed to catch up the Ferrari trio. (Fangio, Collins and Castellotti), and proceeded to challenge for the lead. However after showing the crowds that the Vanwall was a real grand

prix contender, Schell was forced to drop back, make a lengthy pit stop, and eventually finished 10th.

Fangio had one of his unlucky rides, and after making a pit stop, had to be content with fourth, behind the works Maserati driven by Behra. Moss, who had taken over Perdisa's Maserati was fifth in front of 'veteran' French star Louis Rosier (Maserati).

Gordini's best effort came from da Ramos in eighth place, while Pilette was classified 11th.

Bugatti with an 8-cylinder rear engined machine made a brief return to the grand prix scene. Unfortunately it was plagued with troubles and Maurice Trintignant retired after 18 laps.

At this stage of the season Collins headed the championship table with 19 points, five more than Behra, who in turn was one point ahead of Fangio.

The works BRMs made a grand re-entry at the British Grand Prix. And for the first 10 laps or so the English crowd went wild as Hawthorn and Brooks led the field, until they struck trouble. Moss (Maserati) took over the lead, until he succumbed with rear axle problems, leaving it to Fangio (Ferrari) to win his second grand prix of the year. Collins (in Alfonso de Portago's Ferrari) was second, ahead of Behra (Maserati), Jack Fairman (Connaught), Horace Gould (Maserati) and Villoresi (Maserati).

It was a poor day for the Vanwall concern. Froilan Gonzalez, who had flown all the way from South America, went out with rear axle trouble on the start line, while Trintignant and Schell both retired their cars with fuel line problems.

The championship was now wide open with Collins on 22 points,

Fangio 21 points and Behra 18.

In the German Grand Prix Fangio was virtually unchallenged as he sped to victory for Ferrari. Stirling Moss (Maserati) occupied second place, ahead of the 'eternal third' Behra (Maserati), Francesco Godia (Maserati) and Rosier (Maserati). Collins (Ferrari) held second position until the fuel tank fractured. He took over de Portago's car and crashed, fortunately without sustaining any serious injury.

Ottorini Volonterio finished the race piloting his Maserati into sixth place, but the organisers did not classify him as he was six laps behind the winner in a 22 lap race!

No Vanwall or BRM entries took part.

With only the Italian Grand Prix (European Grand Prix) left to go the Championship race was still in the balance. Fangio led with 30 points, but he could still be overhauled by Collins or Behra, both of whom had amassed 22 points. But to beat Fangio they each had to win and set the fastest lap.

Musso and Castellotti shrieked ahead at the start in their Ferraris, followed by Fangio (Ferrari), Moss (Maserati), Collins (Ferrari) and Schell (Vanwall). But Musso and Castellotti were soon in the pits after shedding tyre treads, leaving Fangio in the lead.

It was at this stage in the race that Harry Schell, the gay cavalier of the grand prix circus, proceeded to show just how fast the British Vanwall could go. He battled grimly with Fangio, Moss and Collins, and several times headed the field to

receive a tumultuous ovation from the crowd. His magnificent drive ended on the 32nd lap when the oil pipe broke.

Fangio had been forced into the pits early in the race with steering trouble and it looked as though his hopes of the championship title were fading. His team mate Musso is reported to have refused to hand over his car . . . but then along came Peter Collins. Peter, who was still in with a chance of winning the championship, had called into the pit and sportingly handed over his car to 'El Cheuco'. Fangio set off in desperate pursuit of Moss and Musso, relentlessly closing the gap. Moss had a moment when he ran out of fuel, but was helped into the pits by Luigi Piotti's Maserati. Musso darted through into the lead, but his steering went just before the end.

Moss re-claimed the lead, but Fangio was closing all the time. At the finish only 5.7 separated the two cars. For Fangio it meant he had won his fourth championship crown, thanks to Collin's wonderful sportsmanship. His score of 30, was three more than Moss, the runner-up and five more than Collins.

One almost forgets to record that Ron Flockhart turned in a splendid drive by bringing his Connaught into third place. Godia (Maserati) was fourth, ahead of Fairman (Connaught), Piotti (Maserati) and de Graffenried (Maserati).

The three Vanwalls (Schell, Taruffi and Trintignant) all retired.

It had been an exciting season.

The works entered Ferraris during the season were the Lancia-Ferraris-SH.

ARGENTINE GRAND PRIX

Circuit: Buenos-Aires. *Date:* January 22. *Laps:* 98 (238 miles).

Results

- 1 J. M. Fangio/L. Musso (Ferrari),
3hr 00min 3.7 sec. 79.38mph.
- 2 J. Behra (Maserati),
3hr 00min 28.1sec.
- 3 J. M. Hawthorn (Maserati), 96 laps.
- 4 C. Landi/G. Gerini (Maserati),
92 laps.
- 5 O. Gendebien (Ferrari), 91 laps.
- 6 O. Gonzalez/Uria (Maserati),
88 laps.

Fastest lap: Fangio (Ferrari),
1min 45.3sec. 83.11mph.

Retirements

- J. M. Fangio (Ferrari) carburation.
Lap 23. Took over Musso's Ferrari.
F. Gonzalez (Maserati) valve.
Lap 25.
E. Castellotti (Ferrari) gearbox.
Lap 41.
C. Menditeguy (Maserati) spin.
Lap 43.
L. Piotti (Maserati) collision.
Lap 58.
P. Collins (Ferrari) collision. Lap 59.
S. Moss (Maserati) engine. Lap 82.

Starting Grid (B)

- | | | |
|----------------------|-------------------------|----------------------|
| 1 Fangio 1'42.5. | 2 Castellotti 1'44.7. | 3 Musso 1'44.7. |
| 4 Behra 1'45.1. | 5 F. Gonzalez 1'45.2. | 6 Menditeguy 1'45.6. |
| 7 Moss 1'45.9. | 8 Hawthorn 1'47.4. | 9 Collins 1'47.7. |
| 10 Gendebien 1'50.4. | 11 Landi-Gerini 1'52.1. | 12 Piotti 1'57.9. |
- 13 O. Gonzalez-Uria (no time)

MONACO GRAND PRIX

Circuit: Monte Carlo. *Date:* May 13. *Laps:* 100 (195.4 miles).

Results

- 1 S. Moss (Maserati),
3hr 00min 32.9sec. 64.95mph.
- 2 P. Collins/J. M. Fangio (Ferrari),
3hr 00min 39sec.
- 3 J. Behra (Maserati), 99 laps.
- 4 J. M. Fangio/Castellotti
(Ferrari), 94 laps.
- 5 H. da Silva Ramos (Gordini),
93 laps.
- 6 E. Bayol/A. Pilette (Gordini),
88 laps.
- 7 C. Perdisa (Maserati), 86 laps.
- 8 H. Gould (Maserati), 85 laps.

Fastest lap: Fangio (Ferrari),
1min 44.4sec. 67.39mph.

Retirements

- L. Musso (Ferrari) crash. Lap 2.
H. Schell (Vanwall) crash. Lap 2.
M. Trintignant (Vanwall) overheat-
ing. Lap 11.
E. Castellotti (Ferrari) clutch.
Lap 15.
L. Rosier (Maserati) engine.
Lap 73.
R. Manzon (Gordini) crash. Lap 91.

Starting Grid (A)

- | | | |
|---------------------------|-------------------|-----------------------|
| 1 Fangio 1'44.0. | 2 Moss 1'44.6. | 3 Castellotti 1'44.9. |
| 4 Behra 1'45.3. | 5 Schell 1'45.6. | 6 Trintignant 1'45.6. |
| 7 Perdisa 1'46.0. | 8 Musso 1'46.8. | 9 Collins 1'47.0. |
| 10 da Silva Ramos 1'50.0. | 11 Manzon 1'50.3. | 12 Bayol 1'50.6. |
- 13 Rosier 1'51.6. 14 Gould 1'51.7.

Non-starters: G. Scarlatti (Ferrari) and L. Chiron (Maserati). BRM team

withdrew in practice. J. M. Hawthorn (1'49.3) and T. Brooks. Both cars suffered valve trouble.

BELGIAN GRAND PRIX

Circuit: Spa-Francorchamps. *Date:* June 3. *Laps:* 36 (317 miles).

Results

- 1 P. Collins (Ferrari),
2hr 40min 00.3 sec. 118.43mph.
 - 2 P. Frere (Ferrari),
2hr 41min 51.6sec.
 - 3 S. Moss/C. Perdisa (Maserati),
2hr 43min 16.9sec.
 - 4 H. Schell (Vanwall), 35 laps.
 - 5 L. Villorosi (Maserati), 34 laps.
 - 6 A. Pilette (Ferrari), 33 laps.
 - 7 J. Behra (Maserati), 33 laps.
 - 8 L. Rosier (Maserati), 33 laps.
- Fastest lap:* Moss (Maserati),
4min 14.7sec. 124.015mph.

Retirements

- F. Godia (Maserati) crash. Lap 1.
H. Gould (Maserati) gearbox.
Lap 3.
P. Scotti (Connaught) engine.
Lap 9.
S. Moss (Maserati) lost rear wheel.
Lap 10.
M. Trintignant (Vanwall) fuel line.
Lap 10.
E. Castellotti (Ferrari) transmission.
Lap 10.
J. M. Fangio (Ferrari) transmission.
Lap 24.

Starting Grid (C)

- | | | |
|-----------------------|-----------------------|--------------------|
| 1 Fangio 4'09.8. | 2 Moss 4'14.7. | 3 Collins 4'15.3. |
| 4 Behra 4'16.7. | 5 Castellotti 4'16.7. | 6 Schell 4'19.0. |
| 7 Trintignant 4'22.8. | 8 Frere 4'32.8. | 9 Perdisa 4'35.7. |
| 10 Rosier 4'35.9. | 11 Villorosi 4'37.7. | 12 Scotti 4'41.9. |
| 13 Godia 4'49.8. | 14 Gould 4'50.4. | 15 Pilette 4'51.9. |

FRENCH GRAND PRIX

Circuit: Rheims. *Date:* July 1. *Laps:* 61 (314.7 miles).

Results

- 1 P. Collins (Ferrari),
2hr 34min 23.4sec. 122.21mph.
- 2 E. Castellotti (Ferrari),
2hr 34min 23.7sec.
- 3 J. Behra (Maserati),
2hr 35min 53.3sec.
- 4 J. M. Fangio (Ferrari),
2hr 35min 58.5sec.
- 5 C. Perdisa/S. Moss (Maserati),
59 laps.
- 6 L. Rosier (Maserati), 58 laps.
- 7 F. Godia (Maserati), 57 laps.
- 8 H. da Silva Ramos (Gordini),
57 laps.
- 9 R. Manzon (Gordini), 56 laps.
- 10 J. M. Hawthorn/H. Schell
(Vanwall), 56 laps.

- 11 A. Pilette (Gordini), 55 laps.

Fastest lap: Fangio (Ferrari),
2min 25.8sec. 127.37mph.

Retirements

- H. Schell (Vanwall) engine. Lap 6.
S. Moss (Maserati) gear lever.
Lap 11.
M. Trintignant (Bugatti) throttle.
Lap 18.
A. de Portago (Ferrari) gearbox.
Lap 20.
L. Villorosi (Maserati) brakes.
Lap 22.
O. Gendebien (Ferrari) clutch.
Lap 33.
P. Taruffi (Maserati). Lap 39.
A. Simon (Maserati) Lap. 46.

Starting Grid (A)

- | | | |
|---------------------------|------------------------|----------------------|
| 1 Fangio 2'23.3. | 2 Castellotti 2'24.6. | 3 Collins 2'25.6. |
| 4 Schell 2'26.1. | 6 Hawthorn 2'27.0. | 7 Behra 2'27.8. |
| 8 Moss 2'29.9. | 9 de Portago 2'30.9. | 10 Villoresi 2'33.3. |
| 11 Gendebien 2'34.5. | 12 Taruffi 2'34.5. | 13 Rosier 2'35.3. |
| 14 da Silva Ramos 2'35.9. | 15 Manzon 2'36.0. | 16 Perdisa 2'36.4. |
| 17 Godia 2'40.4. | 18 Trintignant 2'41.9. | 19 Pilette 2'45.8. |
| 20 Simon 2'47.9. | | |

BRITISH GRAND PRIX

Circuit: Silverstone. *Date:* July 14. *Laps:* 101 (303 miles).

Results

- | | |
|---|---|
| 1 J. M. Fangio (Ferrari),
2hr 59min 47.0sec. 98.65mph. | P. Emery (Emeryson) ignition. Lap 13 |
| 2 A. de Portago/P. Collins
(Ferrari), 100 laps. | A. Scott-Brown (Connaught) stub
axle. Lap 17. |
| 3 J. Behra (Maserati), 99 laps. | U. Maglioli (Maserati) gearbox.
Lap 22. |
| 4 J. Fairman (Connaught), 98 laps. | B. Halford (Maserati) piston. Lap 24. |
| 5 H. Gould (Maserati), 97 laps. | J. M. Hawthorn (BRM) U-joint.
Lap 24. |
| 6 L. Villoresi (Maserati), 96 laps. | L. Rosier (Maserati) magneto.
Lap 24. |
| 7 C. Perdisa (Maserati), 95 laps. | T. Brooks (BRM) accident. Lap 41. |
| 8 F. Godia (Maserati), 94 laps. | R. Salvadori (Maserati) fuel. Lap 59. |
| 9 R. Manzon (Gordini), 94 laps. | P. Collins (Ferrari) oil pressure.
Lap 64. |
| 10 E. Castellotti/A. de Portago
(Ferrari), 92 laps. | H. da Silva Ramos (Gordini) rear
axle. Lap 72. |
| 11 F. R. Gerard (Cooper-Bristol),
88 laps. | M. Trintignant (Vanwall) fuel line.
Lap 75. |
- Fastest lap:* S. Moss (Maserati),
1min 43.2sec. 102.104mph.

Retirements

- | | |
|------------------------------------|--|
| F. Gonzalez (Vanwall) axle. Lap 1. | D. Titterington (Connaught)
connecting rod. Lap 75. |
| R. Flockhart (BRM) engine. Lap 2. | H. Schell (Vanwall) fuel line. Lap 87. |
| J. Brabham (Maserati). Lap 4. | S. Moss (Maserati) rear axle. Lap 95. |

Starting Grid (B)

- | | | |
|----------------------|-------------------------|---------------------|
| 1 Moss 1'41. | 2 Fangio 1'42. | 3 Hawthorn 1'43. |
| 4 Collins 1'43. | 5 Schell 1'44. | 6 Gonzalez 1'44. |
| 7 Salvadori 1'44. | 8 Castellotti 1'44. | 9 Brooks 1'45. |
| 10 Scott-Brown 1'45. | 11 Titterington 1'46. | 12 de Portago 1'47. |
| 13 Behra 1'47. | 14 Gould 1'48. | 15 Perdisa 1'49. |
| 16 Trintignant 1'49. | 17 Flockhart 1'49. | 18 Manzon 1'49. |
| 19 Villoresi 1'50. | 20 Halford 1'51. | 21 Fairman 1'51. |
| 22 Gerard 1'53. | 23 Emery 1'54. | 24 Maglioli 1'54. |
| 25 Godia 1'55. | 26 da Silva Ramos 1'56. | 27 Rosier 1'59. |
| 28 Brabham 2'01. | | |

Non-starters: O. Gendebien (Ferrari); O. Volonterio (Maserati); M. Oliver (Connaught).

GERMAN GRAND PRIX

Circuit: Nurburgring. *Date:* August 5. *Laps:* 22 (311.74 miles).

Results

- 1 J. M. Fangio (Ferrari),
3hr 38min 43.7sec. 85.62mph.
 - 2 S. Moss (Maserati),
3hr 39min 30.1sec.
 - 3 J. Behra (Maserati),
3hr 46min 22.0sec.
 - 4 F. Godia (Maserati), 20 laps.
 - 5 L. Rosier (Maserati), 19 laps.
- Fastest lap:* Fangio (Ferrari),
9min 41.6sec 87.74mph.

Retirements

- L. Piotti (Maserati) engine. Lap 1.
G. Scarlatti (Ferrari) engine. Lap 1.
R. Manzon (Gordini) front
suspension. Lap 1.
R. Salvadori (Maserati) rear
suspension. Lap 3.
H. Gould (Maserati) oil pressure.

- Lap 4.
U. Maglioli (Maserati) steering.
Lap 4.
E. Castellotti (Ferrari) magneto.
Lap 6.
P. Collins (Ferrari) fuel tank.
Lap 9.
L. Musso/E. Castellotti (Ferrari)
crash. Lap 13.
H. Schell (Maserati) overheating.
Lap 13.
L. Villoresi (Maserati) engine.
Lap 14.
A. de Portago/P. Collins (Ferrari)
crash. Lap 15.
A. Milhoux (Gordini) engine. Lap 16.
B. Halford (Maserati) disqualified.
O. Volonterio (Maserati)
disqualified.

Starting Grid (B)

- | | | |
|-----------------------|-------------------------|------------------------|
| 1 Fangio 9'51.2. | 2 Collins 9'51.5. | 3 Castellotti 9'54.4. |
| 4 Moss 10'03.4. | 5 Musso 10'20.3. | 7 Maglioli 10'26.7. |
| 8 Behra 10'31.6. | 9 Salvadori 10'32.4. | 10 de Portago 10'37.1. |
| 11 Halford 11'04.1. | 12 Schell 11'16.5. | 13 Gould 11'32.2. |
| 14 Rosier 11'39.0. | 15 Manzon 11'55.8. | 16 Godia 11'57.6. |
| 18 Scarlatti 13'05.2. | 19 Piotti 13'50.1. | 20 Volonterio 14'17.1. |
| 24 Milhoux (no time). | 25 Villoresi (no time). | |

Non-starters: A. Pilette (Gordini) crashed in practice (A. Milhoux took over his car). C. Perdisa (Maserati).

ITALIAN GRAND PRIX (European GP).

Circuit: Monza (banking). *Date:* September 2. *Laps:* 50 (310 miles)

Results

- 1 S. Moss (Maserati),
2hr 23min 41.3sec. 129.73mph.
- 2 P. Collins/J. M. Fangio (Ferrari),
2hr 23min 47sec.
- 3 R. Flockhart (Connaught),
49 laps.
- 4 F. Godia (Maserati), 49 laps.
5. J. Fairman (Connaught), 47 laps.
- 6 L. Piotti (Maserati), 47 laps.
- 7 E. de Graffenried (Maserati),
46 laps.

- 8 E. Castellotti/J. M. Fangio
(Ferrari), 46 laps.
 - 9 A. Simon (Gordini), 45 laps.
 - 10 G. Gerini (Maserati), 42 laps.
 - 11 R. Salvadori (Maserati), 41 laps.
- Fastest lap:* Moss (Maserati),
2min 45.5 sec 135.5mph.

Retirements

- H. da Silva Ramos (Gordini)
engine. Lap 3.

A. de Portago (Ferrari) tyres and suspension. Lap 6.
 L. Leston (Connaught) torsion bar. Lap 6.
 R. Manzon (Gordini) gearbox. Lap 7.
 L. Villoresi (Maserati) valve. Lap 7.
 E. Castellotti (Ferrari) steering. Lap 9.
 P. Taruffi (Vanwall) suspension. Lap 12.

M. Trintignant (Vanwall) suspension. Lap 13.
 B. Halford (Maserati) engine. Lap 16.
 J. M. Fangio (Ferrari), engine, steering and De Dion tube. Lap 20.
 J. Behra (Maserati) ignition. Lap 23.
 H. Schell (Vanwall) suspension and loss of oil. Lap 32.
 J. Behra (driving U. Maglioli's Maserati) steering. Lap 42.
 L. Musso (Ferrari) steering. Lap 47.

Starting Grid (E)

1 Fangio 2'42.6.	2 Castellotti 2'43.4.	3 Musso 2'43.7.
4 Taruffi 2'45.4.	5 Behra 2'45.6.	6 Moss 2'45.9.
7 Collins 2'46.	8 Villoresi 2'47.7.	9 de Portago 2'47.8.
10 Schell 2'50.1.	11 Trintignant 2'51.6.	12 Maglioli 2'52.7.
13 Salvadori 2'54.6.	14 Piotti 2'58.4.	15 Fairman 2'59.2.
16 Gerini 3'02.6.	17 Godia 3'02.9.	18 de Graffenried 3'03.3.
19 Leston 3'04.3.	20 da Silva Ramos 3'04.8.	23 Flockhart 3'08.1.
21 Halford 3'05.	22 Manzon 3'06.6.	
24 Simon 3'13.3.		

G. von Trips (Ferrari) practiced (2'51.6) but crashed in second practice section and did not start.

FINAL CHAMPIONSHIP POSITIONS

5/7

1 Juan Manuel Fangio	points (33) 30*	Ron Flockhart	points 4
2 Stirling Moss	(28) 27*	12 Cesare Perdisa	3
3 Peter Collins	25	Harry Schell	3
4 Jean Behra	22	Alfonso de Portago	3
5 Eugenio Castellotti	7½	15 Olivier Gendebien	2
6 Paul Frere	6	Hernando da Silva Ramos	2
Francesco Godia	6	Luigi Villoresi	2
8 Jack Fairman	5	Horace Gould	2
9 Luigi Musso	4	Louis Rosier	2
Mike Hawthorn	4	20 Chico Landi	1½
		Gerino Gerini	1½

*Best five performances

It's Fangio Champion for fifth time—Great year for Vanwall—Moss wins three events for Vanwall and finishes runner-up in Championship for third time—Connaught withdraw from racing—Castellotti, Wharton and de Portago killed.

In 1957 Juan Manuel Fangio changed his allegiance, leaving Ferrari to re-join Officine Maserati. Also driving for the Trident team were Behra, Schell, who had decided not to re-sign with Vanwall, and Carlos 'Charley' Menditeguy, Fangio's protégé from the Argentine.

Moss decided to go British and teamed up with Vanwall along with Tony Brooks and on several occasions Stuart Lewis-Evans.

Ferrari campaigned with Hawthorn, Collins, Castellotti and Musso as the main strength.

The BRM organisation found themselves without a notable number one and started the year off with Ron Flockhart and Roy Salvadori.

Now 47 years old Fangio showed he was still on peak form by winning the first three rounds in the championship — the Argentine, Monaco and French races. He also won the German Grand Prix, assuring himself of his fifth title.

As Vanwall did not make the trip to the Argentine, Moss managed to obtain a ride with Maserati, but gearbox maladies at the start left him to complete the race several laps behind the leaders. However he did set up the fastest lap of the day.

Behra (Maserati), Castellotti (Ferrari) and Collins (Ferrari) all took turns in front during the opening laps, but it was not long before Fangio took over his familiar role

at the head of the field. Only Behra, who was second managed to complete the 100 laps along with 'El Cheuco', while Menditeguy (Maserati) was third, ahead of Schell (Maserati), and the Gonzalez-de Portago (Ferrari).

It was a disastrous day for the Prancing Horse stable. Collins, Musso and Hawthorn all retired with clutch trouble, while Castellotti was lucky to escape injury when his car lost a rear wheel.

Only a few weeks later the motoring world mourned the death of young Eugenio Castellotti, who was killed while testing a Ferrari at Modena.

Another very popular and versatile driver, Ken Wharton, had also been killed in a race in New Zealand. Wharton was perhaps best known for his many successes in the British Hill Climb Championships, although he was equally at home in most forms of the sport.

Fangio continued his winning ways at Monaco after Moss (Vanwall), Collins (Ferrari) and Hawthorn (Ferrari) had been eliminated shortly after the start when Moss ran into the barricade near the chicane. Collins and Hawthorn joined the pile-up as did Brooks in the second Vanwall. Fortunately Brooks managed to extricate his car continuing in great style to finish second only 20 odd seconds behind Fangio.

The bespectacled American star, Masten Gregory finished third at the wheel of a Maserati, while Lewis-Evans secured fourth spot for Connaught.

Unluckiest driver of the day was Jack Brabham, who had driven sensationally to put his 2.2 litre

Cooper-Climax into third position a few laps from the end. But the fuel pump drive failed and gallant Jack pushed his car more than half a mile to take the chequered flag in sixth place—receiving a tremendous ovation from the crowd.

The week before the Monaco race Ferrari had lost another of its drivers, the popular Alfonso 'Fon' de Portago, who was killed in the Mille Miglia. A sad loss indeed.

Meanwhile the organisers of the Belgian and Dutch Grand Prix had cancelled their events for financial reasons.

For the first time the French round was held on the Rouen-Essarts circuit and Fangio (Maserati) showed complete mastery by winning his third grand prix of the season. Luigi Musso (Ferrari), was the only other driver to finish on the same lap, coming in second ahead of team mates Collins and Hawthorn. Schell and Behra brought their Maserati's into fifth and sixth positions.

Neither Moss or Brooks reported at Rouen. Moss was recovering from illness and Brooks had been injured in an accident at Le Mans. Salvadori and Lewis-Evans took over in the Vanwall cockpits, but both retired.

BRM experienced another bad day. Flockhart crashed his machine on the third lap and the American Herbert MacKay Fraser, driving in his first Grand Prix, was forced out with transmission problems. He died the following week in a crash during a Formula Two race.

A shock for British race fans came when Connaught withdrew their support and put up their cars for sale by auction. They had never won a Championship race, but they had fought hard for honours.

Saturday, July 20, 1957, will long

be remembered by British race enthusiasts. For on that day Stirling Moss drove the race of his life to win the British Grand Prix at Aintree for Vanwall. After his own car started giving trouble—Moss was in the lead at the time—he took over Brooks' machine, which was down in sixth place, and proceeded to give the crowds a demonstration of his superb driving ability by working his way back to the front of the field. It was a sensational performance.

Stuart Lewis-Evans in the third Vanwall also drove well and was in line to finish second before fuel pump troubles, forced him down to seventh.

Ferraris filled the second, third and fourth positions, in the order Musso, Hawthorn and Trintignant. Salvadori (Cooper-Climax) was fifth ahead of Bob Gerard's Cooper-Bristol.

There was no success for Maserati. Fangio's car was never running properly, Behra's clutch packed up while he was in the lead, and Schell and Menditeguy both retired.

Juan Manuel Fangio must surely be rated as one of the best three drivers of all time, to many he is the greatest. And at the Nurburgring on August 4 he scored his last and perhaps his most superb victory of his Grand Prix career.

After Hawthorn (Ferrari) nosed ahead at the start of the German Grand Prix, Fangio roared to the front and built up a commanding lead as the Ferraris fought in vain to narrow the gap. But on lap 12 the Argentinian was forced to come into the pits to re-fuel and change tyres allowing Hawthorn and Collins into a 60-second plus lead.

Fangio left the pits and almost ruthlessly started to carve away the

Ferrari lead. He smashed the lap record 10 times, leaving it at 9min 17.4sec. 91.53mph, and on the penultimate lap, caught and passed Collins and Hawthorn to cross the line a mere 3.6sec in front of the Farnham Flyer. Collins was third in front of Musso (Ferrari) and Moss (Vanwall) who had suffered from suspension problems throughout the race.

Several Formula Two machines had been allowed to start with the best result coming from Edgar Barth (Porsche) who won the section from Brian Naylor (Cooper).

The next race was on the mountain circuit at Pescara. And as Ferrari had placed a ban on his cars running on Italian road circuits his team was withdrawn leaving Hawthorn and Collins without a drive. Musso who contended he still stood an outside chance of carrying off the world title was 'loaned' a car for the race.

In fact it was Musso (Ferrari) who seized the lead at the start, pursued by Moss (Vanwall) and Fangio (Maserati). But on the second lap Moss slipped through and went on to score his second victory for

Vanwall. Musso retired on the 10th lap leaving Fangio, who came into the pits to change a wheel after striking a kerb, to take second place. Schell (Maserati) finished third, ahead of Gregory (Maserati), Lewis-Evans (Vanwall) and Giorgio Scarlatti (Maserati). Jack Brabham brought his small Cooper-Climax in seventh.

Three Vanwalls (Lewis-Evans, Moss and Brooks) shared the front row with Behra (Maserati) at the Italian Grand Prix. And a great tussle developed during the race between the Vanwall, Maserati and Ferrari teams. But all struck trouble apart from Moss, who went on to give Vanwall their third championship victory, and Fangio (Maserati) in second place.

Graf von Trips the bearded German star enjoyed his best race to-date bringing his Ferrari in third ahead of Gregory (Maserati), who had enjoyed a successful first season in grand prix racing.

Fangio had won the championship, but Italian domination was at an end. At last a British car had shown it could beat the red cars fair and square.

ARGENTINE GRAND PRIX

Circuit: Buenos Aires. *Date:* January 13. *Laps:* 100 (3 hours)

Results

- 1 J. M. Fangio (Maserati),
3hr 0min 55.9sec. 80.47mph.
- 2 J. Behra (Maserati),
3hr 1min 14.2sec.
- 3 C. Menditeguy (Maserati), 99 laps
- 4 H. Schell (Maserati), 98 laps.
- 5 F. Gonzalez/A. de Portago
(Ferrari), 98 laps.
- 6 G. von Trips/P. Collins/
C. Perdica (Ferrari), 98 laps.
- 7 J. Bonnier (Maserati), 95 laps.
- 8 S. Moss (Maserati), 93 laps.

- 9 A. de Tomaso (Ferrari), 91 laps.
 - 10 L. Piotti (Maserati), 90 laps.
- Fastest lap:* Moss (Maserati),
1min 44.7sec. 83mph.

Retirements

- P. Collins (Ferrari), clutch. Lap 26.
L. Musso (Ferrari) clutch. Lap 31.
J. M. Hawthorn (Ferrari) clutch.
Lap 35.
E. Castellotti (Ferrari) rear wheel.
Lap 75.

Starting Grid (B)

- | | | |
|------------------------|----------------------|----------------------|
| 1 Moss 1'42.6. | 2 Fangio 1'43.7. | 3 Behra 1'44.0. |
| 4 Castellotti 1'44.2. | 5 Collins 1'44.6. | 6 Musso 1'44.8. |
| 7 Hawthorn 1'44.8. | 8 Menditeguy 1'45.1. | 9 Schell 1'46.6. |
| 10 F. Gonzalez 1'46.8. | 11 Perdisa 1'48.6. | 12 de Tomaso 1'56.1. |
| 13 Bonnier 1'58.2. | 14 Piotti 1'58.2. | |

MONACO GRAND PRIX

Circuit: Monte Carlo. *Date:* May 19. *Laps:* 105 (205 miles).

Results

- | | |
|--|---|
| 1 J. M. Fangio (Maserati),
3hr 10min 12.8sec. 64.72mph. | P. Collins (Ferrari) crash. Lap 3.
J. M. Hawthorn (Ferrari) crash.
Lap 3.
H. Gould (Maserati) oil tank. Lap 9.
H. Schell (Maserati) suspension.
Lap 22.
I. Bueb (Connaught) fuel tank.
Lap 46.
C. Menditeguy (Maserati) crash.
Lap 50.
R. Flockhart (BRM) engine. Lap 59.
G. Scarlatti/H. Schell (Maserati)
oil leak. Lap 64.
G. von Trips/J. M. Hawthorn
(Ferrari) engine/crash. Lap 95. |
| 2 T. Brooks (Vanwall),
3hr 10min 38.0sec. | |
| 3 M. Gregory (Maserati), 103 laps. | |
| 4 S. Lewis-Evans (Connaught),
102 laps. | |
| 5 M. Trintignant (Ferrari), 100 laps. | |
| 6 J. Brabham (Cooper-Climax),
100 laps. | |
- Fastest lap:* Fangio (Maserati),
1min 45.6sec. 66.63mph.

Retirements

- S. Moss (Vanwall) crash. Lap 3.

Starting Grid (A)

- | | | |
|------------------------|----------------------|----------------------|
| 1 Fangio 1'42.7. | 2 Collins 1'43.3. | 3 Moss 1'43.6. |
| 4 Brooks 1'44.4. | 5 Hawthorn 1'44.6. | 6 Menditeguy 1'46.7. |
| 7 Trintignant 1'46.7. | 8 Schell 1'47.3. | 9 von Trips 1'47.9. |
| 10 Gregory 1'48.4. | 11 Flockhart 1'48.6. | 12 Gould 1'48.7. |
| 13 Lewis-Evans 1'49.1. | 14 Scarlatti 1'49.2. | 15 Brabham 1'49.3. |
| 16 Bueb 1'49.4. | | |

R. Salvadori (BRM) 1'50.9, L. Piotti (Maserati) 1'54.3, A. Simon (Maserati) 1'51.7 and L. Leston (Cooper) 1'58.9 failed to qualify.

FRENCH GRAND PRIX

Circuit: Rouen-Essarts. *Date:* July 7. *Laps:* 77 (312.57miles).

Results

- | | |
|--|--|
| 1 J. M. Fangio (Maserati),
3hr 7min 46.4sec. 100.02mph. | 7 M. McDowell/J. Brabham
(Cooper-Climax), 68 laps. |
| 2 L. Musso (Ferrari),
3hr 8min 37.2sec. | <i>Fastest lap:</i> Musso (Ferrari),
2min 22.4sec. 102.87mph. |
| 3 P. Collins (Ferrari),
3hr 9min 52.4sec. | |
| 4 J. M. Hawthorn (Ferrari), 76 laps. | |
| 5 H. Schell (Maserati), 70 laps. | |
| 6 J. Behra (Maserati), 69 laps. | |

Retirements

- R. Flockhart (BRM) crash. Lap 3.
H. Gould (Maserati) axle. Lap 4.
J. Brabham (Cooper-Climax)

suspension. Lap 4.
M. Trintignant (Ferrari) ingition.
Lap 23.
H. MacKay Fraser (BRM)
transmission. Lap 24.

R. Salvadori (Vanwall) engine.
Lap 25.
S. Lewis-Evans (Vanwall) steering.
Lap 30.
C. Menditeguy (Maserati) radiator
(oil). Lap 30.

Starting Grid (A)

- | | | |
|------------------------|-----------------------|----------------------|
| 1 Fangio 2'21.5. | 2 Behra 2'22.6. | 3 Musso 2'22.7. |
| 4 Schell 2'23.2. | 5 Collins 2'23.3. | 6 Salvadori 2'25.1. |
| 7 Hawthorn 2'25.6. | 8 Trintignant 2'25.9. | 9 Menditeguy 2'26.1. |
| 10 Lewis-Evans 2'27.6. | 11 Flockhart 2'27.8. | 12 Fraser 2'29.9. |
| 13 Brabham 2'30.9. | 14 Gould 2'35.0. | 15 McDowell 2'38.6. |

BRITISH GRAND PRIX (European GP).

Circuit: Aintree. *Date:* July 20. *Laps:* 90 (270 miles).

Results

- 1 S. Moss/T. Brooks (Vanwall),
3hr 6min 37.8sec. 86.8mph.
- 2 L. Musso (Ferrari),
3hr 7min 3.4sec.
- 3 J. M. Hawthorn (Ferrari),
3hr 7min 20.6sec.
- 4 M. Trintignant (Ferrari), 88 laps.
- 5 R. Salvadori (Cooper-Climax),
85 laps.
- 6 F. R. Gerard (Cooper-Bristol),
82 laps.
- 7 S. Lewis-Evans (Vanwall),
82 laps.
- 8 I. Bueb (Maserati), 71 laps.

Fastest lap: Moss (Vanwall)
1min 59.2sec. 90.6mph.

Retirements

- J. Bonnier (Maserati) gearbox.
Lap 18.
C. Menditeguy (Maserati)
transmission. Lap 35.
H. Schell (Maserati) water pump.
Lap 39.
L. Leston (BRM) engine. Lap 45.
J. Fairman (BRM) engine. Lap 48.
J. M. Fangio (Maserati) engine.
Lap 49.
T. Brooks (Vanwall) fuel pump.
Lap 51.
P. Collins (Ferrari) water line.
Lap 53.
J. Behra (Maserati) clutch. Lap 69.
J. Brabham (Cooper-Climax)
clutch. Lap 75.

Starting Grid (C)

- | | | |
|--------------------|-----------------------|-----------------------|
| 1 Moss 2'00.2. | 2 Behra 2'00.4. | 3 Brooks 2'00.4. |
| 4 Fangio 2'00.6. | 5 Hawthorn 2'01.2. | 6 Lewis-Evans 2'01.2. |
| 7 Schell 2'01.4. | 8 Collins 2'01.8. | 9 Trintignant 2'03.2. |
| 10 Musso 2'03.4. | 11 Menditeguy 2'05.4. | 12 Leston 2'05.6. |
| 13 Brabham 2'07.0. | 15 Salvadori 2'07.4. | 16 Fairman 2'08.6. |
| 17 Bonnier 2'12.6. | 18 Gerard 2'12.6. | 19 Bueb 2'15.4. |

Non-starter: H. Gould (Maserati), 2'07.0.

GERMAN GRAND PRIX

Circuit: Nurburgring. *Date:* August 4. *Laps:* 22 (311.74 miles).

Results

- 1 J. M. Fangio (Maserati),
3hr 30min 38.3sec. 88.7mph.
- 2 J. M. Hawthorn (Ferrari),
3hr 30min 41.9sec.
- 3 P. Collins (Ferrari),
3hr 31min 13.9sec.
- 4 L. Musso (Ferrari),
3hr 34min 15.9sec.
- 5 S. Moss (Vanwall),
3hr 35min 15.8sec.
- 6 J. Behra (Maserati),
3hr 35min 16.8sec.
- 7 H. Schell (Maserati),
3hr 37min 25.8sec.
- 8 M. Gregory (Maserati), 21 laps.
- 9 T. Brooks (Vanwall), 21 laps.
- 10 G. Scarlatti (Maserati), 21 laps.
- 11 B. Halford (Maserati), 21 laps.

Fastest lap: Fangio (Maserati),
9min 17.4sec. 91.53mph.

Retirements

- H. Gould (Maserati) rear axle.
Lap 3.
S. Lewis-Evans (Vanwall) gearbox.
Lap 11.

- F. Godia (Maserati) steering.
Lap 12.
H. Herrmann (Maserati) chassis.
Lap 15.

Results (Formula 2 Class)

- 1 E. Barth (Porsche) 21 laps.
 - 2 B. Naylor (Cooper), 20 laps.
 - 3 C. G. de Beaufort (Porsche),
20 laps.
 - 4 A. Marsh (Cooper), 17 laps.
- Fastest lap:* R. Salvadori (Cooper),
10min 3.8sec. 84.51mph.

Retirements

- R. Gibson (Cooper) steering.
Lap 4.
P. England (Cooper) distributor.
Lap 5.
J. Brabham (Cooper) transmission.
Lap 7.
R. Salvadori (Cooper) suspension.
Lap 12.
U. Maglioli (Porsche) engine.
Lap 14.

Starting Grid (B)

- | | | |
|-----------------------|-------------------------|-----------------------|
| 1 Fangio 9'25.6. | 2 Hawthorn 9'28.4. | 3 Behra 9'30.5. |
| 4 Collins 9'34.7. | 5 Brooks 9'36.1. | 6 Schell 9'39.2. |
| 7 Moss 9'41.2. | 8 Musso 9'43.1. | 9 Lewis-Evans 9'45.0. |
| 10 Gregory 9'51.5. | 11 Herrmann 10'00.0. | 12 Barth 10'02.2. |
| 13 Scarlatti 10'04.9. | 14 Salvadori 10'06.0. | 15 Maglioli 10'08.9. |
| 16 Halford 10'14.5. | 17 Naylor 10'15.0. | 18 Brabham 10'18.8. |
| 19 Gould 10'20.8. | 20 de Beaufort 10'25.9. | 21 Godia 10'32.3. |
| 22 Marsh 10'48.2. | 23 England 11'08.4. | 24 Gibson 11'46.4. |

PESCARA GRAND PRIX

Circuit: Pescara. *Date:* August 18. *Laps:* 18 laps (289 miles).

Results

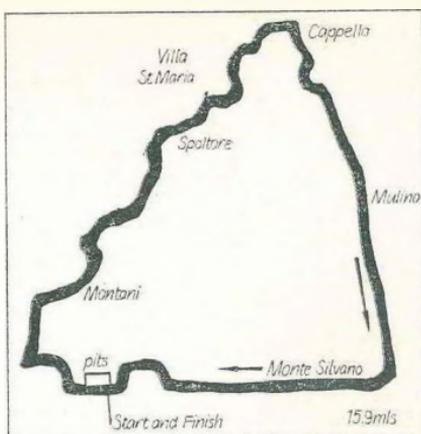
- 1 S. Moss (Vanwall),
2hr 59min 22.7sec. 95.55mph.
- 2 J. M. Fangio (Maserati),
3hr 2min 36.6sec.
- 3 H. Schell (Maserati),
3hr 6min 9.5sec.
- 4 M. Gregory (Maserati),
3hr 7min 39.2sec.
- 5 S. Lewis-Evans (Vanwall),
17 laps.
- 6 G. Scarlatti (Maserati), 17 laps.
- 7 J. Brabham (Cooper-Climax),

16 laps.

Fastest lap: Moss (Vanwall),
9min 44.6sec 97.87mph.

Retirements

- T. Brooks (Vanwall) engine. Lap 1.
L. Piotti (Maserati) transmission.
Lap 1.
H. Gould (Maserati) crash. Lap 1.
R. Salvadori (Cooper-Climax)
suspension. Lap 4.
J. Behra (Maserati) engine. Lap 5.
J. Bonnier (Maserati) engine.
Lap 7.
B. Halford (Maserati) differential.
Lap 9.
L. Musso (Ferrari) oil tank. Lap 9.



F. Godia (Maserati) engine. Lap 9.

Starting Grid (A)

- | | | |
|-----------------------|------------------------|-----------------------|
| 1 Fangio 9'44.6. | 2 Moss 9'54.7. | 3 Musso 10'00.0. |
| 4 Behra 10'03.1. | 5 Schell 10'04.6. | 6 Brooks 10'08.8. |
| 7 Gregory 10'26.1. | 8 Lewis-Evans 10'29.6. | 9 Bonnier 10'36.2. |
| 10 Scarlatti 10'36.6. | 11 Gould 10'49.6. | 12 Godia 11'09.8. |
| 13 Piotti 11'10.6. | 14 Halford 11'16.3. | 15 Salvadori 11'24.2. |
| 17 Brabham 11'35.2. | | |

ITALIAN GRAND PRIX

Circuit: Monza. *Date*: September 8. *Laps*: 87 (311 miles).

Results

- 1 S. Moss (Vanwall),
2hr 35min 3.9sec. 120.28mph.
- 2 J. M. Fangio (Maserati),
2hr 35min 45.1sec.
- 3 G. von Trips (Ferrari),
85 laps.
- 4 M. Gregory (Maserati), 84 laps.
- 5 G. Scarlatti/H. Schell (Maserati),
84 laps.
- 6 J. M. Hawthorn (Ferrari), 83 laps
- 7 T. Brooks (Vanwall), 82 laps.
- 8 L. Musso (Ferrari), 82 laps.
- 9 F. Godia (Maserati), 81 laps.
- 10 H. Gould (Maserati), 78 laps.
- 11 A. Simon/O. Volonterio
(Maserati), 72 laps.

Fastest lap: Brooks (Vanwall),
1min 43.7sec. 124.04mph.

Retirements

- L. Piotti (Maserati) engine. Lap 3.
J. Bonnier (Maserati) overheating.
Lap 31.
H. Schell (Maserati) water pump.
Lap 34.
B. Halford (Maserati) engine.
Lap 47.
S. Lewis-Evans (Vanwall) engine.
Lap 49.
J. Behra (Maserati) engine. Lap 50.
P. Collins (Ferrari) cylinder block.
Lap 62.

Starting Grid (B)

- | | | |
|-----------------------|-----------------|------------------|
| 1 Lewis-Evans 1'42.4. | 2 Moss 1'42.7. | 3 Brooks 1'42.9. |
| 4 Fangio 1'43.1. | 5 Behra 1'43.9. | 6 Schell 1'45.1. |

- 7 Collins 1'45.3.
 10 Hawthorn 1'46.1.
 13 Bonnier 1'49.7.
 16 Simon 1'52.8.

- 8 von Trips 1'45.5.
 11 Gregory 1'48.9.
 14 Halford 1'51.6.
 17 Piotti 1'52.9.

- 9 Musso 1'45.7.
 12 Scarlatti 1'49.2.
 15 Godia 1'52.2.
 18 Gould 1'53.7.

FINAL CHAMPIONSHIP PLACINGS 5/7

	<i>points</i>		<i>Points</i>
1 Juan Manuel Fangio	(46) 40*	9 Jean Behra	6
2 Stirling Moss	25	10 Stuart Lewis-Evans	5
3 Luigi Musso	16	Maurice Trintignant	5
4 Mike Hawthorn	13	12 Wolfgang Von Trips	4
5 Tony Brooks	11	Carlos Menditeguy	4
6 Harry Schell	10	14 Roy Salvadori	2
Masten Gregory	10	15 Giorgio Scarlatti	1
8 Peter Collins	8	Froilan Gonzalez	1
		Alfonso de Portago	1

* Best five performances

Some compilers have only given Trintignant $1\frac{1}{2}$ points for his 4th place in the British GP because Collins drove the car for a few laps. This would reduce his seasons total to $3\frac{1}{2}$. Collins, however, was given no points as it was considered he had completed insufficient laps, so it is reasonable to expect that Trintignant received the full 3 points for his 4th place.

Mike Hawthorn becomes first-ever British World Champion—Moss a gallant runner-up—'Giant Killer' act at Buenos Aires—Season marred by tragic loss of Musso, Collins and Lewis-Evans—Fangio retires—New British marqueses show promise.

One Grand Prix victory was sufficient for Mike Hawthorn to carry off the coveted World Championship title—the first Britisher to win the crown. No one can deny 'The Farnham Flyer' the highest accolade in motor sport. But many people, including myself, sympathised with Stirling Moss, who with four wins under his belt, again had to be content with being runner-up. Hawthorn, however, showed considerable consistency gaining one win, five seconds, a third and a fifth for Ferrari.

Poor pre-race organisation almost ruined the Argentine Grand Prix. Maserati had withdrawn from racing, and sold two of the ex-works machines for Fangio and Menditeguy, BRM and Vanwall were not ready. At the last minute Moss was entered in Rob Walker's diminutive 2.2 litre Cooper-Climax, which on paper was no match for the might of Ferrari.

But Moss provided the sensation of the year by pulling off a magnificent victory, beating Luigi Musso (Ferrari) by 2.7 seconds. Behra (Maserati), Hawthorn (Ferrari) and Fangio (Maserati) all led initially, but setbacks allowed Moss, who had been right up with the leaders, into first place. In the closing stages Moss was forced to slow slightly because of tyre wear, but his canny driving kept the flying

Ferraris at bay. Hawthorn finished third behind Musso, while Fangio, who recorded the fastest lap, secured fourth spot after a pit stop. Only Collins whose Ferrari broke its axle on the first lap retired.

The Rob Walker team sprang another surprise at Monaco. On this occasion 'Le Petoulet' Maurice Trintignant piloted the 'little' Cooper and just as he did at Monaco in 1955, bided his time, allowing the faster machines to fall by the wayside before pouncing and taking the lead. Trintignant won, while Musso (Ferrari) again finished second, ahead of Collins (Ferrari), Brabham (Cooper-Climax), Schell (BRM) and Cliff Allison, who gave Lotus-Climax a satisfactory debut.

A three-pronged onslaught from Vanwall failed with Moss, who led at one stage, Brooks and Lewis-Evans, all retiring.

Moss put Vanwall back in the forefront in the Dutch Grand Prix with a splendid win, ahead of Harry Schell and Jean Behra, who gave BRM their finest result up to that time.

Another British car, Roy Salvadori's Cooper-Climax filled fourth spot, while the best performance for Ferrari came from Hawthorn in fifth place. Cliff Allison again brought his Lotus into sixth position.

British cars had filled the first two rows of the starting grid in practice with the three Vanwalls occupying the front row.

A Dutch driver Carel Godin de Beaufort kept out of everybody's way and brought his Porsche in 11th and last place some six laps behind the winner.

Ferrari far from satisfied with their performances of late had high

hopes for the Belgian Grand Prix. But again their attack failed and it was Tony Brooks who led across the line for Vanwall. Hawthorn (Ferrari) was second, in front of Lewis-Evans (Vanwall) and Allison in the tiny Lotus.

In fact Allison may well have won the race if it had been one lap longer. For Brooks crawled across the line when the gearbox on the Vanwall jammed, Hawthorn's engine blew up a few yards from the finish, and the rear wishbone on Lewis-Evans' Vanwall collapsed as he took the chequered flag.

Poor Stirling Moss was out of luck. The engine on his Vanwall blew up soon after the start.

History was made in the race by Miss Teresa de Filippis, of Italy, who became the first woman to ever compete in a World Championship event. And very well she drove too, eventually finishing 10th in her Maserati, two laps behind the winner.

The scene of Hawthorn's greatest triumph—Rheims 1953—was also to be the scene of Mike's new bid on the championship title. Leading the Prancing Horse revival Hawthorn won from Moss's Vanwall after as great race in which Hawthorn, Moss, Brooks (Vanwall), Behra (BRM), Fangio (Maserati) and Schell (BRM) had been involved in an exciting wheel to wheel duel with the lead continually changing in the opening laps.

The event was tinged with sadness. Luigi Musso, on whom Italy pinned their hopes, crashed his Ferrari at Muizon while challenging Hawthorn for the lead, and died. Temperamental he may have been, but Luigi was a superb driver on his day, always seeking the victory which had eluded him.

It was also sad because Juan

Manuel Fangio decided to hang up his crash helmet after the race. Incidentally he finished fourth in his Maserati, after being forced to pit his car at one stage with clutch trouble. El Cheuco was well-loved by race fans throughout the world and was perhaps the greatest driver of all time.

None of the three BRMs—Trintignant, Behra or Schell, or the two Lotus—Allison and Graham Hill finished.

The battle for the title was a cliff-hanger—both Hawthorn and Moss shared the lead each on 23 points as the circus moved to Silverstone for the British Grand Prix. But Moss was sidelined after 24 laps when his engine went bang, leaving Collins who set a sizzling pace to take victory for Ferrari with Hawthorn second. Salvadori drove a magnificent race to secure third place in his Cooper a matter of feet ahead of Lewis-Evans (Vanwall). None of the Lotus—Hill, Allison or Stacey finished.

Moss's bid on the championship took a further jolt in the German Grand Prix when after establishing an early lead he went out with magneto trouble on the fourth tour. It looked as though the Ferraris of Hawthorn and Collins would carry off the honours, but Tony Brooks took the bit between his teeth, and eventually caught up and passed the red cars.

Then tragedy struck. While Collins duelled with Brooks for the lead on the 11th lap he went off the track and crashed. He died soon afterwards. The accident effected Hawthorn's driving—he always referred to Peter Collins as 'Mon Ami'—and he retired the following lap. Salvadori (Cooper) was second ahead of Trintignant (Cooper) and Von Trips (Ferrari).

New Zealander Bruce McLaren drove his Cooper brilliantly in the Formula Two section to finish fifth overall (1st in the F2 class).

Stirling Moss renewed his attack on the Championship at the first ever Portuguese Grand Prix on the Oporto circuit with a terrific win for Vanwall. But many say he ruined his title chances with his reported misinterpretation of a pit signal. The signal held out to him read 'Haw-Rec.' Moss, it is claimed thought this meant 'Hawthorn-Regular,' when it in fact meant Hawthorn had just recorded the fastest lap. Moss continued to drive rapidly, but is alleged not to have made any strenuous effort to set up a faster lap. Hawthorn (Ferrari) finished second, ahead of Lewis-Evans (Vanwall), Behra (BRM) and Trips (Ferrari). Seven out of the nine finishers were British cars.

The championship fight was still wide open, but in the Italian Grand Prix a jinx struck at Moss yet again. Moss ended up in the dead car park when his gearbox failed. Hawthorn, who had been in the lead was doomed to call in at the pits for a wheel change and then his clutch started playing up, but he still managed to finish second behind Tony Brooks's Vanwall. Phil Hill, the American sports car ace, driving in his first Formula One drive gave a good account of himself, leading at one stage and eventually taking third place. He also set the fastest lap at 125mph.

Salvadori (Cooper) maintained his impressive record by coming in fifth in front of Graham Hill (Lotus) and Allison (Lotus).

The Masten Gregory-Carrol Shelby Maserati was classified

fourth after being disqualified at one stage through a technicality. Shelby had not been entered to drive for the Temple Buell Maserati . . . the car driven by Gregory, but had started in a Centro-Sud Maserati.

The attractive Italian racer, Maria Teresa de Filippis (Maserati) was in a good position to collect championship points, before she was forced out on the 58th lap.

With only one event to go—the first ever Moroccan Grand Prix on the Ain Diab circuit at Casablanca Moss still had an outside chance of taking the championship—but he had to win and set fastest lap. Hawthorn, if Moss achieved his target had to finish higher than third. Both achieved their targets.

But it was a fantastic race. Moss (Vanwall) shot into the lead and held it to the end. Hawthorn (Ferrari) on the other hand had to fight all the way and was lucky to have Phil Hill (Ferrari) to back him up. Brooks, who held second place for sometime looked like keeping Hawthorn from collecting the title, until his Vanwall blew up. Hawthorn finished second and the title; Phil Hill was third, Bonnier (BRM) was fourth after a superb drive and Schell (BRM) was fifth.

The race was marred by an accident involving Stuart Lewis-Evans (Vanwall) He was rushed to hospital but succumbed to his injuries.

At the end of the race Mike Hawthorn decided to retire while he was at the top—but three months later he was dead, killed in a road accident in Surrey. Without a doubt he was one of the most dashing drivers in his era.

ARGENTINE GRAND PRIX

Circuit: Buenos Aires. Date: January 19. Laps: 80 (194.9 miles).

Results

- | | |
|---|---|
| 1 S. Moss (Cooper-Climax),
2hr 19min 33.7sec. 83.614mph. | 6 H. Schell (Maserati), 77 laps. |
| 2 L. Musso (Ferrari),
2hr 19min 36.4sec. | 7 C. Menditeguy (Maserati), 76 laps. |
| 3 J. M. Hawthorn (Ferrari),
2hr 19min 46.3sec. | 8 F. Godia (Maserati), 75 laps. |
| 4 J. M. Fangio (Maserati),
2hr 20min 26.7sec. | 9 H. Gould (Maserati), 71 laps. |
| 5 J. Behra (Maserati), 78 laps. | <i>Fastest lap: Fangio (Maserati),
1min 41.8sec. 85.973mph.</i> |

Retirement

P. Collins (Ferrari) axle. Lap 1.

Starting Grid (D)

- | | | |
|------------------|--------------------|----------------------|
| 1 Fangio 1'42.0. | 2 Hawthorn 1'42.6. | 3 Collins 1'42.6. |
| 4 Behra 1'42.7. | 5 Musso 1'42.9. | 6 Menditeguy 1'43.7. |
| 7 Moss 1'44.0. | 8 Schell 1'44.2. | 9 Godia 1'49.3. |
| 10 Gould 1'51.7. | | |

MONACO GRAND PRIX

Circuit: Monte Carlo. Date: May 18. Laps: 100 (195 miles).

Results

- | | |
|---|--|
| 1 M. Trintignant (Cooper-Climax),
2hr 52min 27.9sec. 67.9mph. | Lap 12. |
| 2 L. Musso (Ferrari),
2hr 52min 48.2sec. | T. Brooks (Vanwall) plug. Lap 21. |
| 3 P. Collins (Ferrari),
2hr 53min 06.7sec. | G. Scarlatti (Maserati) engine.
Lap 26. |
| 4 J. Brabham (Cooper-Climax),
97 laps. | J. Behra (BRM) brakes. Lap 28. |
| 5 H. Schell (BRM), 91 laps. | S. Moss (Vanwall) valve. Lap 38. |
| 6 C. Allison (Lotus-Climax), 87 laps. | J. M. Hawthorn (Ferrari) fuel
pump. Lap 46. |
| <i>Fastest lap: J. M. Hawthorn
(Ferrari), 1min 40.6sec. 69.94mph.</i> | R. Salvadori (Cooper-Climax)
gearbox. Lap 55. |
| | G. Hill (Lotus-Climax) transmission
Lap 69. <i>Lost wheel</i> |
| | J. Bonnier (Maserati) crash. Lap 71. |
| | G. von Trips (Ferrari) engine.
Lap 90. |

Retirements

S. Lewis-Evans (Vanwall) steering.

Starting Grid (A)

- | | | |
|-----------------------|-----------------------|----------------------|
| 1 Brooks 1'39.8. | 2 Behra 1'40.8. | 3 Brabham 1'41.0. |
| 4 Salvadori 1'41.0. | 5 Trintignant 1'41.1. | 6 Hawthorn 1'41.5. |
| 7 Lewis-Evans 1'41.8. | 8 Moss 1'42.3. | 9 Collins 1'42.4. |
| 10 Musso 1'42.6. | 11 Schell 1'43.8. | 12 von Trips 1'44.3. |
| 13 Allison 1'44.6. | 14 Scarlatti 1'44.7. | 15 Hill 1'45.0. |
| 16 Bonnier 1'45.0. | | |

Several entries failed to qualify. They included G. Cabianna (Osca), L. Piotti (Osca), F. Godia (Maserati), G. Gerini (Maserati), Miss T. de Fillipis (Maserati), A. Testut (Maserati), L. Chiron (Maserati), L. Tarmazzo (Maserati).

DUTCH GRAND PRIX

Circuit: Zandvoort. Date: May 25. Laps: 75 (195 miles).

Results

- 1 S. Moss (Vanwall),
2hr 4min 49.2sec. 93.95mph.
- 2 H. Schell (BRM),
2hr 5min 37.1sec.
- 3 J. Behra (BRM),
2hr 6min 31.5sec.
- 4 R. Salvadori (Cooper-Climax),
74 laps.
- 5 J. M. Hawthorn (Ferrari), 74 laps.
- 6 C. Allison (Lotus), 73 laps.
- 7 L. Musso (Ferrari), 73 laps.
- 8 J. Brabham (Cooper), 73 laps.
- 9 M. Trintignant (Cooper),
72 laps.
- 10 J. Bonnier (Maserati), 71 laps.

11 C. G. de Beaufort (Porsche),
69 laps.

Fastest lap: Moss (Vanwall),
1min 38.5sec. 94.78mph.

Retirements

T. Brooks (Vanwall) axle. Lap 14.
M. Gregory (Maserati) fuel pump.
Lap 17.
P. Collins (Ferrari) gearbox. Lap 33.
G. Hill (Lotus) engine. Lap 41.
S. Lewis-Evans (Vanwall) engine.
Lap 47.
G. Scarlatti (Maserati) rear axle.
Lap 51.

Starting Grid (A)

- | | | |
|-----------------------|------------------------|---------------------|
| 1 Lewis-Evans 1'37.1. | 2 Moss 1'38.0. | 3 Brooks 1'38.1. |
| 4 Behra 1'38.4. | 5 Brabham 1'38.5. | 6 Hawthorn 1'39.1. |
| 7 Schell 1'39.2. | 8 Trintignant 1'39.2. | 9 Salvadori 1'39.2. |
| 10 Collins 1'39.3. | 11 Allison 1'39.4. | 12 Musso 1'39.5. |
| 13 Hill 1'39.8. | 14 Gregory 1'42.0. | 15 Bonnier 1'42.3. |
| 16 Scarlatti 1'44.6. | 18 de Beaufort 1'46.7. | |

BELGIAN GRAND PRIX (European GP).

Circuit: Spa-Francorchamps. Date: June 15. Laps: 24 (211.7 miles).

Results

- 1 T. Brooks (Vanwall),
1hr 37min 6.3sec. 129.92mph.
- 2 J. M. Hawthorn (Ferrari),
1hr 37min 27.00sec.
- 3 S. Lewis-Evans (Vanwall),
1hr 40min 7.2sec.
- 4 C. Allison (Lotus),
1hr 41min 21.8sec.
- 5 H. Schell (BRM), 23 laps.
- 6 O. Gendebien (Ferrari), 23 laps.
- 7 M. Trintignant (Maserati),
23 laps.
- 8 R. Salvadori (Cooper), 23 laps.
- 9 J. Bonnier (Maserati), 22 laps.
- 10 M. T. de Filippis (Maserati),
22 laps.

Fastest lap: Hawthorn (Ferrari),
3min 58.3sec. 132.36mph.

Retirements

M. Gregory (Maserati), engine.
Lap 1.
S. Moss (Vanwall) valve. Lap 2.
W. Seidel (Maserati), rear axle.
Lap 5.
J. Behra (BRM) oil pressure. Lap 6.
P. Collins (Ferrari) overheating.
Lap 6.
L. Musso (Ferrari) accident. Lap 6.
G. Hill (Lotus) engine. Lap 11.
J. Brabham (Cooper) overheating.
Lap 17.
F. Godia (Maserati) engine. Lap 22.

Starting Grid (A)

- | | | |
|------------------------|------------------------|---------------------|
| 1 Hawthorn 3'57.1. | 2 Musso 3'57.5. | 3 Moss 3'57.6. |
| 4 Collins 3'57.7. | 5 Brooks 3'59.1. | 6 Gendebien 3'59.3. |
| 7 Schell 4'04.5. | 8 Brabham 4'05.1. | 9 Gregory 4'05.4. |
| 10 Behra 4'06.2. | 11 Lewis-Evans 4'07.2. | 12 Allison 4'07.7. |
| 13 Salvadori 4'15.6. | 14 Bonnier 4'15.7. | 15 G. Hill 4'17.8. |
| 16 Trintignant 4'21.7. | 17 Seidel 4'21.9. | 19 Godia 4'24.5. |
| 20 de Filippis 4'31.0. | | |

Non-starter: K. Kavanagh (Maserati), 4min 45.3sec.

FRENCH GRAND PRIX

Circuit: Rheims. *Date*: July 6. *Laps*: 50 (257.93 miles).

Results

- 1 J. M. Hawthorn (Ferrari),
2hr 3min 21.3sec. 125.46mph.
- 2 S. Moss (Vanwall),
2hr 3min 45.9sec.
- 3 G. von Trips (Ferrari),
2hr 4min 21.0sec.
- 4 J. M. Fangio (Maserati),
2hr 5min 51.9sec.
- 5 P. Collins (Ferrari),
2hr 8min 46.2sec.
- 6 J. Brabham (Cooper-Climax),
49 laps.
- 7 P. Hill (Maserati), 49 laps.
- 8 J. Bonnier (Maserati), 48 laps.
- 9 G. Gerini (Maserati), 47 laps.
- 10 T. Ruttman (Maserati), 45 laps.
- 11 R. Salvadori (Cooper-Climax),
37 laps.

Fastest lap: Hawthorn (Ferrari),
2min 24.9sec. 128.19mph.

Retirements

- C. Allison (Lotus-Climax) engine.
Lap 7.
C. Shelby (Maserati) engine. Lap 8.
L. Musso* (Ferrari) crash. Lap 9.
T. Brooks (Vanwall) gearbox.
Lap 16.
M. Trintignant (BRM) oil pipe.
Lap 24.
F. Godia (Maserati) crash. Lap 29.
G. Hill (Lotus-Climax). Lap 33.
T. Brooks/S. Lewis-Evans
(Vanwall) engine. Lap 35.
J. Behra (BRM) fuel pump. Lap 41.
H. Schell (BRM) fuel pump. Lap 41.
*Died as result of accident.

Starting Grid (A)

- | | | |
|------------------------|----------------------|--------------------|
| 1 Hawthorn 2'21.7. | 2 Musso 2'22.4. | 3 Schell 2'23.1. |
| 4 Collins 2'23.3. | 5 Brooks 2'23.4. | 6 Moss 2'23.7. |
| 7 Trintignant 2'23.7. | 8 Fangio 2'24.0. | 9 Behra 2'24.2. |
| 10 Lewis-Evans 2'25.3. | 11 Godia 2'27.1. | 12 Brabham 2'27.3. |
| 13 P. Hill 2'29.5. | 14 Salvadori 2'30.0. | 15 Gerini 2'30.7. |
| 16 Bonnier 2'30.9. | 17 Shelby 2'32.0. | 18 Ruttman 2'36.0. |
| 19 G. Hill 2'40.9. | 20 Allison 2'49.7. | 21 von Trips |

BRITISH GRAND PRIX

Circuit: Silverstone. *Date*: July 19. *Laps*: 75 (225 miles).

Results

- | | |
|--|--|
| 1 P. Collins (Ferrari),
2hr 9min 4.2sec. 102.05mph. | 2 J. M. Hawthorn (Ferrari),
2hr 9min 28.4sec. |
|--|--|

- 3 R. Salvadori (Cooper),
2hr 9min 54.8sec.
 - 4 S. Lewis-Evans (Vanwall),
2hr 9min 55.0sec.
 - 5 H. Schell (BRM),
2hr 10min 19.0sec.
 - 6 J. Brabham (Cooper),
2hr 10min 27.4sec.
 - 7 T. Brooks (Vanwall), 74 laps.
 - 8 M. Trintignant (Cooper), 73 laps.
 - 9 C. Shelby (Maserati), 72 laps.
- Fastest lap:* Hawthorn (Ferrari),
1min 40.8sec. 104.54mph.

Retirements

- J. Fairman (Connaught) ignition.
Lap 8.

- G. Hill (Lotus) oil pressure.
Lap 18.
- J. Behra (BRM) suspension.
Lap 20.
- A. Stacey (Lotus) oil pressure.
Lap 20.
- I. Bueb (Connaught) gearbox.
Lap 20.
- C. Allison (Lotus) engine. Lap 22.
- S. Moss (Vanwall) engine. Lap 26.
- I. Burgess (Cooper) clutch. Lap 41.
- G. Gerini (Maserati) gearbox.
Lap 44.
- J. Bonnier (Maserati) transmission.
Lap 50.
- G. von Trips (Ferrari) engine.
Lap 60.

Starting Grid (B)

- | | | |
|-----------------------|----------------------|------------------------|
| 1 Moss 1'39.4. | 2 Schell 1'39.8. | 3 Salvadori 1'40.0. |
| 4 Hawthorn 1'40.4. | 5 Allison 1'40.4. | 6 Collins 1'40.6. |
| 7 Lewis-Evans 1'41.4. | 8 Behra 1'41.4. | 9 Brooks 1'41.6. |
| 10 Brabham 1'42.0. | 11 von Trips 1'42.0. | 12 Trintignant 1'42.6. |
| 13 Bonnier 1'43.0. | 14 G. Hill 1'43.0. | 15 Shelby 1'44.2. |
| 16 Burgess 1'45.4. | 17 Bueb 1'51.4. | 18 Gerini 1'53.0. |
| 19 Fairman 1'58.8. | 20 Stacey 1'58.8. | |

GERMAN GRAND PRIX

Circuit: Nurburgring. *Date:* August 3. *Laps:* 15 (212 miles).

Results

- 1 T. Brooks (Vanwall),
2hr 21min 15.0sec. 90.3mph.
- 2 R. Salvadori (Cooper),
2hr 24min 44.7sec.
- 3 M. Trintignant (Cooper),
2hr 26min 26.2sec.
- 4 G. von Trips (Ferrari),
2hr 27min 31.3sec.
- 5 C. Allison (Lotus). 13 laps.*

Fastest lap: S. Moss (Vanwall),
9min 9.2sec. 92.9mph.

*10th on road behind the five Formula
Two finishers.

Retirements

- J. Bonnier (Maserati) engine. Lap 2.
- S. Moss (Vanwall) magneto. Lap 4.
- J. Behra (BRM) suspension. Lap 4.

- H. Herrmann (Maserati) engine.
Lap 4.
- H. Schell (BRM) brakes. Lap 9.
- P. Collins* (Ferrari) crash. Lap 11.
- J. M. Hawthorn (Ferrari) clutch.
Lap 12.

*Collins succumbed to his injuries.

Results (Formula 2 Class)

- 1 B. McLaren (Cooper),
2hr 27min 41.3sec. 86.3mph.
(5th overall).
- 2 E. Barth (Porsche),
2hr 27min 47.4sec.
- 3 I. Burgess (Cooper),
2hr 28min 14.3sec.
- 4 A. Marsh (Cooper),
2hr 28min 24.9sec.

5 P. Hill (Ferrari),
2hr 29min 05sec.

Fastest lap: E. Barth (Porsche),
9min 42.8sec. 87.49mph.

Retirements

J. Brabham (Cooper) crash. Lap 1.
B. Naylor (Cooper) fuel pump. Lap 1.
D. Gibson (Cooper) mechanical.

Lap 2.

C. G. de Beaufort (Porsche)
mechanical. Lap 4.

C. Goethals (Cooper) fuel pump.
Lap 4.

G. Hill (Lotus) oil pipe. Lap 5.

W. Seidel (Cooper) suspension.
Lap 9.

I. Bueb (Lotus) oil pipe. Lap 13.

Starting Grid (B)

1 Hawthorn 9'14.0.
4 Collins 9'21.9.
7 Trintignant 9'36.9.
10 P. Hill 9'48.9.
13 Barth 9'57.2.
16 Bueb 10'02.6.
19 Brabham 9'43.4.
22 G. Hill 18'56.0.
25 Naylor 10'17.9.

2 Brooks 9'15.0.
5 von Trips 9'24.7.
8 Schell 9'39.6.
11 Burgess 9'55.3.
14 Marsh 9'57.5.
17 Seidel 10'21.0.
20 Herrmann 10'13.5.
23 Goethals 11'22.9.

3 Moss 9'19.1.

6 Salvadori 9'35.3.

9 Behra 9'46.8.

12 McLaren 9'56.0.

15 de Beaufort 10'01.5.

18 Gibson 10'55.0.

21 Bonnier 9'42.7.

24 Allison 9'44.0.

Graham Hill, Hans Herrmann, Joakim Bonnier, Jack Brabham and Goethals were relegated to the two back rows because they had not completed the minimum of six practice laps. Naylor and Allison were also put to the back of the grid for other technical offences.

PORTUGUESE GRAND PRIX

Circuit: Oporto. *Date:* August 24. *Laps:* 50 (230 miles).

Results

1 S. Moss (Vanwall),
2hr 11min 27.8sec. 105.03mph.
2 J. M. Hawthorn (Ferrari),
2hr 16min 40.6sec.
3 S. Lewis-Evans (Vanwall),
49 laps.
4 J. Behra (BRM), 49 laps.
5 G. von Trips (Ferrari), 49 laps.
6 H. Schell (BRM), 49 laps.
7 J. Brabham (Cooper), 43 laps.
8 M. Trintignant (Cooper), 48 laps.
9 R. Salvadori (Cooper), 46 laps.

Fastest lap: Hawthorn (Ferrari),
2min 32.37sec. 110.75mph.

Retirements

M. T. de Filippis (Maserati). Lap 7.

J. Bonnier (Maserati) ill. Lap 8.

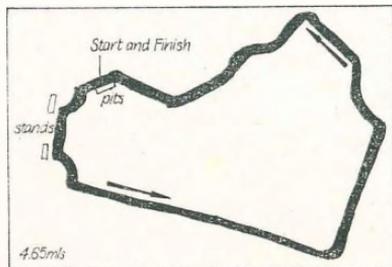
C. Allison (Maserati). Lap 16.

G. Hill (Lotus) accident. Lap 25.

T. Brooks (Vanwall) accident.
Lap 38.

C. Shelby (Maserati) brakes.

Lap 47.



Starting Grid (C)

1 Moss 2'34.2.

4 Behra 2'34.9.

2 Hawthorn 2'34.2.

5 Brooks 2'35.9.

3 Lewis-Evans 2'34.6.

6 von Trips 2'37.0.

7 Schell 2'37.0.
10 Shelby 2'40.4.
13 Allison 2'46.2.

8 Brabham 2'37.4.
11 Salvadori 2'43.0.
14 Bonnier 2'46.6.

9 Trintignant 2'37.9.
12 G. Hill 2'46.2.
15 de Filippis 3'01.9.

ITALIAN GRAND PRIX

Circuit: Monza. *Date:* September 7. *Laps:* 70 (273 miles).

Results

1 T. Brooks (Vanwall),
2hr 3min 47.8sec. 121.21mph.
2 J. M. Hawthorn (Ferrari),
2hr 4min 12sec.
3 P. Hill (Ferrari),
2hr 4min 16.1sec.
4 M. Gregory/C. Shelby (Maserati),
69 laps.
5 R. Salvadori (Cooper), 62 laps.
6 G. Hill (Lotus), 62 laps.
7 C. Allison (Lotus), 61 laps.
Fastest lap: P. Hill (Ferrari),
1min 42.9sec. 125mph.

Retirements

J. Brabham (Cooper) axle. Lap 1.
G. von Trips (Ferrari) accident. Lap 1

H. Schell (BRM) accident. Lap 1.
C. Shelby (Maserati) wheel. Lap 2.
G. Gerini (Maserati). Lap 3.
O. Gendebien (Ferrari) axle. Lap 5.
J. Bonnier (BRM) fire. Lap 15.
S. Moss (Vanwall) gearbox. Lap 13.
M. Trintignant (Cooper) gearbox.
Lap 25.
S. Lewis-Evans (Vanwall) cylinder
head. Lap 31.
H. Herrmann (Maserati) valves.
Lap 33.
J. Behra (BRM) clutch. Lap 43.
G. Cabianca (Maserati) fuel pipe.
Lap 52.
M. T. de Filippis (Maserati) rod.
Lap 58.

Starting Grid (D)

1 Moss 1'40.5.	2 Brooks 1'41.4.	3 Hawthorn 1'41.8.
4 Lewis-Evans 1'42.4.	5 Gendebien 1'42.5.	6 von Trips 1'42.6.
7 P. Hill 1'42.7.	8 Behra 1'43.2.	9 Schell 1'43.2.
10 Bonnier 1'44.7.	11 Gregory 1'44.9.	12 G. Hill 1'46.0.
13 Trintignant 1'46.4.	14 Salvadori 1'47.0.	15 Brabham 1'47.3.
16 Allison 1'47.8.	17 Shelby 1'48.0.	18 Herrmann 1'49.8.
19 Gerini 1'50.1.	20 Cabianca 1'54.6.	21 de Filippis 1'55.9.

MOROCCAN GRAND PRIX

Circuit: Ain Diab, Casablanca. *Date:* October 19. *Laps:* 53 (250 miles approx).

Results

1 S. Moss (Vanwall), 2hr 9min 15.1sec. 116.2mph.	6 M. Gregory (Maserati), 52 laps.
2 J. M. Hawthorn (Ferrari), 2hr 10min 39.8sec.	7 R. Salvadori (Cooper), 51 laps.
3 P. Hill (Ferrari), 2hr 10min 40.6sec.	8 J. Fairman (Cooper), 50 laps.
4 J. Bonnier (BRM), 2hr 11min 1.8sec.	9 H. Herrmann (Maserati), 50 laps.
5 H. Schell (BRM), 2hr 11min 48.8sec.	10 C. Allison (Lotus), 49 laps.
	11 J. Brabham (Cooper F2), 49 laps.
	12 B. McLaren (Cooper F2), 48 laps.
	13 G. Gerini (Maserati), 48 laps.

14 R. La Caze (Cooper F2), 48 laps.
 15 A. Guelfi (Cooper F2), 48 laps.
 16 G. Hill (Lotus), 46 laps.
Fastest lap: Moss (Vanwall),
 2min 22.5sec. 117.86mph.

Retirements

M. Trintignant (Cooper) final drive.
 Lap 10.
 R. Flockhart (BRM) camshaft.
 Lap 16.
 W. Seidel (Maserati) accident.

Lap 16.
 J. Behra (BRM) no reason. Lap 27.
 T. Brooks (Vanwall) engine. Lap 29.
 O. Gendebien (Ferrari) accident.
 Lap 29.
 F. Picard (Cooper F2) accident.
 Lap 29.
 T. Bridger (Cooper F2) accident.
 Lap 29.
 S. Lewis-Evans* (Vanwall) accident.
 Lap 42.
 *Died as result of injuries.

Starting Grid (A)

1 Hawthorn 2'23.1.	2 Moss 2'23.2.	3 Lewis-Evans 2'23.7.
4 Behra 2'23.8.	5 P. Hill 2'24.1.	6 Gendebien 2'24.3.
7 Brooks 2'24.4.	8 Bonnier 2'24.9.	9 Trintignant 2'26.1.
10 Schell 2'26.4.	11 Fairman 2'27.0.	12 G. Hill 2'27.1.
13 Gregory 2'27.6.	14 Salvadori 2'28.6.	15 Flockhart 2'29.8.
16 Allison 2'33.7.	17 Gerini 2'35.1.	18 Herrmann 2'35.1.
19 Brabham 2'36.6.	20 Seidel 2'38.2.	21 McLaren 2'41.2.
22 Bridger 2'42.5.	23 La Caze 2'43.1.	24 Picard 2'46.0.
25 Guelfi 2'47.0.		

WORLD CHAMPIONSHIP FINAL PLACINGS

6/10

1 Mike Hawthorn <i>points</i> (49) 42*	9 Stuart Lewis-Evans†	11
2 Stirling Moss 41	10 Phil Hill	9
3 Tony Brooks 24	Wolfgang von Trips	9
4 Roy Salvadori 15	Jean Behra	9
5 Harry Schell 14	13 Juan Manuel Fangio	7
Peter Collins† 14	14 Jack Brabham	3
7 Maurice Trintignant 12	Cliff Allison	3
Luigi Musso† 12	Joakim Bonnier	3
	Masten Gregory	3

*Best six performances.

†Killed during the season.

Several journals give slight variations to the placings, and give points to drivers finishing in sixth place in Championship events. The point for sixth place was not actually awarded by the FIA until 1960. In the case of Gregory, who finished fourth with Shelby in the Italian GP, I have given him the full three points. In 1957 the FIA dropped giving divided points in shared drives. Points to go to the driver who handles the same car throughout the race. Shelby retired his own car and took over from Gregory for a short while. Thus strictly speaking no points should be awarded to Gregory, however his inclusion in the table does not alter the placings to any serious extent.

Jack Brabham carries off Championship—Vanwall withdraw from racing—Jo Bonnier gives BRM first ever Championship victory—Jean Behra killed at Avus—Aston-Martin unimpressive—First USA Championship Grand Prix.

There was a shock in store for race fans at the start of the year. Tony Vandervell announced that Vanwall were to retire. A tremendous blow after their astonishing successes of the past two seasons. But high hopes were pinned on Cooper, BRM and Lotus.

The great find of the season was Jack Brabham, the quiet unassuming Australian, who was the number one driver in the 'works' Cooper-Climax team. Jack won the opening round at Monaco, finished second in the Dutch race, third in France, first at Aintree, third at Monza and fourth at Sebring to carry off the Championship crown.

The Argentine event had been cancelled and so the year opened in the beautiful setting of Monte Carlo. A great tussle between Moss (Cooper-Climax), Jean Behra (Ferrari) and Brabham (Cooper-Climax) resolved itself with both Moss and Behra retiring. Brabham roared on to victory followed by Tony Brooks (Ferrari), Maurice Trintignant (Cooper-Climax), Phil Hill (Ferrari) and the young up-and-coming New Zealander, Bruce McLaren, the number two in the works Cooper team.

A first lap incident put out the three Formula Two machines which had qualified . . . Graf von Trips (Porsche), Cliff Allison (Ferrari) and Bruce Halford (Lotus-Climax). All three BRMs driven by

Jo Bonnier, Harry Schell and Ron Flockhart failed to finish.

The victory which had eluded BRM for so long came in the Dutch Grand Prix at Zandvoort. The bearded Swede, Joakim Bonnier, drove the race of his life fighting off challenges from Brabham, Gregory and Moss in their Cooper-Climax to pull off a magnificent win for the Bourne organisation. Moss retired when his new gearbox played up, leaving Brabham and Masten Gregory to take second and third places. Innes Ireland drove a sensible race to finish fourth in the works Lotus Climax.

It was a disappointing day for Scuderia Ferrari, with Behra and Phil Hill unable to finish higher than fifth and sixth respectively.

Aston-Martin made their début in the race, but both Roy Salvadori and the American Carroll Shelby were forced out early on with engine trouble.

Ferrari staged a come-back in the French Grand Prix with Tony Brooks taking the chequered flag in front of team mate Phil Hill. Brabham (Cooper-Climax) continued his impressive run with a fine third, while the Belgium ace Olivier Gendebien (Ferrari) was fourth.

Stirling Moss campaigned the British Racing Partnership's pale green BRM and for a while duelled for second place, but after running out of road on the 43rd lap he was sidelined.

Jack Brabham was in superb form at the British Grand Prix at Aintree and his Cooper-Climax led from start to finish. Moss again driving the BRP-BRM secured second place by a fifth of a second

after a thrilling dice with the young Cooper-Climax number two, Bruce McLaren. Harry Schell piloted the works BRM into fourth ahead of Trintignant (Cooper-Climax). Salvadori finished sixth after a steady drive in the Aston-Martin.

A new Vanwall appeared in the hands of Tony Brooks, but it went out with ignition trouble after only 12 laps. Because of a strike in Italy the Ferrari team was not present.

For the first time since the Championship was instigated the German Grand Prix moved from the twists and turns of the long Nurburgring track to the high speed 'wall of death' Avus circuit. Unfortunately it lived up to its name and in the sports car event before the grand prix the popular Frenchman, Jean Behra was killed. Not the greatest driver in the world, but certainly one of the most determined.

The race was split into two 30 lap heats, both of which were won by Tony Brooks (Ferrari) at an average speed in excess of 140 miles an hour. Ferrari newcomer, Dan Gurney with a second in the first heat and third in the second part, was second overall, while Phil Hill made it a Ferrari one-two-three. Trintignant (Cooper-Climax) was fourth overall in front of Bonnier's BRM and Ian Burgess's Cooper-Maserati.

Moss's race lasted precisely two laps—transmission bothers forced his Cooper-Climax into the pits; and 14 laps later Jack Brabham's Cooper was forced out with similar troubles.

Ex-Mercedes-Benz team driver Hans Herrmann was lucky to escape without injury when his BRP entered BRM crashed at around 150 mph.

After a lean spell with only one finish so far during the season

Moss bounced back into the limelight at the Portuguese Grand Prix on the Monsanto circuit with a superb win. Driving with supreme skill Moss brought his Cooper-Climax in a full lap ahead of the field . . . Gregory (Cooper-Climax) was second, Gurney (Ferrari) third, Trintignant (Cooper-Climax) fourth, Schell (BRM) fifth and Salvadori (Aston-Martin) sixth.

Brabham was involved in a crash on the 24th tour but fortunately he was unhurt.

Local driver Mario Cabral drove quite sensibly to bring his Cooper-Maserati into 10th position.

The Ferrari team are always out to impress when competing on home ground, but in the Italian Grand Prix at Monza Stirling Moss proved what a brilliant tactician he was by preserving his tyres and driving the Rob Walker Cooper-Climax brilliantly to win. All the Ferraris were forced to change tyres and although they did not let up for a moment only Phil Hill second finished in the first three. Brabham (Cooper-Climax) who looked all set to carry off the Championship was third ahead of Gurney, Allison and Gendebien, all Ferrari mounted.

All three BRMs finished with Schell, seventh, Bonnier, eighth and Flockhart 13th.

With only one round to go Brabham led the title race with 31 points. Moss with 25½ points once more stood a chance of carrying off the crown.

The race was the United States Grand Prix at Sebring . . . the first Championship race, apart from the Indianapolis 500, ever to be held in North America.

Moss roared off into the lead . . . but six laps later he was in the pits. Transmission trouble had forced

his retirement, a terrible blow as he had been out in front. Brabham took over the lead and held it until the last lap when his Cooper-Climax ran out of fuel a matter of yards from the finish line. His team mate Bruce McLaren swept by to win, a mere 0.6 of a second ahead of Trintignant (Cooper-Climax). Brabham just as he did at Monaco in 1957 pushed his car to the finish... and on this occasion to his first World Championship.

Tony Brooks (Ferrari) finished third and became runner-up in the Championship after several forceful drives and two grand prix victories. Brabham was fourth

in front of Ireland's Lotus-Climax and von Trips's Ferrari.

Several 'independent' Americans helped to swell the field... Bob Said (Connaught), George Constantine (Cooper-Climax), and Roger Ward (Kurtis-Kraft), but their machines were very slow and should not really have been allowed to enter. Only Harry Blanchard (Porsche) in seventh place completed the race.

It has been a most interesting year. Several newcomers had shone. And with the first ten seasons of the Championship over, the second decade and the Sixties looked bright, very bright indeed.

MONACO GRAND PRIX

Circuit: Monte Carlo. *Date:* May 10. *Laps:* 100 (195 miles).

Results

- 1 J. Brabham (Cooper-Climax),
2hr 55min 51.3sec. 66.7mph.
- 2 T. Brooks (Ferrari), 2hr 56min
11.7sec.
- 3 M. Trintignant (Cooper-Climax),
98 laps.
- 4 P. Hill (Ferrari), 97 laps.
- 5 B. McLaren (Cooper-Climax),
96 laps.
- 6 R. Salvadori (Cooper-Maserati),
83 laps.

Fastest lap: Brabham (Cooper-Climax), 1min 40.4sec. 70.07mph.

Retirements

- G. von Trips (Porsche F2) crash.
Lap 1.
C. Allison (Ferrari F2) crash.
Lap 1.
B. Halford (Lotus-Climax F2)
crash. Lap 1.
M. Gregory (Cooper-Climax)
gearbox. Lap 6.
G. Hill (Lotus-Climax) fire. Lap 21.
J. Behra (Ferrari) engine. Lap 24.
J. Bonnier (BRM) brakes. Lap 45.
H. Schell (BRM) crash. Lap 48.
R. Flockhart (BRM) spin. Lap 64.
S. Moss (Cooper-Climax)
transmission. Lap 81.

Starting Grid (A)

- | | | |
|----------------------|---------------------|-----------------------|
| 1 Moss 1'39.6. | 2 Behra 1'40.0. | 3 Brabham 1'40.1. |
| 4 Brooks 1'41.0. | 5 Hill 1'41.3. | 6 Trintignant 1'41.7. |
| 7 Bonnier 1'42.3. | 8 Salvadori 1'42.4. | 9 Schell 1'43.0. |
| 10 Flockhart 1'43.1. | 11 Gregory 1'43.2. | 12 von Trips 1'43.8. |
| 13 McLaren 1'43.9. | 14 G. Hill 1'43.9. | 15 Allison 1'44.4. |
| 16 Halford 1'44.8. | | |

Non-qualifiers included: I. Bueb (Cooper F2) 1'44.9; G. Scarlatti (Maserati) 1'45.0; L. Bianchi (Cooper-Climax) 1'45.4; De Changy (Cooper-Climax)

1'45.4; P. Lovely (Lotus-Climax) 1'47.9; Miss T. de Fillipis (Porsche-Behra RSK 'Special') 1'47.8; Lucienbonnet (Cooper-Climax) 1'50.9; A Testut (Maserati) 1'59.1.

DUTCH GRAND PRIX

Circuit: Zandvoort. *Date:* May 31. *Laps:* 75 (195 miles).

Results

- | | |
|---|--|
| 1 J. Bonnier (BRM), 2hr 5min 26.8sec. 93.46mph. | 10 G. de Beaufort (Porsche RKS), 68 laps. |
| 2 J. Brabham (Cooper-Climax), 2hr 5min 41.0sec. | <i>Fastest lap:</i> S. Moss (Cooper-Climax), 1min 36.6sec. 97.10mph. |
| 3 M. Gregory (Cooper-Climax), 2hr 6min 49.8sec. | Retirements. |
| 4 I. Ireland (Lotus-Climax), 74 laps. | R. Salvadori (Aston Martin) engine. Lap 4. |
| 5 J. Behra (Ferrari), 74 laps. | C. Shelby (Aston Martin) engine. Lap 26. |
| 6 P. Hill (Ferrari), 74 laps. | T. Brooks (Ferrari) oil leak. Lap 44. |
| 7 G. Hill (Lotus-Climax), 73 laps. | H. Schell (BRM) gearbox. Lap 47. |
| 8 M. Trintignant (Cooper-Climax), 73 laps. | S. Moss (Cooper-Climax) gearbox. Lap 64. |
| 9 C. Allison (Ferrari), 71 laps. | |

Starting Grid (A)

- | | | |
|----------------------|------------------------|--------------------|
| 1 Bonnier 1'36.0. | 2 Brabham 1'36.0. | 3 Moss 1'36.2. |
| 4 Behra 1'36.6. | 5 G. Hill 1'36.7. | 6 Schell 1'37.3. |
| 7 Gregory 1'37.6. | 8 Brooks 1'37.9. | 9 Ireland 1'38.3. |
| 10 Shelby 1'38.5. | 11 Trintignant 1'38.7. | 12 P. Hill 1'39.2. |
| 13 Salvadori 1'39.7. | 14 de Beaufort 1'44.5. | 15 Allison |

FRENCH GRAND PRIX (European GP).

Circuit: Rheims. *Date:* July 3. *Laps:* 50 (257.93 miles).

Results

- | | |
|---|---|
| 1 T. Brooks (Ferrari), 2hr 1min 26.5sec. 127.43mph. | 10 F. d'Orey (Maserati), 40 laps. |
| 2 P. Hill (Ferrari), 2hr 1min 54.0sec. | 11 M. Trintignant (Cooper-Climax), 36 laps. |
| 3 J. Brabham (Cooper-Climax), 2hr 3min 4.2sec. | <i>Fastest lap:</i> S. Moss (BRM), 2min 22.8sec. 130.05mph. |
| 4 O. Gendebien (Ferrari), 2hr 3min 14.0sec. | Retirements |
| 5 B. McLaren (Cooper-Climax), 2hr 3min 14.2sec. | J. Bonnier (BRM) engine. Lap 6. |
| 6 R. Flockhart (BRM), 2hr 3min 32.2sec. | C. Davis (Cooper-Maserati) oil pipe. Lap 7. |
| 7 H. Schell (BRM), 47 laps. | G. Hill (Lotus-Climax) damaged radiator. Lap 7. |
| 8 G. Scarlatti (Maserati), 41 laps. | M. Gregory (Cooper-Climax) ill. Lap 9. |
| 9 C. de Beaufort (Maserati), 40 laps. | I. Ireland (Lotus-Climax) wheel. Lap 13. |

I. Burgess (Cooper-Maserati) engine. Lap 13.

D. Gurney (Ferrari) damaged radiator. Lap 19.

R. Salvadori (Cooper-Maserati) engine. Lap 20.

J. Behra (Ferrari) engine. Lap 31.

S. Moss (BRM) disqualified after spin and push start. Lap 43.

Starting Grid (B)

1 Brooks 2'19.4.

2 Brabham 2'19.7.

3 P. Hill 2'19.8.

4 Moss 2'19.9.

5 Behra 2'20.2.

6 Bonnier 2'20.6.

7 Gregory 2'20.8.

8 Trintignant 2'21.3.

9 Schell 2'21.5.

10 McLaren 2'21.5.

11 Gendebien 2'21.5.

12 Gurney 2'21.9.

13 Flockhart 2'23.4.

14 G. Hill 2'23.7.

15 Ireland 2'24.2.

16 Salvadori 2'26.4.

17 Davis 2'32.3.

18 d'Orey 2'34.0.

19 Burgess 2'35.2.

20 de Beaufort 2'35.4.

21 Scarlatti 2'35.6.

Non-starter: Bayardo (Maserati).

BRITISH GRAND PRIX

Circuit: Aintree. *Date*: July 18. *Laps*: 75 (225 miles).

Results

1 J. Brabham (Cooper-Climax),
2hr 30min 11.6sec. 89.88mph.

2 S. Moss (BRM), 2hr 30min
33.8sec.

3 B. McLaren (Cooper-Climax),
2hr 30min 34.0sec.

4 H. Schell (BRM), 74 laps.

5 M. Trintignant (Cooper-
Climax), 74 laps.

6 R. Salvadori (Aston Martin),
74 laps.

7 M. Gregory (Cooper-Climax),
73 laps.

8 A. Stacey (Lotus-Climax),
71 laps.

9 G. Hill (Lotus-Climax), 70 laps.

10 C. Bristow (Cooper-Borgward)*
2hr 31min 32.6sec. 83.14mph.
(70 laps).

11 H. Taylor (Cooper-Climax)*
69 laps.

12 P. Ashdown (Cooper-Climax)*
69 laps.

13 I. Bueb (Cooper-Borgward),*
69 laps.

*Formula 2 cars.

Fastest lap: Moss (BRM) and
McLaren (Cooper-Climax), 1min
57.0sec. (92.31mph).

Retirements

T. Brooks (Vanwall) ignition.
Lap 12.

M. Taylor (Cooper-Climax)
transmission. Lap 15.

B. Naylor (JBW-Maserati)
transmission. Lap 17.

D. Piper (Lotus-Climax) gasket.
Lap 19.

H. Herrmann (Cooper-Maserati)
clutch. Lap 20.

I. Burgess (Cooper-Maserati)
transmission. Lap 31.

J. Fairman (Cooper-Climax)
gearbox. Lap 36.

J. Bonnier (BRM) brakes. Lap 37.

R. Flockhart (BRM) accident.
54 laps.

F. d'Orey (Maserati) accident.
Lap 57.

C. Shelby (Aston Martin) ignition.
Lap 68.

Starting Grid (C)

- | | | |
|-----------------------|----------------------|-----------------------|
| 1 Brabham 1'58.0. | 2 Salvadori 1'58.0. | 3 Schell 1'59.2. |
| 4 Trintignant 1'59.2. | 5 Gregory 1'59.4. | 6 Shelby 1'59.6. |
| 7 Moss 1'59.6. | 8 McLaren 1'59.6. | 9 G. Hill 2'00.0. |
| 10 Bonnier 2'00.0. | 11 Flockhart 2'00.2. | 12 Ireland 2'02.8.* |
| 13 Burgess 2'03.0. | 14 Naylor 2'03.0. | 15 Fairman 2'04.2. |
| 16 Bristow 2'04.4. | 17 Brooks 2'04.6. | 18 Bueb 2'04.8. |
| 19 Herrmann 2'05.6. | 20 d'Orey 2'05.6. | 21 Taylor (H) 2'05.6. |
| 22 Piper 2'06.0. | 23 Ashdown 2'06.2. | 24 Taylor (M) 2'07.0. |

Non-qualifiers: W. F. Moss (Cooper); M. Parkes (Fry F2); K. Greene (Cooper); T. Parnell (Cooper); T. Taylor (Cooper).

* Car driven by Stacey in race as Ireland was unwell.

GERMAN GRAND PRIX

Circuit: Avus. *Date:* August 2. *Laps:* Two 30 laps heats (154.7 miles each).

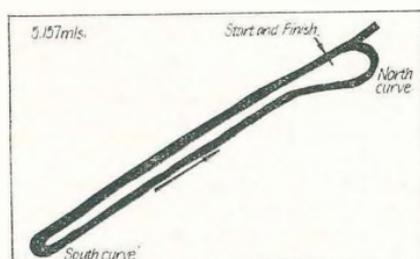
Results (aggregate)

- 1 T. Brooks (Ferrari), 2hr 9min 31.6sec. 143.35mph.
- 2 D. Gurney (Ferrari), 2hr 9min 33.5sec.
- 3 P. Hill (Ferrari), 2hr 10min 36.4sec.
- 4 M. Trintignant (Cooper-Climax), 59 laps.
- 5 J. Bonnier (BRM), 58 laps.
- 6 I. Burgess (Cooper-Maserati), 56 laps.
- 7 H. Schell (BRM), 49 laps.

Fastest lap: T. Brooks (Ferrari), 2min 4.5sec. 149.14mph.

Heat 1

- 1 T. Brooks (Ferrari), 1hr 3min 17.6sec. 146.71mph.
- 2 D. Gurney (Ferrari), 1hr 3min 18.9sec.
- 3 P. Hill (Ferrari), 1hr 4min 22.1sec
- 4 B. McLaren (Cooper-Climax), 29 laps.
- 5 H. Schell (BRM), 29 laps.
- 6 M. Trintignant (Cooper-Climax), 29 laps.
- 7 J. Bonnier (BRM), 29 laps.
- 8 H. Herrmann (BRM), 29 laps.
- 9 I. Burgess (Cooper-Maserati), 28 laps.



Retired

- S. Moss (Cooper-Climax) transmission. Lap 2.
C. Allison (Ferrari) clutch. Lap 3.
I. Ireland (Lotus) crown wheel and pinion. Lap 8.
G. Hill (Lotus) gearbox. Lap 11.
J. Brabham (Cooper-Climax) transmission. Lap 16.
M. Gregory (Cooper-Climax) engine. Lap 24.

Heat 2

- 1 T. Brooks (Ferrari), 1hr 6min 14.0sec. 134.97mph.
- 2 P. Hill (Ferrari), 1hr 6min 14.3sec.
- 3 D. Gurney (Ferrari), 1hr 6min 14.6sec.
- 4 M. Trintignant (Cooper-Climax), 1hr 6min 32.4sec.
- 5 J. Bonnier (BRM), 29 laps.

- 6 I. Burgess (Cooper-Maserati),
28 laps.
7 H. Schell (BRM), 20 laps.

Retired
H. Herrmann (BRM) crash. Lap 7.
B. McLaren (Cooper-Climax)
transmission. Lap 7.

Starting Grid (Heat 1) (B)

- | | | |
|---------------------|-----------------------------|----------------------------------|
| 1 Brooks 2'05-9. | 2 Moss 2'06-8. | 3 Gurney 2'07-2. |
| 4 Brabham 2'07-4. | 5 Gregory 2'07-5. | 6 Hill (P) 2'07-6. |
| 7 Bonnier 2'10-3. | 8 Schell 2'10-3. | 9 McLaren 2'10-4. |
| 10 Hill (G) 2'10-8. | 11 Herrmann 2'11-4. | 12 Trintignant 2'12-7. |
| 13 Ireland 2'14-6. | 14 Allison 2'05-8 (reserve) | 15 Burgess 2'18-9.
(reserve). |

Starting Grid (Heat 2) (B)

- | | | |
|-----------|------------|---------------|
| 1 Brooks | 2 Gurney | 3 Hill (P) |
| 4 McLaren | 5 Schell | 6 Trintignant |
| 7 Bonnier | 8 Herrmann | 9 Burgess |

PORTUGUESE GRAND PRIX

Circuit: Monsanto. *Date:* August 23. *Laps:* 62 (209 miles).

Results

- 1 S. Moss (Cooper-Climax),
2hr 11min 55-4sec 95-32mph.
- 2 M. Gregory (Cooper-Climax),
61 laps.
- 3 D. Gurney (Ferrari), 61 laps.
- 4 M. Trintignant (Cooper-Climax),
60 laps.
- 5 H. Schell (BRM), 59 laps.
- 6 R. Salvadori (Aston Martin),
59 laps.
- 7 R. Flockhart (BRM), 59 laps.
- 8 C. Shelby (Aston Martin),
58 laps.
- 9 T. Brooks (Ferrari), 57 laps.
- 10 M. Cabral (Cooper-Maserati),
56 laps.

Fastest lap: Moss (Cooper-Climax),
2min 5-1sec. 97-30mph.

Retirements

- I. Ireland (Lotus-Climax) gearbox.
Lap 4.
P. Hill (Ferrari) crash. Lap 6.
G. Hill (Lotus-Climax) accident.
Lap 6.
J. Bonnier (BRM) fuel pump.
Lap 11.
J. Brabham (Cooper-Climax)
accident. Lap 24.
B. McLaren (Cooper-Climax)
clutch. Lap 39.

Starting Grid (A)

- | | | |
|------------------------|-----------------------|-----------------------|
| 1 Moss 2'02-89. | 2 Brabham 2'04-95. | 3 Gregory 2'06-33. |
| 4 Trintignant 2'07-38. | 5 Bonnier 2'07-86. | 6 Gurney 2'07-9. |
| 7 Hill (P) 2'08-2. | 8 McLaren 2'08-2. | 9 Schell 2'09-8. |
| 10 Brooks 2'10-96. | 11 Flockhart 2'10-98. | 12 Salvadori 2'13-38. |
| 13 Shelby 2'13-58. | 14 Cabral 2'15-25. | 15 Hill (G) 2'15-55. |
| 17 Ireland 2'18-47. | | |

ITALIAN GRAND PRIX

Circuit: Monza. *Date:* September 13. *Laps:* 72 laps (257 miles).

Results

- 1 S. Moss (Cooper-Climax),
2hr 4min 5.4sec. 124.39mph.
- 2 P. Hill (Ferrari), 2hr 4min
52.1sec.
- 3 J. Brabham (Cooper-Climax),
2hr 5min 17.9sec.
- 4 D. Gurney (Ferrari), 2hr 5min
25.0sec.
- 5 C. Allison (Ferrari), 71 laps.
- 6 O. Gendebien (Ferrari), 71 laps.
- 7 H. Schell (BRM), 70 laps.
- 8 J. Bonnier (BRM), 70 laps.
- 9 M. Trintignant (Cooper-
Climax), 70 laps.
- 10 C. Shelby (Aston Martin),
70 laps.
- 11 C. Davis (Cooper-Maserati),
68 laps.
- 12 G. Scarlatti (Cooper-Climax),
68 laps.

- 13 R. Flockhart (BRM), 67 laps.
 - 14 I. Burgess (Cooper-Maserati),
67 laps.
 - 15 G. Cabianca (Maserati), 64
laps.
- Fastest lap:* P. Hill (Ferrari), 1min
40.4sec. 128.1mph.

Retirements

- T. Brooks (Ferrari) clutch. Lap 1.
G. Hill (Lotus-Climax)
transmission. Lap 2.
I. Ireland (Lotus-Climax) brakes.
Lap 15.
J. Fairman (Cooper-Maserati)
engine. Lap 19.
B. McLaren (Cooper-Climax)
engine. Lap 23.
R. Salvadori (Aston Martin)
transmission. Lap 45.

Starting Grid (C)

- | | | |
|------------------------|----------------------|----------------------|
| 1 Moss 1'39.7. | 2 Brooks 1'39.8. | 3 Brabham 1'40.2. |
| 4 Gurney 1'40.8. | 5 Hill (P) 1'41.2. | 6 Gendebien 1'41.4. |
| 7 Schell 1'41.6. | 8 Allison 1'41.8. | 9 McLaren 1'42.0. |
| 10 Hill (G) 1'42.9. | 11 Bonnier 1'43.1. | 12 Scarlatti 1'43.3. |
| 13 Trintignant 1'43.4. | 14 Ireland 1'43.5. | 15 Flockhart 1'43.6. |
| 16 Burgess 1'44.6. | 17 Salvadori 1'44.7. | 18 Davis 1'44.9. |
| 19 Shelby 1'46.4. | 20 Fairman 1'49.4. | 21 Cabianca 1'51.5. |

UNITED STATES GRAND PRIX

Circuit: Sebring. *Date:* December 12. *Laps:* 42 (218 miles).

Results

- 1 B. McLaren (Cooper-Climax),
2hr 12min 35.7sec. 98.83mph.
- 2 M. Trintignant (Cooper-Climax),
2hr 12min 36.6sec.
- 3 T. Brooks (Ferrari), 2hr 15min
36.6sec.
- 4 J. Brabham (Cooper-Climax),
2hr 17min 33.0sec.
- 5 I. Ireland (Lotus-Climax), 39 laps.
- 6 G. von Trips (Ferrari), 38 laps.
- 7 H. Blanchard (Porsche RSK),
38 laps.

Fastest lap: Trintignant (Cooper-
Climax), 3min 5.0sec. 101.13mph.

Retirements

- B. Said (Connaught) accident.
Lap 2.
A. Stacey (Lotus-Climax) clutch.
Lap 3.
S. Moss (Cooper-Climax)
transmission. Lap 6.
H. Schell (Cooper-Climax) clutch.
Lap 7.

- G. Constantine (Cooper-Climax) overheating. Lap 7.
- F. d'Orey (Tec Mec) oil leak. Lap 8.
- P. Hill (Ferrari) clutch. Lap 10.
- A. de Tomaso (Cooper-Osca) brakes. Lap 15.
- R. Ward (Kurtis Kraft) clutch. Lap 22.
- C. Allison (Ferrari) clutch. Lap 24.
- R. Salvadori (Cooper-Maserati) transmission. Lap 25.



Starting Grid (C)

- | | | |
|----------------------|-----------------------|------------------------|
| 1 Moss 3'00-0. | 2 Brabham 3'03-0. | 3 Schell 3'05-2. |
| 4 Brooks 3'05-9. | 5 Trintignant 3'06-0. | 6 von Trips 3'06-2. |
| 7 Allison 3'06-8. | 8 Hill (P) 3'07-2. | 9 Ireland 3'08-2. |
| 10 McLaren 3'08-6. | 11 Salvadori 3'12-0. | 12 Stacey 3'13-8. |
| 13 Said 3'27-3. | 14 de Tomaso 3'28-0. | 15 Constantine 3'30-6. |
| 16 Blanchard 3'27-7. | 17 d'Orey 3'33-4. | 18 Cade 3'39-0. |
| 19 Ward 3'43-8. | | |

FINAL CHAMPIONSHIP POSITIONS 5/8

1 Jack Brabham	points (34) 31*	8 Joakim Bonnier	points 10
2 Tony Brooks	27	Masten Gregory	10
3 Stirling Moss	25½	10 Harry Schell	5
4 Phil Hill	20	Innes Ireland	5
5 Maurice Trintignant	19	12 Olivier Gendebien	3
6 Bruce McLaren	16½	Cliff Allison	2
7 Dan Gurney	13	Jean Behra	2†

† Deceased.
* Best five placings.

Brabham retains Championship—McLaren runner-up—Two killed in Belgium Grand Prix incidents—Moss breaks both legs in practice at Spa—Clark and World Champion motor-cyclist, John Surtees make a promising début—British teams boycott Italian Grand Prix—American Scarab's uncompetitive—Last year of 2½ litre Formula 1.

As if to prove his 1959 title was no flash in the pan, Jack Brabham pulled out all the stops in 1960. Still driving for Cooper-Climax he started the season off with two retirements, but in the third round, the Dutch Grand Prix he led from start to finish and followed this success up with four more victories in a row.

Brabham's young team mate, Bruce McLaren, also excelled and finished the season in second position in the Championship.

Climax-engined cars enjoyed a fantastic year and the only race not won by a car fitted with one of their engines was the Italian Grand Prix at Monza in September. The reason for this was quite simple. British teams boycotted the Monza race because the organisers included the banked sections, a part of the track considered dangerous by many drivers.

In the absence of the British works teams, Ferrari swept the board with Phil Hill, Richie Ginther and Willy Mairesse netting the first three places. During the remainder of the season the Italian Scuderia experienced a lean time, Cliff Allison's second in the Argentine Grand Prix being their best effort. Unfortunately Allison crashed his car in practice for the Monaco race,

and this brought an abrupt end to what would most certainly have been a promising grand prix career.

The Argentine Grand Prix returned to the calendar after an absence of a year, and resulted in a win for Bruce McLaren (Cooper-Climax), his second grand prix victory in succession, after having won the United States Grand Prix at the end of the 1959 season.

Innes Ireland (Lotus-Climax) had shot into the lead, but Jo Bonnier and Graham Hill, both in BRMs soon took over up front. Moss, driving the Rob Walker Cooper, caught and passed the BRM pair and led until the 41st tour when he was forced out with suspension bothers. Bonnier was now left with a huge lead, but the gremlins struck on the 68th lap and the BRM pitted with valve spring trouble.

With McLaren collecting the victor's laurels it was left to Allison (Ferrari) to take second spot, ahead of Moss, who had taken over Trintignant's Cooper, Charlie Menditeguy (Cooper-Maserati) and the first of the Ferraris, Von Trips, which was a full lap behind the winner.

Brabham collected no points towards the championship as his Cooper went out suffering from transmission trouble after 43 laps.

The 'Pampas Bull' Jose Froilan Gonzalez was seen at the wheel of a Ferrari, but he could do no better than finish 10th . . . three laps behind the winner.

Rob Walker's new Lotus-Climax was ready for the Monaco Grand Prix and Moss drove brilliantly in the wet to win, just under a

minute in front of McLaren (Cooper-Climax), while Phil Hill brought the works Ferrari in third ahead of the Yeoman Credit entered Cooper-Climax driven by Tony Brooks.

Several drivers took turns in the lead . . . Bonnier (BRM) led for 17 laps, then Moss, followed by Brabham (Cooper-Climax). Brabham spun and was disqualified for receiving outside assistance; Moss pitted his car to change a plug lead; and Bonnier's car had hub trouble.

World Champion motor-cyclist John Surtees was making his début for the Colin Chapman Lotus team, but he went out after 18 laps with transmission trouble.

The event also marked the European début of the All American Scarab team, but neither Lance Reventlow or Chuck Daigh qualified to start.

Brabham was right back on form in the Dutch Grand Prix at Zandvoort, leading all the way. Moss challenged briefly before a brick thrown up by the leading Cooper struck and punctured a tyre on the Lotus.

After changing the wheel Moss re-started in 12th place and proceeded to drive one of the greatest races of his life, eventually securing fourth place 1.1 seconds behind Graham Hill (BRM). Ireland (Lotus-Climax) was second.

Ferrari were completely out of the picture with Trips and Ginther in fifth and sixth positions, a complete lap behind the winner.

Jim Clark (Lotus-Climax) made an impressive grand prix début duelling with Graham Hill for fourth place before his gearbox started playing up.

The American BRM driver, Dan Gurney had a narrow escape when his car crashed at 130mph with a

brake pipe fractured. Unfortunately, though, two spectators died as a result of the crash.

The Belgian Grand Prix was marred by several shocking accidents. Two young Britons Alan Stacey (Lotus) and Chris Bristow (Cooper-Climax) were killed. Stacey was struck by a bird when he was driving at about 140mph and Bristow's car shot off the road while battling with Mairesse's Ferrari).

Meanwhile in practice, Stirling Moss (Lotus-Climax) broke both legs when a rear wheel came adrift, and Mike Taylor (Lotus-Climax) who was making his grand prix début was injured when the steering column broke.

The race was won by Brabham (Cooper-Climax) with team-mate McLaren second. Olivier Gendebien put up a good show before his home crowd bringing his Yeoman Credit Cooper-Climax into third position. Phil Hill (Ferrari) who held second spot until half distance, was fourth in front of Clark (Lotus-Climax). Driving in his first grand prix, Belgian exponent Bianchi (Cooper-Climax) netted sixth place.

The American Scarabs started in a championship race for the first time, but both retired early on.

Graham Hill had looked all set to pilot his works BRM into second place, but the engine blew up just before the finish.

Brabham completed his hat trick of victories after a wheel to wheel duel during the French Grand Prix, with Phil Hill and von Trips in their Ferraris until they were forced out with transmission failure. Gendebien (Cooper-Climax) followed up his third place at Spa with a superb second; McLaren (Cooper-Climax) was third ahead of Henry Taylor (Cooper-Climax). Jim Clark and

Ron Flockhart enjoyed a real Scottish flavour dice, bringing their Lotus over the line together, with the former being awarded fifth place by a wheels length. Climax cars filled the first eight places. No BRMs or Ferraris were running at the finish.

Tony Brooks competed in a new Vanwall but it retired after eight laps . . . this was the last appearance of a Vanwall in a championship race.

The Australian ace made it four in a row with his win in the British Grand Prix at Silverstone. But the moral victor and hero of the day was Graham Hill, who after stalling his BRM on the line, drove magnificently through the field and taking the lead after 54 laps. But with the chequered flag almost in sight, Hill spun and went off the track . . . just seven laps from the finish.

John Surtees finished a creditable second for Lotus with Ireland (Lotus) third and McLaren (Cooper-Climax) fourth. Ferrari again hopelessly outclassed could do no better than finish sixth and seventh with von Trips and Phil Hill driving.

Brabham clinched the World Championship for the second year with his fifth consecutive grand prix win, this time at Oporto (Portuguese Grand Prix). McLaren (Cooper-Climax) was second in front of Jim Clark (Lotus-Climax) and Graf von Trips (Ferrari).

At the start Dan Gurney (BRM) stormed off into the lead and held on to it for 10 laps. Surtees (Lotus-Climax) also held the lead for several laps before he was pitted with a split radiator.

Stirling Moss who had made an amazing recovery from his Spa accident showed he had lost none of his former skill by holding onto second place in his Lotus-Climax before carburettor trouble forced

him down the field. He was eventually disqualified after pushing his car in the wrong direction after a spin.

As mentioned earlier in this chapter the major British teams boycotted the Monza race, leaving it to Phil Hill to win his first Grand Prix for Ferrari. Ginther and Mairesse, also Ferrari mounted finished second and third, and Giulio Cabianca brought his Cooper-Castellotti into fourth place. Von Trips finished fifth in the Formula Two Ferrari and Hans Herrmann was sixth in the Formula Two Porsche.

Ferrari gave the final round, the United States Grand Prix at Riverside a miss. The race which marked the final event for the present $2\frac{1}{2}$ litre formula was won by Moss (Lotus-Climax) after Brabham (Cooper-Climax) had been forced to stop when a fuel leak caused a fire in the car. Re-starting way down the field Brabham worked his way back up to fourth place at the finish, setting up the fastest lap of the race at just over 100mph. Behind Moss came Ireland (Lotus-Climax) and McLaren (Cooper-Climax). Bonnier (BRM) was fifth ahead of Phil Hill, who on this occasion was driving one of the Yeoman Credit Cooper-Climaxs.

A Scarab driven by Chuck Daigh actually finished the race . . . albeit down in 10th position.

During the year the popular Franco-American driver, Harry Schell, often referred to as 'The Gay Cavalier', died as a result of a crash in a race at Silverstone. Harry never won a championship race but he was always a dashing driver and his performances with many cars, particularly his efforts in the early days of Vanwall will long be remembered.

ARGENTINE GRAND PRIX

Circuit: Buenos Aires. *Date:* February 7. *Laps:* 80 (194 miles).

Results

- 1 B. McLaren (Cooper-Climax), 2hr 17min 49.5sec. 82.8mph.
- 2 C. Allison (Ferrari), 2hr 18min 15.8sec.
- 3 M. Trintignant/S. Moss (Cooper-Climax), 2hr 18min 26.4sec.
- 4 C. Menditeguy (Cooper-Maserati), 2hr 18min 42.8sec.
- 5 G. von Trips (Ferrari), 79 laps.
- 6 I. Ireland (Lotus-Climax), 79 laps.
- 7 J. Bonnier (BRM), 79 laps.
- 8 P. Hill (Ferrari), 77 laps.
- 9 R. Larreta (Lotus-Climax), 77 laps.
- 10 F. Gonzalez (Ferrari), 77 laps.
- 11 R. Bonomi (Cooper-Maserati), 76 laps.
- 12 M. Gregory (Porsche), 76 laps.
- 13 G. Munaron (Maserati), 72 laps.
- 14 N. Stefano (Maserati), 70 laps.

Fastest lap: S. Moss (Cooper-Climax), 1min 38.9sec. 87.25mph.

Retirements

- G. Scarlatti (Maserati) overheating. Lap 11.
A. Creus (Maserati) insolation. Lap 17.
E. Chimeri (Maserati) insolation. Lap 24.
A. Stacey (Lotus-Climax) insolation. Lap 25.
G. Hill (BRM) valve spring. Lap 38.
S. Moss (Cooper-Climax) suspension. Lap 41.
J. Brabham (Cooper-Climax) transmission. Lap 43.
H. Schell (Cooper-Climax) fuel pump. Lap 62.

Starting Grid (B)

- | | | |
|--------------------|-----------------------|-----------------------|
| 1 Moss 1'36.9. | 2 Ireland 1'38.5. | 3 Hill (G) 1'38.9. |
| 4 Bonnier 1'38.9. | 5 von Trips 1'39.2. | 6 Hill (P) 1'39.3. |
| 7 Allison 1'39.7. | 8 Trintignant 1'39.9. | 9 Schell 1'40.3. |
| 10 Brabham 1'40.6. | 11 Gonzalez 1'41.0. | 12 Menditeguy 1'41.8. |
| 13 McLaren 1'41.8. | 14 Stacey 1'43.6. | 15 Larreta 1'45.0. |
| 16 Gregory 1'45.5. | 17 Bonomi 1'46.1. | 18 Scarlatti 1'46.1. |
| 19 Munaron 1'49.0. | 20 Stefano 1'50.1. | 21 Chimeri 1'50.5. |
| 22 Creus 1'52.8. | | |

MONACO GRAND PRIX

Circuit: Monte Carlo. *Date:* May 29. *Laps:* 100 (195 miles).

Results

- 1 S. Moss (Lotus-Climax), 2hr 53min 45.5sec. 67.46mph.
- 2 B. McLaren (Cooper-Climax), 2hr 54min 37.6sec.
- 3 P. Hill (Ferrari), 2hr 54min 47.4sec.
- 4 T. Brooks (Cooper-Climax), 99 laps.
- 5 J. Bonnier (BRM), 83 laps.
- 6 R. Ginther (Ferrari), 70 laps.
- 7 G. Hill (BRM), 66 laps.*

- 8 G. von Trips (Ferrari), 61 laps.*
- 9 I. Ireland (Lotus-Climax), 56 laps.

*Not running at end of the race but classified officially.

Fastest lap: McLaren (Cooper-Climax), 1min 36.2sec 72.13mph.

Retirements

- M. Trintignant (Cooper-Maserati) gearbox. Lap 5.

C. Bristow (Cooper-Climax) gearbox. Lap 17.
J. Surtees (Lotus-Climax) transmission. Lap 18.
A. Stacey (Lotus-Climax) engine mountings. Lap 23.
R. Salvadori (Cooper-Climax)

overheating. Lap 39.
J. Brabham (Cooper-Climax) disqualified. Lap 42.*
D. Gurney (BRM) suspension. Lap 45.*

*These cars were still circulating at the end of the race.

Starting Grid (A)

1 Moss 1'36.3.	2 Brabham 1'37.3.	3 Brooks 1'37.7.
4 Bristow 1'37.7.	5 Bonnier 1'37.7.	6 Hill (G) 1'38.0.
7 Ireland 1'38.2.	8 von Trips 1'38.3.	9 Ginther 1'38.6.
10 Hill (P) 1'38.6.	11 McLaren 1'38.6.	12 Salvadori 1'38.7.
13 Stacey 1'38.9.	14 Gurney 1'38.9.	15 Surtees 1'39.0.
16 Trintignant 1'39.1.		

Non-qualifiers: L. Reventlow (Scarab), C. Daigh (Scarab), B. Naylor (JBW-Maserati), G. Scarlati (Cooper-Ferrari), M. Gregory (Cooper-Maserati), I. Burgess (Cooper-Maserati), G. Munaron (Cooper-Ferrari), B. Halford (Cooper-Climax).

DUTCH GRAND PRIX

Circuit: Zandvoort. *Date:* June 6. *Laps:* 75 (195 miles).

Results

1 J. Brabham (Cooper-Climax),
2hr 1min 47.2sec. 96.27mph.
2 I. Ireland (Lotus-Climax), 2hr
2min 11.2sec.
3 G. Hill (BRM), 2hr 2min 43.8sec.
4 S. Moss (Lotus-Climax),
2hr 2min 44.9sec.
5 G. von Trips (Ferrari), 74 laps.
6 R. Ginther (Ferrari), 74 laps.
7 H. Taylor (Cooper-Climax),
70 laps.
8 C. G. de Beaufort (Cooper F2),
69 laps.

Fastest lap: Moss (Lotus-Climax),
1min, 33.8sec 99.98mph.

Retirements

T. Brooks (Cooper-Climax),
gearbox. Lap 5.
B. McLaren (Cooper-Climax)
universal joint. Lap 9.
C. Bristow (Cooper-Climax)
engine. Lap 10.
D. Gurney (BRM) brakes. Lap 12.
M. Trintignant (Cooper-Maserati)
gearbox. Lap 40.
J. Clark (Lotus-Climax) gearbox.
Lap 43.
J. Bonnier (BRM) engine. Lap 55.
P. Hill (Ferrari) engine. Lap 56.
A. Stacey (Lotus-Climax)
transmission. Lap 59.

Starting Grid (A)

1 Moss 1'33.2.	2 Brabham 1'33.4.	3 Ireland 1'33.9.
4 Bonnier 1'34.3.	5 Hill (G) 1'35.1.	6 Gurney 1'35.2.
7 Bristow 1'35.3.	8 Stacey 1'35.4.	9 McLaren 1'35.7.
10 Brooks 1'36.0.	11 Clark 1'36.3.	12 Ginther 1'36.3.
13 Hill (P) 1'36.4.	14 H. Taylor 1'36.4.	15 von Trips 1'36.7.
17 Trintignant 1'38.5.	18 de Beaufort 1'41.7.	

Non-starters: (for various reasons concerning qualifying) R. Salvadori (Aston Martin), L. Reventlow (Scarab), C. Daigh (Scarab), M. Gregory (Cooper-Maserati).

BELGIAN GRAND PRIX

Circuit: Spa-Francorchamps. *Date:* June 19. *Laps:* 36 (315 miles).

Results

- 1 J. Brabham (Cooper-Climax),
2hr 21min 37.3sec. 133.63mph.
- 2 B. McLaren (Cooper-Climax),
2hr 22min 40.6sec.
- 3 O. Gendebien (Cooper-Climax),
35 laps.
- 4 P. Hill (Ferrari), 35 laps.
- 5 J. Clark (Lotus-Climax), 34 laps.
- 6 L. Bianchi (Cooper-Climax),
28 laps.

Fastest lap: J. Brabham (Cooper-Climax), P. Hill (Ferrari) and I. Ireland (Lotus-Climax), 3min 51.9sec. 135.43mph.

Retirements.

- L. Reventlow (Scarab) engine.
Lap 2.
T. Brooks (Cooper-Climax)

- gearbox. Lap 4.
D. Gurney (BRM) engine. Lap 5.
I. Ireland (Lotus-Climax)
accident. Lap 14.
J. Bonnier (BRM) engine. Lap 15.
C. Daigh (Scarab) engine. Lap 17.
C. Bristow (Cooper-Climax)
accident. Lap 20.*
G. von Trips (Ferrari) clutch.
Lap 23.
A. Stacey (Lotus-Climax)
accident. Lap 25.*
W. Mairesse (Ferrari) engine.
Lap 25.
G. Hill (BRM) engine. Lap 36.

*Chris Bristow and Alan Stacey both succumbed to injuries received in their respective accidents.

Starting Grid (C)

- | | | |
|----------------------|--------------------|----------------------|
| 1 Brabham 3'50.0. | 2 Brooks 3'52.5. | 3 Hill (P) 3'53.3. |
| 4 Gendebien 3'53.5. | 5 Hill (G) 3'54.2. | 6 Bonnier 3'54.8. |
| 7 Ireland 3'55.4. | 8 Bristow 3'56.3. | 9 Clark 3'57.5. |
| 10 von Trips 3'57.8. | 11 Gurney 3'58.3. | 12 Mairesse 3'58.9. |
| 13 McLaren 4'00.0. | 14 Bianchi 4'00.6. | 15 Reventlow 4'09.7. |
| 16 Stacey 4'17.6. | 17 Daigh 4'18.5. | |

Non-starters: S. Moss (Lotus-Climax) and M. Taylor (Lotus). Both involved in crash during practice.

FRENCH GRAND PRIX

Circuit: Rheims. *Date:* July 3. *Laps:* 50 (257.93 miles).

Results

- 1 J. Brabham (Cooper-Climax),
1hr 57min 24.9sec. 132.19mph.
- 2 O. Gendebien (Cooper-Climax),
1hr 58min 13.2sec.
- 3 B. McLaren (Cooper-Climax),
1hr 58min 16.8sec.
- 4 H. Taylor (Cooper-Climax),
49 laps.
- 5 J. Clark (Lotus-Climax),
49 laps.
- 6 R. Flockhart (Lotus-Climax),
49 laps.

- 7 I. Ireland (Lotus-Climax), 43 laps.
 - 8 B. Halford (Cooper-Climax),
40 laps.*
 - 9 M. Gregory (Cooper-Maserati),
37 laps.
 - 10 I. Burgess (Cooper-Maserati),
36 laps.
 - 11 G. von Trips (Ferrari), 31 laps.*
 - 12 P. Hill (Ferrari), 29 laps.*
- * Not running at the finish.

Fastest lap: Brabham (Cooper-Climax), 2min 17.5sec. 135.06mph.

Retirements

G. Hill (BRM) accident on grid.
M. Trintignant (Cooper-Maserati) accident. Lap 1.
T. Brooks (Vanwall) rear damage. Lap 8.
W. Mairesse (Ferrari)

transmission. Lap 15.
G. Munaron (Cooper-Ferrari) transmission. Lap 16.
D. Gurney (BRM) engine. Lap 17.
L. Bianchi (Cooper-Climax) transmission. Lap 18.
J. Bonnier (BRM) engine. Lap 22.

Starting Grid (A)

- | | | |
|-----------------------|----------------------|------------------------|
| 1 Brabham 2'16.8. | 2 Hill (P) 2'18.2. | 3 Hill (G) 2'18.4. |
| 4 Ireland 2'18.5. | 5 Mairesse 2'19.3. | 6 von Trips 2'19.4. |
| 7 Gurney 2'19.4. | 8 Flockhart 2'19.5. | 9 McLaren 2'19.6. |
| 10 Bonnier 2'19.8. | 11 Gendebien 2'20.0. | 12 Clark 2'20.3. |
| 13 Taylor (H) 2'22.8. | 14 Brooks 2'23.3. | 15 Bianchi 2'23.6. |
| 16 Halford 2'23.6. | 17 Gregory 2'24.3. | 18 Trintignant 2'24.7. |
| 19 Munaron 2'31.3. | 20 Burgess 2'36.7. | |

BRITISH GRAND PRIX

Circuit: Silverstone. *Date*: July 16. *Laps*: 77 (225 miles).

Results

- | | |
|--|---|
| 1 J. Brabham (Cooper-Climax),
2hr 4min 24.6sec. 108.69 mph. | 71 laps. |
| 2 J. Surtees (Lotus-Climax),
2hr 5min 14.2sec. | 15 G. Munaron (Cooper-Ferrari),
70 laps. |
| 3 I. Ireland (Lotus-Climax),
2hr 5min 54.2sec. | 16 J. Clark (Lotus), 70 laps. |
| 4 B. McLaren (Cooper-Climax),
76 laps. | <i>Fastest lap</i> : G. Hill (BRM),
1min 34.4sec. 111.62mph. |
| 5 T. Brooks (Cooper-Climax),
76 laps. | Retirements |
| 6 G. von Trips (Ferrari), 75 laps. | K. Greene (Cooper-Maserati)
overheating. Lap 12. |
| 7 P. Hill (Ferrari), 75 laps. | R. Salvadori (Aston Martin)
steering. Lap 46. |
| 8 H. Taylor (Cooper-Climax),
74 laps. | J. Fairman (Cooper-Climax)
fuel pump. Lap 46. |
| 9 O. Gendebien (Cooper-Climax),
74 laps. | C. Daigh (Cooper-Climax) engine.
Lap 58. |
| 10 D. Gurney (BRM), 74 laps. | I. Burgess (Cooper-Maserati)
valves. Lap 58. |
| 11 M. Trintignant (Aston Martin),
72 laps. | J. Bonnier (BRM) suspension.
Lap 61. |
| 12 D. Piper (Lotus), 72 laps. | L. Bianchi (Cooper-Climax)
engine. Lap 63. |
| 13 B. Naylor (Cooper-Maserati),
72 laps. | G. Hill (BRM) off road. Lap 72. |
| 14 M. Gregory (Cooper-Maserati), | |

Starting Grid (B)

- | | | |
|---------------------|-------------------|-------------------|
| 1 Brabham 1'34.6. | 2 G. Hill 1'35.6. | 3 McLaren 1'36.0. |
| 4 Bonnier 1'36.2. | 5 Ireland 1'36.2. | 6 Gurney 1'36.6. |
| 7 von Trips 1'37.0. | 8 Clark 1'37.0. | 9 Brooks 1'37.6. |

- | | | |
|----------------------|--------------------|------------------------|
| 10 P. Hill 1'37.8. | 11 Surtees 1'38.6. | 12 Gendebien 1'39.2. |
| 13 Salvadori 1'39.4. | 14 Gregory 1'39.8. | 15 Fairman 1'39.8. |
| 16 H. Taylor 1'40.0. | 17 Bianchi 1'40.2. | 18 Naylor 1'41.2. |
| 19 Daigh 1'42.4. | 20 Burgess 1'42.6. | 21 Trintignant 1'43.8. |
| 22 Greene 1'45.8. | 23 Piper 2'05.6. | 24 Munaron (no time) |

PORTUGUESE GRAND PRIX

Circuit: Oporto. *Date:* August 14. *Laps:* 55 (253 miles).

Results

- J. Brabham (Cooper-Climax),
2hr 19min 00.3sec. 109.27mph.
- B. McLaren (Cooper-Climax),
2hr 19min 58.0sec.
- J. Clark (Lotus),
2hr 20min 53.26sec.
- G. von Trips (Ferrari),
2hr 20min 58.84sec.
- T. Brooks (Cooper-Climax),
49 laps.
- I. Ireland (Lotus), 48 laps.
- O. Gendebien (Cooper-Climax),
46 laps.

Fastest lap: J. Surtees (Lotus),
2min 27.53sec. 112.29mph.

Retirements

- J. Bonnier (BRM) engine. Lap 7.
G. Hill (BRM) gearbox. Lap 9.
M. Gregory (Cooper-Maserati)
gearbox. Lap 22.
D. Gurney (BRM) engine. Lap 26.
P. Hill (Ferrari) clutch. Lap 31.
J. Surtees (Lotus) split radiator.
Lap 37.
M. Cabral (Cooper-Maserati)
clutch. Lap 38.
S. Moss (Lotus) disqualified.
Lap 51.

Starting Grid (C)

- | | | |
|---------------------|-----------------------|----------------------|
| 1 Surtees 2'25.56. | 2 Gurney 2'25.63. | 3 Brabham 2'26.05. |
| 4 Moss 2'26.19. | 5 G. Hill 2'27.11. | 6 McLaren 2'27.44. |
| 7 Ireland 2'27.52. | 8 Clark 2'28.36. | 9 von Trips 2'28.40. |
| 10 P. Hill 2'28.42. | 11 Gregory 2'29.16. | 12 Brooks 2'32.12. |
| 13 Bonnier 2'33.34. | 14 Gendebien 2'33.75. | 15 Cabral 2'35.85. |

H. Taylor (Cooper) crashed in practice and did not start.

ITALIAN GRAND PRIX (European G.P.)

Circuit: Monza. *Date:* September 4. *Laps:* 50 (311 miles).

Results

- | | |
|--|---|
| 1 P. Hill (Ferrari),
2hr 21min 9.2sec. 132.07mph. | 7 E. Barth (Porsche F2),
47 laps. |
| 2 R. Ginther (Ferrari),
2hr 23min 36.8sec. | 8 P. Drogo (Cooper-Climax F2),
45 laps. |
| 3 W. Mairesse (Ferrari), 49 laps. | 9 W. Seidel (Cooper-Climax F2),
44 laps. |
| 4 G. Cabianca (Cooper-
Castellotti), 48 laps. | 10 F. Gamble (Porsche-Behra F2),
41 laps. |
| 5 G. von Trips (Ferrari F2),
48 laps. | <i>Fastest lap:</i> P. Hill (Ferrari),
2min 43.6sec. 136.7mph. |
| 6 H. Herrmann (Porsche F2),
47 laps. | |

Retirements

A. Owen (Cooper-Climax)
accident. Lap 1.
V. Wilson (Cooper F2) Lap 25.
G. Scarlatti (Cooper-Maserati)
throttle. Lap 27.

BRM; Lotus and Cooper boycotted event because of the inclusion of banked sections.

- 1 P. Hill 2'41.4.
- 4 Cabianca 2'49.3.
- 7 Naylor 2'52.4.
- 10 Herrmann 2'58.3.
- 13 Seidel 3'07.0.
- 16 Wilson 3'16.5.

Starting Grid (C)

- | | |
|---------------------|---------------------|
| 2 Ginther 2'43.3. | 3 Mairesse 2'43.9. |
| 5 Scarlatti 2'49.7. | 6 von Trips 2'51.9. |
| 8 Munaron 2'53.1. | 9 Thiele 2'55.6. |
| 11 Owen 3'01.5. | 12 Barth 3'02.1. |
| 14 Gamble 3'10'6. | 15 Drogo 3'11.9. |

UNITED STATES GRAND PRIX

Circuit: Riverside. Date: November 20. Laps: 75 (246 miles).

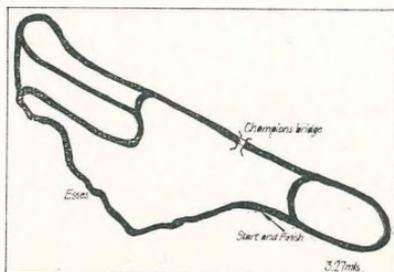
Results

- 1 S. Moss (Lotus),
2hr 28min 52.2sec. 99.0mph.
- 2 I. Ireland (Lotus),
2hr 29min 30.2sec.
- 3 B. McLaren (Cooper-Climax),
2hr 29min 44.2sec.
- 4 J. Brabham (Cooper-Climax),
74 laps.
- 5 J. Bonnier (BRM), 74 laps.
- 6 P. Hill (Cooper-Climax),
74 laps.
- 7 J. Hall (Lotus), 73 laps.
- 8 R. Salvadori (Cooper-Climax),
73 laps.
- 9 G. von Trips (Cooper-
Maserati), 72 laps.
- 10 C. Daigh (Scarab, 70 laps.
- 11 P. Lovely (Cooper-Ferrari),
69 laps.
- 12 O. Gendebien (Cooper-Climax),
69 laps.
- 13 P. Drake (Maserati), 68 laps.
- 14 H. Taylor (Cooper), 68 laps.
- 15 M. Trintignant (Cooper-
Maserati), 66 laps.
- 16 J. Clark (Lotus), 61 laps.

Fastest lap: Brabham (Cooper),
1min 56.3sec. 100.9mph.

Retirements

J. Surtees (Lotus) accident.
Lap 4.
T. Brooks (Cooper) ignition.
Lap 7.
R. Flockhart (Cooper)
transmission. Lap 12.
D. Gurney (BRM) water system.
Lap 19.
B. Naylor (Maserati-JBW)
engine. Lap 21.
I. Burgess (Cooper-Maserati)
ignition. Lap 30.
G. Hill (BRM) engine. Lap 35.



Starting Grid (C)

1 Moss 1'54.4.	2 Brabham 1'55.0.	3 Gurney 1'55.2.
4 Bonnier 1'55.6.	5 Clark 1'55.6.	6 Surtees 1'56.6.
7 Ireland 1'57.0.	8 Gendebien 1'57.2.	9 Brooks 1'57.2.
10 McLaren 1'57.4.	11 G. Hill 1'57.6.	12 J. Hall 1'58.2.
13 P. Hill 1'58.8.	14 H. Taylor 1'59.0.	15 Salvadori 1'59.6.
16 von Trips 2'01.4.	17 Naylor 2'02.2.	18 Daigh 2'02.6.
19 Trintignant 2'03.2.	20 Lovely 2'03.4.	21 Flockhart 2'04.4.
22 Drake 2'05.4.	23 Burgess 2'06.6.	

FINAL CHAMPIONSHIP POSITIONS

1 Jack Brabham	<i>points</i> 43	John Surtees	<i>points</i> 6
2 Bruce McLaren	(37) 34*	13 Joakim Bonnier	4
3 Stirling Moss	19	Graham Hill	4
4 Innes Ireland	18	Willy Mairesse	4
5 Phil Hill	16	16 Carlos Menditeguy	3
6 Wolfgang von Trips	10	Giulio Cabianca	3
Olivier Gendebien	10	Henry Taylor	3
8 Ritchie Ginther	8	19 Lucien Bianchi	1
Jim Clark	8	Ron Flockhart	1
10 Tony Brooks	7	Hans Herrmann	1
11 Cliff Allison	6		

*Best six performances.

Moss and Trintignant were not awarded any points for their shared 3rd place in the Argentine GP. A driver has to complete the full distance in his own machine to gain points (points for shared drives were dropped at the end of the 1957 season).

Ferrari makes sweeping come-back—Phil Hill first American to carry off Championship—'Taffy' von Trips killed at Monza—Moss magnificent at Monaco and Nurburgring—Giancarlo Baghetti wins on 'Championship' debut—Porsche impressive.

British car manufacturers took a back seat in 1961, the controversial year of the new 1½ litre formula. And SEFAC Ferrari, obviously far from pleased with their performances of late, were the only team prepared.

American sports car ace, Phil Hill, and the bearded German 'Taffy' von Trips, spearheaded the attack, backed up by Californian Richie Ginther, and on occasions Olivier Gendebien of Belgium and 'new boy' Giancarlo Baghetti, from Italy. At the end of the year the young Mexican Ricardo Rodriguez joined the team.

Ferrari's foresight in developing their rear-engined V6 certainly paid off. Hill took the Championship title with victories at Spa and Monza; von Trips won at Zandvoort and Aintree; while Baghetti provided the sensation of the year with a dramatic win in his first ever Championship race at Rheims.

The battle for the championship crown between Hill and Trips ended on a tragic note, when the latter died as a result of injuries sustained in an accident with Jim Clark's Lotus in the opening laps of the Italian Grand Prix. Fourteen spectators also lost their lives in the incident.

The season opened in the magical setting of Monte Carlo and before the usual huge and enthusiastic crowd Stirling Moss

pulled off one of his best ever wins shugging off the challenges from SEFAC. Driving the Rob Walker Lotus-Climax, Moss took over the lead after 14 laps and took the chequered flag just 3.6sec in front of Ginther (Ferrari). Phil Hill (Ferrari) finished third ahead of team mate von Trips. Gurney brought one of the new German Porsches into fifth place.

The 1959/60 Champion, Jack Brabham was never in the picture and retired his Cooper-Climax when it overheated. Tony Brooks and Graham Hill both retired the works BRMs.

Cliff Allison, who had been injured in a crash at Monte Carlo when driving for Ferrari the previous year, returned to the fray at the wheel of a UDT-Laystall entered Lotus and finished 8th.

The Prancing Horse team took over in the Dutch Grand Prix at Zandvoort with von Trips leading Phil Hill over the line by a mere nine-tenths of a second. Jim Clark (Lotus) after a race long duel with Hill finished a superb third, while Moss (Lotus) snatched fourth place from Ginther (Ferrari) on the last lap. Brabham (Cooper-Climax) was sixth. Von Trips' victory was the first grand prix win by a German driver for 22 years.

History was made at Zandvoort as for the first time in a Championship race the entire field of 15 finished the race without incident.

It is also interesting to note that Dutchman Carel Godin de Beaufort, who had campaigned in the 1958/59/60 Dutch races, always finishing in last position, was not tail-end 'Charlie' on this occasion. He finished 14th, just ahead of Hans

Herrmann. Both drove Porsches.

The superior power of the Ferraris was overwhelming in the Belgian Grand Prix at Spa. They filled the first four places in the order, Hill, Trips, Ginther and Gendebien, while the first British car was the Yeoman Credit entered Cooper-Climax, which John Surtees piloted into fifth place. Dan Gurney and Jo Bonnier brought their Porsches into sixth and seventh positions.

It looked as though Ferrari would repeat this success in the French Grand Prix on the Rheims track, but after the complete eclipse of the 'works' cars Trips (radiator), Hill (spin) and Ginther (radiator) it was left to Giancarlo Baghetti, making his grand prix debut in an 'independent' Ferrari entry, to carry off the victors laurels.

Baghetti's surprise win was no mean feat—he staved off a strong attack from the Porsches driven by Bonnier and Gurney. On the last lap it looked as though Gurney with more experience was going to give Porsche its first victory, but Baghetti pulled out of the German car's slipstream on the final straight to clinch victory by one-tenth of a second.

Clark and Ireland brought their Lotuses into third and fourth places ahead of McLaren (Cooper) and Graham Hill (BRM).

In pouring rain at Aintree, Ferrari were one-two-three with Von Trips leading Hill and Ginther. Moss (Lotus) had grappled with the red aces holding second place for a while before he was sidelined with brake failure.

Jack Brabham enjoyed his best ride to date in 1961 bringing the Cooper-Climax in fourth in front of Bonnier (Porsche) and Salvadori (Cooper).

BRM efforts suffered further setbacks with Brooks finishing down in ninth position, however he did have the consolation of recording the fastest lap of the race at 91 mph.

The event was interesting for the debut of the new four-wheel drive Ferguson. Jack Fairman, former Connaught works driver drove the car in the race, and then when Moss retired, handed over to Stirling who put in several creditable laps with the new car.

The circus moved to the Nurburgring for the German Grand Prix where Moss gave another brilliant display to beat the might of Ferrari fair and square. Stirling shrugged off continual challenges from Trips and Hill to finish the race 21.8sec in front of the flying V6s. Clark (Lotus) finished a fine fourth and Surtees (Cooper) was fifth.

A new V8 Coventry-Climax engine had been prepared for the race and fitted into Brabham's Cooper. It went well in practice and at the drop of the flag Brabham shot into the lead—but a few minutes later his car skidded on a patch of oil and plunged through a hedge forcing its retirement. Graham Hill (BRM) was also involved in a first lap incident and later in the race Willy Mairesse crashed his Ferrari.

Thirty-two cars lined up for the start of the Italian Grand Prix at Monza—staged on the combined road and banked track. This time there were no objections from the British teams. Ferrari looked more menacing than ever with cars for Von Trips, Hill, Ginther, Baghetti and the young Mexican star Ricardo Rodriguez.

As reported at the beginning of the chapter the title race between Von Trips and Phil Hill ended in tragedy when after only two laps

completed 'Taffy' was killed when his Ferrari and Clark's Lotus touched and went off at Vedano corner. Clark emerged unhurt but Von Trips was killed instantly.

Phil Hill went on to win the race and the Championship crown, while Dan Gurney brought the works Porsche into second place in front of McLaren (Cooper-Climax). Jack Lewis drove a meticulous race bringing in his Cooper-Climax one-tenth of a second in front of the more experienced Tony Brooks (BRM) to take fourth position.

Jack Brabham had harried the Ferraris in his Cooper-Climax before being forced out with engine trouble. Moss (Lotus) had also been up among the leaders until he went out after 37 laps.

The popular Dutchman, de Beaufort did well to bring his old Porsche into seventh place ahead of Lorenzo Bandini and 'veteran' Maurice Trintignant in their Cooper-Maseratis

Ferrari decided to give the United States Grand Prix at Watkins Glen a miss, leaving it to the British Cooper, Lotus and BRM teams to take on the German Porsches.

Moss (Lotus) and Brabham (Cooper) enjoyed a ding-dong battle for the lead, before they were both sidelined soon after the half way stage. Ireland, who had been in third place, took over up front and held it to the end to give him his first and only championship grand prix victory. Gurney (Porsche) again finished second after Salvadori who had been in this position retired three laps from the finish when his Cooper-Climax threw a con rod. Tony Brooks (BRM) secured third place; McLaren (Cooper) was fourth; and Graham Hill (BRM) fifth.

BRMs third place was their best performance of the season. Tony Brooks, who drove the car on this occasion, decided to hang up his crash helmet at the end of the year after a successful grand prix career. Although he never won the Championship, he was considered to be one of the finest drivers competing in grand prix racing.

Ferrari had got off to a tremendous start in the new 1½ litre Formula—but 1962 was to see Britain back on top with Graham Hill and not Phil Hill leading the way.

MONACO GRAND PRIX

Circuit: Monte Carlo. *Date:* May 14. *Laps:* 100 (195 miles).

Results

- 1 S. Moss (Lotus-Climax),
2hr 45min 50.1sec. 70.70mph.
- 2 R. Ginther (Ferrari),
2hr 45min 53.7sec.
- 3 P. Hill (Ferrari),
2hr 46min 31.4sec.
- 4 G. von Trips (Ferrari), 98 laps*.
- 5 D. Gurney (Porsche), 98 laps.
- 6 B. McLaren (Cooper-Climax),
95 laps.
- 7 M. Trintignant (Cooper-Maserati), 95 laps.

- 8 C. Allison (Lotus-Climax),
93 laps.
- 9 H. Herrmann (Porsche), 91 laps.
- 10 J. Clark (Lotus-Climax), 89 laps.
- 11 J. Surtees (Cooper-Climax),
68 laps.*
- 12 J. Bonnier (Porsche), 59 laps.*
- 13 T. Brooks (BRM-Climax),
54 laps.*

*Not running at finish, but all cars covering over 50 laps were classified.

Fastest lap: Ginther (Ferrari) and

Moss (Lotus-Climax), 1min 36.3sec.
72.05mph.

Lap 11.
J. Brabham (Cooper-Climax)
engine. Lap 38.
M. May (Lotus-Climax) gearbox.
Lap 41.

Retirements

G. Hill (BRM-Climax) fuel pump.

Starting Grid (A)

- | | | |
|--------------------|--------------------|------------------------|
| 1 Moss 1'39.1. | 2 Ginther 1'39.3. | 3 Clark 1'39.6. |
| 4 G. Hill 1'39.6. | 5 P. Hill 1'39.8. | 6 von Trips 1'39.8. |
| 7 McLaren 1'39.8. | 8 Brooks 1'40.1. | 9 Bonnier 1'40.3. |
| 10 Gurney 1'40.6. | 11 Surtees 1'41.1. | 12 Herrmann 1'41.1. |
| 13 May 1'42.0. | 14 Allison 1'42.3. | 15 Trintignant 1'42.4. |
| 16 Brabham 1'44.0. | | |

Non-qualifiers: H. Taylor (Lotus) 1'42.6, L. Bianchi (Emeryson) 1'42.9, O. Gendebien (Emeryson) 1'43.7, I. Ireland (Lotus-Clark) 1'40.5 crash in practice, M. Gregory (Cooper-Climax) 1'42.7, and I. Burgess (Lotus-Climax).

DUTCH GRAND PRIX

Circuit: Zandvoort. *Date:* May 22. *Laps:* 75 (195 miles).

Results

- | | |
|--|---|
| 1 G. von Trips (Ferrari),
2hr 1min 52.1sec. 96.21mph. | 8 G. Hill (BRM), 2hr 3min 21.9sec. |
| 2 P. Hill (Ferrari), 2hr 1min 53sec. | 9 T. Brooks (BRM), 74 laps. |
| 3 J. Clark (Lotus),
2hr 2min 5.2sec. | 10 D. Gurney (Porsche), 74 laps. |
| 4 S. Moss (Lotus),
2hr 2min 14.3sec. | 11 J. Bonnier (Porsche), 73 laps. |
| 5 R. Ginther (Ferrari),
2hr 2min 14.4sec. | 12 B. McLaren (Cooper), 73 laps. |
| 6 J. Brabham (Cooper),
2hr 3min 12.2sec. | 13 T. Taylor (Lotus), 73 laps. |
| 7 J. Surtees (Cooper),
2hr 3min 18.8sec. | 14 C. G. de Beaufort (Porsche),
72 laps. |
| | 15 H. Herrmann (Porsche), 72 laps. |
- Fastest lap:* J. Clark (Lotus),
1min 35.5sec. 98.2mph.

No Retirements

Starting Grid (A)

- | | | |
|--------------------|----------------------|------------------------|
| 1 P. Hill 1'35.7. | 2 von Trips 1'35.7. | 3 Ginther 1'35.9. |
| 4 Moss 1'36.2. | 5 G. Hill 1'36.3. | 6 Gurney 1'36.4. |
| 7 Brabham 1'36.6. | 8 Brooks 1'36.8. | 9 Surtees 1'36.8. |
| 10 Clark 1'36.9. | 11 Bonnier 1'37.1. | 12 Herrmann 1'38.0. |
| 13 McLaren 1'38.2. | 14 T. Taylor 1'39.5. | 15 de Beaufort 1'39.8. |

Cooper, BRM and Lotus all fitted with Climax engines. I. Burgess (Lotus) 1'38.0, crashed in practice and did not start. M. Gregory (Cooper-Climax) 1'36.8, reserve but did not qualify.

BELGIAN GRAND PRIX

Circuit: Spa-Francorchamps. *Date:* June 18. *Laps:* 30 laps (263 miles).

Results

- 1 P. Hill (Ferrari),
2hr 3min 3·8sec. 128·151mph.
 - 2 G. von Trips (Ferrari),
2hr 3min 4·5sec.
 - 3 R. Ginther (Ferrari),
2hr 3min 23·3sec.
 - 4 O. Gendebien (Ferrari),
2hr 3min 49·4sec.
 - 5 J. Surtees (Cooper-Climax),
2hr 4min 30·6sec.
 - 6 D. Gurney (Porsche),
2hr 4min 34·8sec.
 - 7 J. Bonnier (Porsche),
2hr 5min 50·9sec.
 - 8 S. Moss (Lotus),
2hr 6min 59·4sec.
 - 9 J. Lewis (Cooper-Climax),
29 laps.
 - 10 M. Gregory (Cooper), 29 laps.
 - 11 C. G. de Beaufort (Porsche),
28 laps.
 - 12 J. Clark (Lotus), 24 laps.
 - 13 T. Brooks (BRM), 24 laps.
- Fastest lap:* R. Ginther (Ferrari),
3min 59·8sec. 131·5mph.

Retirements

- W. Mairesse (Lotus) engine. Lap 8.
B. McLaren (Cooper) feeding troubles. Lap 9.
I. Ireland (Lotus) engine. Lap 10.
L. Bianchi (Lotus) broken oil pipe. Lap 10.
J. Brabham (Cooper) engine. Lap 12.
L. Bandini (Cooper-Maserati) engine. Lap 20.
M. Trintignant (Cooper-Maserati). transmission. Lap 23.
G. Hill (BRM) engine. Lap 24.

Starting Grid (C)

- | | | |
|---------------------|------------------------|---------------------|
| 1 P. Hill 3'59·3. | 2 von Trips 4'00·1. | 3 Gendebien 4'03·0. |
| 4 Surtees 4'06·0. | 5 Ginther 4'06·1. | 6 G. Hill 4'07·6. |
| 7 Brooks 4'07·9. | 8 Moss 4'08·2. | 9 Bonnier 4'08·3. |
| 10 Gurney 4'08·4. | 11 Brabham 4'08·6. | 12 Gregory 4'10·2. |
| 13 Lewis 4'11·1. | 14 de Beaufort 4'16·7. | 15 McLaren 4'17·4. |
| 16 Clark 4'17·7. | 17 Bandini 4'19·0. | 18 Ireland 4'20·0. |
| 19 Mairesse 4'20·6. | 20 Trintignant 4'21·4. | 21 Bianchi 4'27·3. |

Non-qualifiers: H. Taylor/C. Allison (Lotus), A. Marsh (Lotus) 4'23·2, W. Seidel (Lotus) 4'23·2, I. Burgess (Lotus) 4'37·6.

FRENCH GRAND PRIX

Circuit: Rheims. *Date:* July 2. *Laps:* 52 laps (268·25miles).

Results

- 1 G. Baghetti (Ferrari),
2hr 14min 17·5sec. 119·84mph.
- 2 D. Gurney (Porsche),
2hr 14min 17·6sec.
- 3 J. Clark (Lotus-Climax),
2hr 15min 18·6sec.
- 4 I. Ireland (Lotus-Climax),
2hr 15min 27·8sec.
- 5 B. McLaren (Cooper-Climax),
2hr 15min 59·3sec.
- 6 G. Hill (BRM-Climax),
2hr 15min 59·4sec.
- 7 J. Bonnier (Porsche),
2hr 17min 32·9sec.
- 8 R. Salvadori (Cooper-Climax),
51 laps.

- 9 P. Hill (Ferrari), 50 laps.
- 10 H. Taylor (Lotus-Climax), 49 laps.
- 11 M. May (Lotus-Climax), 48 laps.
- 12 M. Gregory (Cooper-Climax), 43 laps.
- 13 M. Trintignant (Cooper-Maserati), 42 laps.
- 14 I. Burgess (Lotus-Climax), 42 laps.
- 15 R. Ginther (Ferrari), 40 laps.*

*Not running at end of race.

Fastest lap: P. Hill (Ferrari), 2min 29.9sec. 123.88mph.

Retirements

- J. Lewis (Cooper-Climax) engine. Lap 4.
- J. Surtees (Cooper-Climax)

- suspension. Lap 4.
- T. Brooks (BRM-Climax) engine. Lap 4.
- B. Collomb (Cooper-Climax) engine. Lap 7.
- J. Brabham (Cooper-Climax) engine. Lap 14.
- G. von Trips (Ferrari) engine. Lap 18.
- L. Bianchi (Lotus-Climax) clutch. Lap 21.
- C. G. de Beaufort (Porsche) engine. Lap 23.
- G. Scarlatti (de Tomaso-Osca) engine. Lap 24.
- W. Mairesse (Lotus-Climax) fuel supply. Lap 25.
- S. Moss (Lotus-Climax) suspension. Lap 31.

Starting Grid (A)

- | | | |
|----------------------|------------------------|----------------------|
| 1 P. Hill 2'24.9. | 2 von Trips 2'26.4. | 3 Ginther 2'26.8. |
| 4 Moss 2'27.6. | 5 Clark 2'29.0. | 6 G. Hill 2'29.1. |
| 7 Surtees 2'29.1. | 8 McLaren 2'29.4. | 9 Gurney 2'29.6. |
| 10 Ireland 2'29.8. | 11 Brooks 2'29.9. | 12 Baghetti 2'30.5. |
| 13 Bonnier 2'30.5. | 14 Brabham 2'31.0. | 15 Salvadori 2'31.2. |
| 16 Gregory 2'31.3. | 17 de Beaufort 2'31.8. | 18 Lewis 2'32.0. |
| 19 Bianchi 2'33.4. | 20 Mairesse 2'35.8. | 21 Collomb 2'36.8. |
| 22 May 2'37.9. | 23 Trintignant 2'38.8. | 24 Burgess 2'39.7. |
| 25 H. Taylor 2'40.3. | 26 Scarlatti 2'47.1. | |

BRITISH GRAND PRIX

Circuit: Aintree. *Date:* July 15. *Laps:* 75 (225 miles).

Results

- 1 G. von Trips (Ferrari), 2hr 40min 53.6sec. 83.91mph.
 - 2 P. Hill (Ferrari), 2hr 41min 39.6sec.
 - 3 R. Ginther (Ferrari), 2hr 41min 40.4sec.
 - 4 J. Brabham (Cooper), 2hr 42min 02.2sec.
 - 5 J. Bonnier (Porsche), 2hr 42min 09.8sec.
 - 6 R. Salvadori (Cooper), 2hr 42min 19.8sec.
 - 7 D. Gurney (Porsche), 74 laps.
 - 8 B. McLaren (Cooper), 74 laps.
 - 9 T. Brooks (BRM), 73 laps.
 - 10 I. Ireland (Lotus), 72 laps.
 - 11 M. Gregory (Cooper), 71 laps.
 - 12 L. Bandini (Cooper-Maserati), 71 laps.
 - 13 T. Maggs (Cooper), 69 laps.
 - 14 I. Burgess (Lotus), 69 laps.
 - 15 K. Greene (Gilby-Climax), 69 laps.
 - 16 C. G. de Beaufort (Porsche), 69 laps.
 - 17 W. Seidel (Lotus), 58 laps.
- Fastest lap:* T. Brooks (BRM), 1min 57.8sec. 91mph.

Retirements

N. Natili (Cooper-Maserati) engine. Lap 1.
H. Taylor (Lotus) crash. Lap 6.
G. Ashmore (Lotus) mechanical troubles. Lap 8.
J. Lewis (Cooper) mechanical troubles. Lap 8.
T. Parnell (Lotus) mechanical troubles. Lap 13.
J. Surtees (Cooper) differential.

Lap 24.
T. Marsh (Lotus) mechanical troubles. Lap 26.
G. Baghetti (Ferrari) crash. Lap 29.
G. Hill (BRM) engine. Lap 44.
S. Moss (Lotus) brakes. Lap 45.
L. Bianchi (Lotus) gearbox. Lap 46.
J. Fairman/S. Moss (Ferguson) disqualified for hand pull. Lap 57.
J. Clark (Lotus) oil leak. Lap 63.

Starting Grid (C)

1 P. Hill 1'58.8.	2 Ginther 1'58.8.	3 Bonnier 1'58.8.
4 von Trips 1'58.8.	5 Moss 1'59.0.	6 Brooks 1'59.0.
7 Ireland 1'59.2.	8 Clark 1'59.2.	9 Brabham 1'59.4.
10 Surtees 1'59.6.	11 G. Hill 2'00.0.	12 Gurney 2'00.2.
13 Salvadori 2'00.8.	14 McLaren 2'01.0.	15 Lewis 2'01.0.
16 Gregory 2'01.4.	17 H. Taylor 2'01.8.	18 de Beaufort 2'02.0.
19 Baghetti 2'02.0.	20 Fairman 2'03.4.	21 Bandini 2'03.6.
22 Seidel 2'04.2.	23 Greene 2'06.0.	24 Maggs 2'06.4.
25 Burgess 2'06.6.	26 Ashmore 2'08.2.	27 Marsh 2'09.6.
28 Natili 2'10.2.	29 T. Parnell 2'16.8.	30 Bianchi 2'18.8.

GERMAN GRAND PRIX (European G.P.)

Circuit: Nurburgring. *Date:* August 6. *Laps:* 15 (211 miles).

Results

- | | |
|---|--|
| 1 S. Moss (Lotus-Climax),
2hr 18min 12.4sec. 92.34mph. | 12 I. Burgess (Lotus-Climax),
14 laps. |
| 2 G. von Trips (Ferrari),
2hr 18min 33.8sec. | 13 H. Herrmann (Porsche), 14 laps. |
| 3 P. Hill (Ferrari),
2hr 18min 34.9sec. | 14 C. G. de Beaufort (Porsche),
14 laps. |
| 4 J. Clark (Lotus-Climax),
2hr 19min 29.5sec. | 15 A. Marsh (Lotus-Climax),
13 laps. |
| 5 J. Surtees (Cooper-Climax),
2hr 20min 5.5sec. | 16 G. Ashmore (Lotus-Climax),
13 laps. |
| 6 B. McLaren (Cooper-Climax),
2hr 20min 53.8sec. | 17 M. Trintignant (Cooper-Climax),
12 laps. |
| 7 D. Gurney (Porsche),
2hr 21min 33.0sec. | <i>Fastest lap:</i> P. Hill (Ferrari),
8min 57.8sec. 94.8mph. |
| 8 R. Ginther (Ferrari),
2hr 23min 35.5sec. | Retirements |
| 9 J. Lewis (Cooper-Climax),
2hr 23min 36.1sec. | J. Brabham (Cooper-Climax)
crash. Lap 1. |
| 10 R. Salvadori (Cooper-Climax),
2hr 30min 23.9sec. | G. Hill (BRM) crash. Lap 1. |
| 11 T. Maggs (Lotus-Climax),
14 laps. | I. Ireland (Lotus) fire. Lap 1. |
| | W. Seidel (Lotus-Climax) engine.
Lap 4. |
| | J. Bonnier (Porsche) engine. Lap 5. |

T. Brooks (BRM) engine. Lap 7.
L. Bandini (Cooper-Maserati)
engine. Lap 10.

W. Mairesse (Ferrari) crash. Lap 14.
B. Collomb was unclassified
(12 laps).

Starting Grid (B)

1 P. Hill 8'55.2.	2 Brabham 9'01.4.	3 Moss 9'01.7.
4 Bonnier 9'04.8.	5 von Trips 9'05.5.	6 G. Hill 9'06.4.
7 Gurney 9'06.6.	8 Clark 9'08.1.	9 Brooks 9'09.3.
10 Surtees 9'11.2.	11 Herrmann 9'12.7.	12 McLaren 9'13.0.
13 Mairesse 9'15.9.	14 Ginther 9'16.6.	15 Salvadori 9'22.0.
16 Ireland 9'22.9.	17 de Beaufort 9'28.4.	18 Lewis 9'31.4.
19 Bandini 9'35.4.	20 Marsh 9'37.7.	21 Trintignant 9'38.5.
22 Maggs 9'45.5.	23 Seidel 9'59.9.	24 Burgess 10'01.4
25 Ashmore 10'06.0.	28 Collomb 10'23.0.	

Non-starter: M. May (Lotus) 10'37.5.

ITALIAN GRAND PRIX

Circuit: Monza. *Date*: September 10. *Laps*: 43 (267 miles).

Results

- 1 P. Hill (Ferrari),
2hr 3min 13sec. 130.077mph.
- 2 D. Gurney (Porsche),
2hr 3min 44.2sec.
- 3 B. McLaren (Cooper),
2hr 5min 41.4sec.
- 4 J. Lewis (Cooper),
2hr 5min 53.4sec.
- 5 T. Brooks (BRM),
2hr 5min 53.5sec.
- 6 R. Salvadori (Cooper), 42 laps.
- 7 C. G. de Beaufort (Porsche),
41 laps.
- 8 L. Bandini (Cooper-Maserati),
41 laps.
- 9 M. Trintignant (Cooper-
Maserati), 40 laps.
- 10 T. Parnell (Lotus), 40 laps.
- 11 H. Taylor (Lotus), 39 laps.
- 12 R. Pirocchi (Cooper-Maserati),
38 laps.

Fastest lap: G. Baghetti (Ferrari),
2min 48.4sec. 132.837mph.

Retirements

G. Ashmore (Lotus) crash. Lap 1.

R. Bussinello (De Tomaso-
Conrero). Lap 1.
W. Seidel (Lotus). Lap 1.
G. von Trips† (Ferrari) crash.
Lap 2.
J. Clark (Lotus) crash. Lap 2.
R. Lippi (Osca-de Tomaso) engine.
Lap 3.
J. Surtees (Cooper) suspension.
Lap 3.
J. Fairman (Cooper). Lap 6.
B. Naylor (Maserati-JBW). Lap 7.
J. Brabham (Cooper) engine.
Lap 9.
G. Hill (BRM) engine. Lap 11.
M. Gregory (Lotus) suspension.
Lap 12.
R. Rodriguez (Ferrari) engine.
Lap 14.
G. Baghetti (Ferrari) engine. Lap 14.
N. Vaccarella (De-Tomaso-Alfa-
Conrero) engine. Lap 15.
J. Bonnier (Porsche) suspension.
Lap 15.
R. Ginther (Ferrari) engine. Lap 24.
S. Moss (Lotus) front hub. Lap 37.
†Killed.

Starting Grid (F)		
1 von Trips 2'46-3.	2 R. Rodriguez 2'46-4.	3 Ginther 2'46-8.
4 P. Hill 2'47-2.	5 G. Hill 2'48-7.	6 Baghetti 2'49-0.
7 Clark 2'49-2.	8 Bonnier 2'49-6.	9 Ireland 2'50-3.
10 Brabham 2'51-6.	11 Moss 2'51-8.	12 Gurney 2'52-0.
13 Brooks 2'52-2.	14 McLaren 2'53-4.	15 de Beaufort 2'53-8.
16 Lewis 2'54-0.	17 Gregory 2'55-2.	18 Salvadori 2'55-2.
19 Surtees 2'55-6.	20 Vaccarella 2'56-0.	21 Bandini 2'57-7.
22 Trintignant 2'58-7.	23 H. Taylor 3'00-6.	24 Bussinello 3'01-7.
25 Ashmore 3'03-0.	26 Fairman 3'04-8.	27 Parnell 3'05-7.
28 Seidel 3'06-0.	29 Pirocchi 3'06-5.	30 Starrabba 3'07-9.
31 Naylor 3'08-1.	32 Lippi 3'08-9.	

UNITED STATES GRAND PRIX

Circuit: Watkins Glen. Date: October 8. Laps: 100 (230 miles).

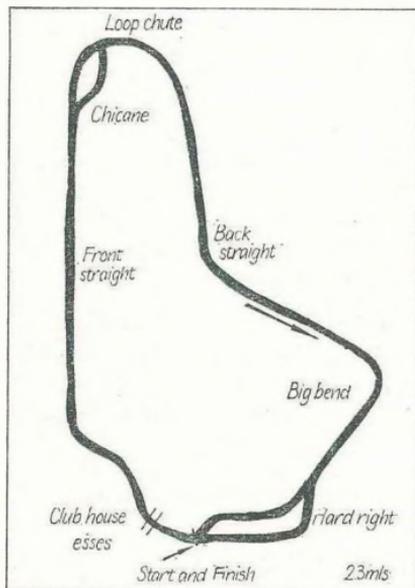
Results

- 1 I. Ireland (Lotus),
2hr 13min 45-8sec. 103-17mph.
- 2 D. Gurney (Porsche),
2hr 13min 50-1sec.
- 3 T. Brooks (BRM),
2hr 14min 34-8sec.
- 4 B. McLaren (Cooper),
2hr 14min 43-8sec.
- 5 G. Hill (BRM), 99 laps.
- 6 J. Bonnier (Porsche), 98 laps.
- 7 J. Clark (Lotus), 96 laps.
- 8 R. Penske (Cooper), 96 laps.
- 9 P. Ryan (Lotus), 95 laps.
- 10 H. Sharp (Cooper), 93 laps.
- 11 O. Gendebien/M. Gregory
(Lotus), 92 laps.

Fastest lap: S. Moss (Lotus),
1min 18-2sec. 105-8mph.

Retirements

- J. Surtees (Cooper) connecting rod. Lap 1.
W. Hansgen (Cooper) engine. Lap 14.
M. Gregory (Lotus) gear selector. Lap 23.
J. Brabham (Cooper) water leak.



- Lap 57.
S. Moss (Lotus) engine. Lap 59.
L. Ruby (Lotus) magneto. Lap 76.
J. Hall (Lotus). Lap 76.
R. Salvadori (Cooper) connecting rod. Lap 97.

Starting Grid (G)

1 Brabham 1'17-0.	2 G. Hill 1'18-1.	3 Moss 1'18-2.
4 McLaren 1'18-2.	5 Brooks 1'18-3.	6 Clark 1'18-3.
7 Gurney 1'18-6.	8 Ireland 1'18-8.	9 Surtees 1'18-9.

10 Bonnier 1'18-9.
13 Ryan 1'20-0.
16 Sharp 1'21-0.
19 Ruby 1'21-8.

11 Gregory 1'19-1.
14 Hansgen 1'20-4.
17 Penske 1'21-6.

12 Salvadori 1'19-2.
15 Gendebien 1'20-5.
18 Hall 1'21-8.

FINAL CHAMPIONSHIP POSITIONS

5/8

1 Phil Hill	<i>points</i> (38) 34*	10 Tony Brooks	<i>points</i> 6
2 Wolfgang von Trips	33†	11 Jack Brabham	4
3 Stirling Moss	21	John Surtees	4
Dan Gurney	21	13 Olivier Gendebien	3
5 Richie Ginther	16	Joakim Bonnier	3
6 Innes Ireland	12	Graham Hill	3
7 Jim Clark	11	Jack Lewis	3
Bruce McLaren	11	17 Roy Salvadori	2
9 Giancarlo Baghetti	9		

*Best five performances

†Deceased.

Graham Hill and BRM collect Championship—'Flying Scot' Jim Clark runner-up—Stirling Moss has miraculous escape at Goodwood, but Grand Prix career finished—New cars, Lola and Brabham, show promise—Grand Prix win for Porsche at Rouen—Poor year for Ferrari.

Two British drivers, Graham Hill driving for BRM and Jim Clark, with Team Lotus, stole the limelight in 1962. The lean years for BRM were over and Hill won the World Championship with four victories in the Dutch, German, Italian and South African Grand Prix. Clark with wins in the Belgian, British and United States Grand Prix was a magnificent runner-up.

Ferrari were beset with misfortune at the start of the year. Their development programme was hampered by strikes and several top men walked out.

The 1960 Champion Phil Hill opened the season on a promising note with a third at Zandvoort, second at Monaco and a third at Spa. But that was that—there was no further success for the Prancing Horse set-up in 1962.

As always at the beginning of the new season several team changes took place. Richie Ginther left Ferrari to join Graham Hill in the BRM organisation; Trevor Taylor took over Innes Ireland's vacated seat in the Lotus team; South African newcomer, Tony Maggs became number two to Bruce McLaren in the Cooper team, when Jack Brabham decided to go 'independent' while he completed the design of his own racing car.

Meanwhile John Surtees and

Roy Salvadori signed on with the new Bowmaker-Lola concern and Porsche continued with Dan Gurney and Jo Bonnier.

Lotus, Cooper and the new Lolas used their new V8 engines; BRM their V8 fuel-injected motor; and Porsche had their Flat-8.

Stirling Moss's grand prix career came to an abrupt end, when he crashed during the Easter Goodwood meeting. He was pulled out of the Lotus wreckage, miraculously still alive, but very seriously injured. Even more miraculous was his recovery, but Stirling decided to hang up his helmet. No space in this book would be sufficient to write about his impeccable record in all forms of motor-racing. Suffice to say he was the greatest driver never to win the World Championship title.

For the first time, the Dutch Grand Prix, as usual held among the sand dunes at Zandvoort, opened the championship programme. And it resulted in a great first grand prix win for Graham Hill and the second ever for BRM. It will be remembered BRM scored their first grand prix victory at Zandvoort in 1959 with Jo Bonnier at the wheel.

Jim Clark (Lotus) led briefly at the start before being forced down the field, and this left Hill to take the chequered flag. Lotus 'new boy' Trevor Taylor had an amazing race, his second ever grand prix, and finished second after pursuing Phil Hill's Ferrari and eventually passing it. Phil Hill collected third place, while Baghetti (Ferrari) was fourth; Tony Maggs (Cooper-Climax) fifth in his first grand prix; and de Beaufort (Porsche) finished

sixth to collect his first ever championship points.

The new Lola got off to a poor start with Surtees escaping serious injury when the front suspension link broke on his machine. Salvadori in the second car was called in as a result of the incident.

There was plenty of drama and excitement in the Monaco Grand Prix. McLaren (Cooper-Climax) led at the start; Graham Hill (BRM) took over at the head of the field and after being challenged by Clark's Lotus built up a commanding 36 second lead over McLaren . . . but he was robbed of victory when the oil pressure went 10 laps from the end.

Bruce McLaren found himself in a clear lead with Phil Hill (Ferrari) some 17 seconds behind. Suddenly Hill swung into action, and set about giving a fantastic demonstration of skill on the twisty streets of Monte Carlo and at the finish had reduced the gap to a mere 1.3 seconds. Bandini (Ferrari) finished third, in front of Surtees (Lola-Climax), and Bonnier (Porsche) fifth. Although not running at the finish Graham Hill was classified sixth and thus gained a championship point.

A first lap pile-up at the hairpin eliminated Ginther (BRM), Trintignant (Lotus-Climax) and Gurney (Porsche).

Jim Clark collected his first grand prix win in the Belgian race at Spa, bringing his Lotus over the line ahead of the two Hill's, Graham (BRM) in second place and Phil (Ferrari) third. Ricardo Rodriguez brought his Ferrari in fourth, inches behind Hill.

Trevor Taylor (Lotus-Climax) and Willy Mairesse (Ferrari) were involved in a stirring duel at the head of the field in the early stages, but this resolved itself when the

two cars crashed. Mairesse, whose car was wrecked sustained burns, while Taylor was uninjured.

Porsche had not taken part in the Belgian race, but their return to racing at Rouen for the French Grand Prix also marked their first championship victory. Dan Gurney chalked up his first ever grand prix win after early leaders Hill (BRM), Surtees (Lola-Climax) and Clark (Lotus-Climax) had suffered misfortunes. Hill, in particular, was most unlucky as he appeared to have the race sewn up until 12 laps from the finish when his engine lost power.

Second place was occupied by Tony Maggs, whose Cooper-Climax was a complete lap behind the Porsche. Ginther (BRM) was third; McLaren (Cooper-Climax) fourth; Surtees (Lola-Climax) fifth and Count de Beaufort (Porsche) sixth.

No Ferraris appeared because of a strike in Italy.

The British Grand Prix at Aintree saw Clark (Lotus-Climax) lead from start to finish. John Surtees after a fine drive finished second in the Lola in front of McLaren (Cooper-Climax), Hill (BRM) and Brabham (Lotus). Only Phil Hill's Ferrari started but it was never in the picture and retired after 47 laps.

The Championship title race was looking good . . . Graham Hill with 19 points was only one point ahead of Clark, while McLaren had 16.

In a dramatic race at the Nurburgring, Graham Hill extended his lead in the Championship when he won the German Grand Prix by 2.5 seconds from Surtees (Lola), while Dan Gurney (Porsche) occupied third spot just 1.9 seconds behind the Lola. Throughout the entire race these three had fought

side by side putting on a real thriller for the huge crowd which had swarmed to the circuit. Clark (Lotus-Climax) who got off to a poor start worked his way up to finish fourth, in front of McLaren (Cooper-Climax) and Rodriguez (Ferrari).

Jack Brabham gave the new car of his own design . . . the Brabham V8 its first outing. It looked promising but was forced out after only nine laps with throttle linkage trouble.

BRM pulled off their greatest victory up to that time with a brilliant one-two in the Italian Grand Prix. Hill finishing ahead of team mate Ginther. After a great slipstreaming battle for third place involving McLaren and Maggs (Cooper-Climax), Gurney and Bonnier (Porsche) and Mairesse, Baghetti and Rodriguez (Ferrari), it was the Kiwi McLaren, who gained the place ahead of Mairesse and Baghetti in the Ferraris.

It was a poor day for Lotus and Lola with none of their cars completing the race. Surtees had disputed second place in his Lola before piston failure put him out.

Championship rivals Hill and Clark continued their fight for the title in the United States race, once again staged at Watkins Glen. On this occasion it was Clark's turn to collect the victor's laurels

after a splendid drive in the Lotus 25. He led almost all the way to beat Hill (BRM) by 9.2 seconds. McLaren (Cooper-Climax) secured third ahead of Brabham, who collected his first championship points in his new car.

And so to East London in South Africa, which was to be a championship round for the first time. Hill with 39 points could still be beaten by Clark, who if he won would have one more grand prix win in the series than the BRM driver.

The Flying Scot certainly did everything in his power to wrest the crown from Hill and built up a commanding lead in the race . . . but with only a few laps to go the Lotus engine failed and Clark's challenge was over. Hill swept through to victory and the World Championship.

Bruce McLaren ended the season on a high note finishing second in the race with the works Cooper-Climax and third in the Championship table. His team mate, Tony Maggs was third ahead of Brabham (Brabham), Ireland (Lotus) and Neville Lederle (Lotus-Climax).

No Ferrari or Porsche cars were entered for the race.

1962 had been a great season for British cars and drivers . . . Few changes were to take place in 1963.

DUTCH GRAND PRIX (European G.P.)

Circuit: Zandvoort. *Date:* May 20. *Laps:* 80 (208 miles).

Results

- | | |
|---|---|
| 1 G. Hill (BRM),
2hr 11min 2.1sec. 95.44mph. | 78 laps. |
| 2 T. Taylor (Lotus-Climax),
2hr 11min 29.3sec. | 6 C. G. de Beaufort (Porsche),
76 laps. |
| 3 P. Hill (Ferrari),
2hr 12min 23.2sec. | 7 J. Bonnier (Porsche), 75 laps. |
| 4 G. Baghetti (Ferrari), 79 laps. | 8 J. Lewis (Cooper-Climax), 70 laps. |
| 5 T. Maggs (Cooper-Climax), | 9 J. Clark (Lotus-Climax), 70 laps. |
| | <i>Not classified:</i> W. Seidel
(Emeryson-Climax), 52 laps. |

Fastest lap: B. McLaren (Cooper-Climax), 1min 34.4sec. 99.36mph.

Retirements

B. Pon (Porsche) crash. Lap 3.
J. Brabham (Lotus) crash. Lap 5.
J. Surtees (Lola-Climax) crash. Lap 9.
R. Salvadori (Lola-Climax) transmission. Lap 12. (Withdrew after Surtees's crash.)

B. McLaren (Cooper-Climax) gearbox. Lap 22.
D. Gurney (Porsche) gearbox. Lap 48.
M. Gregory (Lotus-Climax) gearbox. Lap 55.
I. Ireland (Lotus-Climax) crash. Lap 62.
R. Ginther (BRM) crash. Lap 72.
R. Rodriguez (Ferrari) crash. Lap 74.

Starting Grid (A)

- | | | |
|----------------------|------------------------|---------------------|
| 1 Surtees 1'32.5. | 2 G. Hill 1'32.6. | 3 Clark 1'33.2. |
| 4 Brabham 1'33.3. | 5 McLaren 1'33.9. | 6 Ireland 1'34.1. |
| 7 Ginther 1'34.5. | 8 Gurney 1'34.7. | 9 P. Hill 1'35.0. |
| 10 T. Taylor 1'35.4. | 11 Rodriguez 1'36.1. | 12 Baghetti 1'36.3. |
| 13 Bonnier 1'37.0. | 14 de Beaufort 1'37.4. | 15 Maggs 1'37.5. |
| 16 Gregory 1'38.0. | 17 Salvadori 1'38.8. | 18 Pon 1'40.9. |
| 19 Lewis 1'43.2. | 20 Seidel 1'46.0. | |

MONACO GRAND PRIX

Circuit: Monte Carlo. *Date:* June 3. *Laps:* 100 (195 miles).

Results

- 1 B. McLaren (Cooper-Climax), 2hr 46min 29.7sec. 70.46mph.
- 2 P. Hill (Ferrari), 2hr 46min 31.0sec.
- 3 L. Bandini (Ferrari), 2hr 47min 53.8sec.
- 4 J. Surtees (Lola-Climax), 99 laps.
- 5 J. Bonnier (Porsche), 93 laps.
- 6 G. Hill (BRM), 92 laps.*
- 7 W. Mairesse (Ferrari), 90 laps.*
- 8 J. Brabham (Lotus-Climax), 77 laps.*

*Not running at finish, but officially classified.

Fastest lap: J. Clark (Lotus-Climax), 1min 35.5sec. 73.67mph.

Retirements

R. Ginther (BRM) crash. Lap 1.
M. Trintignant (Lotus-Climax) crash. Lap 1.
D. Gurney (Porsche) crash. Lap 1.
T. Taylor (Lotus-Climax) oil leak. Lap 24.
T. Maggs (Cooper-Climax) gearbox. Lap 43.
R. Salvadori (Lola-Climax) suspension. Lap 44.
J. Clark (Lotus-Climax) clutch/engine. Lap 55.
I. Ireland (Lotus-Climax) fuel pump. Lap 63.

Starting Grid (A)

- | | | |
|-----------------------|----------------------|----------------------|
| 1 Clark 1'35.4. | 2 G. Hill 1'35.8. | 3 McLaren 1'36.4. |
| 4 Mairesse 1'36.4. | 5 Gurney 1'36.4. | 6 Brabham 1'36.5. |
| 7 Trintignant 1'36.8. | 8 Ireland 1'37.0. | 9 P. Hill 1'37.1. |
| 10 Bandini 1'37.2. | 11 Surtees 1'37.9. | 12 Salvadori 1'38.5. |
| 13 Ginther 1'39.0. | 14 T. Taylor 1'40.0. | 15 Bonnier 1'42.4. |
| 16 Maggs 1'42.7. | | |

Non-qualifiers: N. Vaccarella (Lotus) 2'03.5, J. Siffert (Lotus) 1'38.9, de Beaufort (Porsche) 1'44.4, J. Lewis (BRM) 1'39.0, M. Gregory (Lotus-BRM) 1'39.2, R. Rodriguez (Ferrari) 1'40.1.

BELGIAN GRAND PRIX

Circuit: Spa-Francorchamps. *Date:* June 17. *Laps:* 32 (280 miles).

Results

- 1 J. Clark (Lotus-Climax),
2hr 7min 32.5sec. 131.89mph.
- 2 G. Hill (BRM),
2hr 8min 16.4sec.
- 3 P. Hill (Ferrari),
2hr 9min 38.8sec.
- 4 R. Rodriguez (Ferrari),
2hr 9min 38.9sec.
- 5 J. Surtees (Lola-Climax),
31 laps.
- 6 J. Brabham (Lotus-Climax),
30 laps.
- 7 C. G. de Beaufort (Porsche),
30 laps.
- 8 M. Trintignant (Lotus-Climax),
30 laps.
- 9 L. Bianchi (Lotus-Climax),
29 laps.
- 10 J. Siffert (Lotus-Climax),
29 laps.

11 J. Campbell-Jones (Lotus),
16 laps.

Fastest lap: Clark (Lotus-Climax),
3min 55.6sec. 133.98 mph.

Retirements

- G. Baghetti (Ferrari) ignition.
Lap 4.
I. Ireland (Lotus-Climax)
suspension. Lap 9.
M. Gregory (Lotus-BRM) engine.
Lap 13.
B. McLaren (Cooper-Climax)
engine. Lap 20.
T. Maggs (Cooper-Climax)
gearbox. Lap 22.
R. Ginther (BRM) transmission.
Lap 23.
T. Taylor (Lotus-Climax) crash.
Lap 26.
W. Mairesse (Ferrari) crash. Lap 26.

Starting Grid (C)

- | | | |
|---------------------------|----------------------|--------------------|
| 1 G. Hill 3'57.0. | 2 McLaren 3'58.8. | 3 Taylor 3'59.3. |
| 4 P. Hill 3'59.6. | 5 I. Ireland 3'59.8. | 6 Mairesse 3'59.8. |
| 7 R. Rodriguez 4'01.0. | 8 Gregory 4'01.0. | 9 Ginther 4'01.4. |
| 10 Maggs 4'03.6. | 11 Surtees 4'04.4. | 12 Clark 4'04.9. |
| 13 de Beaufort 4'07.7. | 14 Baghetti 4'08.0. | 15 Brabham 4'08.2. |
| 16 Trintignant 4'09.2. | 17 Siffert 4'11.6. | 18 Bianchi 4'18.0. |
| 19 Campbell-Jones 2'26.9. | | |

FRENCH GRAND PRIX

Circuit: Rouen. *Date:* July 8. *Laps:* 54 (219.52 miles).

Results

- 1 D. Gurney (Porsche),
2hr 7min 35.5sec. 101.89mph.
- 2 T. Maggs (Cooper-Climax),
53 laps.
- 3 R. Ginther (BRM), 52 laps.
- 4 B. McLaren (Cooper-Climax),
51 laps.
- 5 J. Surtees (Lola-Climax),
51 laps.
- 6 C. G. de Beaufort (Porsche),
51 laps.
- 7 M. Trintignant (Lotus-Climax),
50 laps.

8 T. Taylor (Lotus-Climax),
48 laps.

9 G. Hill (BRM), 44 laps.

10 J. Bonnier (Porsche), 42 laps.*

*Not running at end of race

Fastest lap: Hill, (BRM), 2min
16.9sec. 106.9mph.

Retirements

- I. Ireland (Lotus-Climax) wheel.
Lap 1.
J. Siffert (Lotus-BRM) clutch.
Lap 5.

J. Brabham (Lotus-Climax) rear suspension. Lap 11.
M. Gregory (Lotus-BRM) engine. Lap 15.
R. Salvadori (Lola-Climax) engine.

Lap 20.
J. Lewis (Cooper-Climax) brakes. Lap 28.
J. Clark (Lotus-Climax) front suspension. Lap 34.

Starting Grid (A)

- | | | |
|------------------------|------------------------|----------------------|
| 1 Clark 2'14.8. | 2 G. Hill 2'15.0. | 3 McLaren 2'15.4. |
| 4 Brabham 2'16.1. | 5 Surtees 2'16.3. | 6 Gurney 2'16.5. |
| 7 Gregory 2'17.3. | 8 Ireland 2'17.5. | 9 Bonnier 2'17.9. |
| 10 Ginther 2'18.2. | 11 Maggs 2'18.6. | 12 T. Taylor 2'19.1. |
| 13 Trintignant 2'20.8. | 14 Salvadori 2'21.3. | 15 Siffert 2'23.4. |
| 16 Lewis 2'25.5. | 17 de Beaufort 2'26.5. | |

BRITISH GRAND PRIX

Circuit: Aintree. *Date* July 21. *Laps:* 75 (225 miles).

Results

- | | |
|--|---|
| 1 J. Clark (Lotus-Climax),
2hr 26min 20.8sec. 92.25mph. | 12 I. Burgess (Cooper-Climax),
71 laps. |
| 2 J. Surtees (Lola-Climax),
2hr 27min 10.0sec. | 13 R. Ginther (BRM), 70 laps. |
| 3 B. McLaren (Cooper-Climax),
2hr 28min 5.6sec. | 14 C. G. de Beaufort (Porsche),
69 laps. |
| 4 G. Hill (BRM),
2hr 28min 17.6sec. | 15 J. Chamberlain (Lotus-Climax),
64 laps. |
| 5 J. Brabham (Lotus-Climax),
74 laps. | 16 I. Ireland (Lotus-Climax), 61 laps. |
| 6 T. Maggs (Cooper-Climax),
74 laps. | <i>Fastest lap:</i> Clark (Lotus-Climax),
1min 55sec. 93.9mph. |
| 7 M. Gregory (Lotus-Climax),
74 laps. | |
| 8 T. Taylor (Lotus-Climax),
74 laps. | |
| 9 D. Gurney (Porsche), 73 laps. | |
| 10 J. Lewis (Cooper-Climax),
72 laps. | |
| 11 T. Settember (Emeryson-Climax), 71 laps. | |

Retirements

T. Shelly (Lotus-Climax) overheating. Lap 6.
W. Seidel (Lotus-BRM) brakes. Lap 11.
J. Bonnier (Porsche) gearbox. Lap 27.
R. Salvadori (Lola-Climax) ignition. Lap 35.
P. Hill (Ferrari) ignition. Lap 47.

Starting Grid (C)

- | | | |
|----------------------|------------------------|--------------------|
| 1 Clark 1'53.6. | 2 Surtees 1'54.2. | 3 Ireland 1'54.4. |
| 4 McLaren 1'54.6. | 5 G. Hill 1'54.6. | 6 Gurney 1'54.8. |
| 7 Bonnier 1'55.2. | 8 Ginther 1'55.2. | 9 Brabham 1'55.4. |
| 10 T. Taylor 1'56.0. | 11 Salvadori 1'56.2. | 12 P. Hill 1'56.2. |
| 13 Maggs 1'57.0. | 14 Gregory 1'57.2. | 15 Lewis 1'59.4. |
| 16 Burgess 2'00.6. | 17 de Beaufort 2'01.4. | 18 Shelly 2'02.4. |
| 19 Settember 2'02.4. | 20 Chamberlain 2'03.4. | 22 Seidel 2'11.6. |

K. Greene (practiced in T. Shelly's Lotus) but did not start because own Gilby-BRM was not ready in time.

GERMAN GRAND PRIX

Circuit: Nurburgring. Date: August 5. Laps: 15 (211 miles).

Results

- | | |
|---|--|
| 1 G. Hill (BRM),
2hr 38min 45.3sec. 80.28mph. | 16 L. Bianchi (E.N.B.-Maserati),
14 laps. |
| 2 J. Surtees (Lola-Climax),
2hr 38min 47.8sec. | Also classified: J. Lewis (Cooper),
10 laps. |
| 3 D. Gurney (Porsche),
2hr 38min 49.7sec. | Fastest lap: G. Hill (BRM),
10min 12.2sec. 83.3mph. |
| 4 J. Clark (Lotus-Climax),
2hr 39min 27.4sec. | |
| 5 B. McLaren (Cooper-Climax),
2hr 40min 4.9sec. | |
| 6 R. Rodriguez (Ferrari),
2hr 40min 9.1sec. | |
| 7 J. Bonnier (Porsche),
2hr 43min 22.6sec. | |
| 8 R. Ginther (BRM),
2hr 43min 45.4sec. | |
| 9 T. Maggs (Cooper-Climax '4'),
2hr 43min 52.1sec. | |
| 10 G. Baghetti (Ferrari),
2hr 47min 0sec. | |
| 11 I. Burgess (Cooper-Climax '4'),
2hr 47min 0.6sec. | |
| 12 J. Siffert (Lotus-BRM),
2hr 47min 3.8sec. | |
| 13 C. G. de Beaufort (Porsche),
2hr 47min 57.1sec. | |
| 14 H. Walter (Porsche), 14 laps. | |
| 15 N. Vaccarella (Porsche), 14 laps. | |

Retirements

- T. Taylor (Lotus) accident. Lap 1.
B. Collomb (Cooper) gearbox.
Lap 3.
H. Schiller (Lotus-BRM) engine.
Lap 4.
L. Bandini (Ferrari) accident.
Lap 4.
R. Salvadori (Lola) gearbox.
Lap 4.
M. Trintignant (Lotus) gearbox.
Lap 4.
K. Greene (Gilby-BRM) suspension
Lap 8.
P. Hill (Ferrari) suspension.
Lap 9.
J. Brabham (Brabham) throttle
linkage, Lap 9.
J. Lewis (Cooper) suspension.
Lap 10 (but classified 17th.)

Starting Grid (B)

- | | | |
|----------------------|------------------------|-----------------------|
| 1 Gurney 8'47.2. | 2 G. Hill 8'50.2. | 3 Clark 8'51.2. |
| 4 Surtees 8'57.5. | 5 McLaren 9'00.7. | 6 Bonnier 9'04.0. |
| 7 Ginther 9'05.9. | 8 de Beaufort 9'12.9. | 9 Salvadori 9'14.1. |
| 10 Rodriguez 9'14.2. | 11 Trintignant 9'19.0. | 12 P. Hill 9'24.7. |
| 13 Baghetti 9'28.1. | 14 Walter 9'30.0. | 15 Vaccarella 9'33.8. |
| 16 Burgess 9'39.2. | 17 Siffert 9'39.3. | 18 Bandini 9'39.7. |
| 19 Greene 9'47.1. | 20 Schiller 9'51.5. | 21 Lewis 9'58.0. |
| 22 Collomb 10'09.7. | 23 Maggs 10'21.2. | 24 Brabham 10'21.6. |
| 25 Bianchi 10'40.7. | 27 Taylor 9'57.0. | |

Non-qualifiers: A. Shelly (Lotus-Climax) 10'18.6, J. Chamberlain (Lotus-Climax) 11'12.9., and L. Seidel (Lotus-BRM) 10'38.2.

ITALIAN GRAND PRIX

Circuit: Monza. Date: September 16. Laps: 86 (307 miles).

Results

- 1 G. Hill (BRM),
2hr 29min 8.4sec. 123.62mph.
- 2 R. Ginther (BRM),
2hr 29min 38.2sec.
- 3 B. McLaren (Cooper-Climax),
2hr 30min 6.2sec.
- 4 W. Mairesse (Ferrari),
2hr 30min 6.6sec.
- 5 G. Baghetti (Ferrari),
2hr 30min 39.7sec.
- 6 J. Bonnier (Porsche), 85 laps.
- 7 T. Maggs (Cooper-Climax),
85 laps.
- 8 L. Bandini (Ferrari),
84 laps.
- 9 N. Vaccarella (Lotus-Climax),
84 laps.
- 10 C. G. de Beaufort (Porsche),
81 laps.
- 11 P. Hill (Ferrari), 81 laps.
- 12 M. Gregory (Lotus-BRM),
77 laps.

Fastest lap: G. Hill (BRM),
1min 42.3sec. 125.73mph.

Retirements

J. Clark (Lotus-Climax)
transmission. Lap 13.
M. Trintignant (Lotus-Climax)
electrics. Lap 18.
T. Settember (Emeryson-Climax)
head gasket. Lap 21.
T. Taylor (Lotus-Climax)
transmission. Lap 26.
R. Salvadori (Lola-Climax) engine.
Lap 42.
J. Surtees (Lola-Climax)
engine. Lap 43.
I. Ireland (Lotus-Climax)
suspension. Lap 46.
R. Rodriguez (Ferrari)
ignition. Lap 64.
D. Gurney (Porsche) transmission.
Lap 67.

Starting Grid (H)

- | | | |
|------------------------|------------------------|----------------------|
| 1 Clark 1'40.35. | 2 G. Hill 1'40.38. | 3 Ginther 1'41.1. |
| 4 McLaren 1'41.8. | 5 Ireland 1'41.8. | 6 Gregory 1'41.9. |
| 7 Gurney 1'41.9. | 8 Surtees 1'42.4. | 9 Bonnier 1'42.6. |
| 10 Mairesse 1'42.8. | 11 Rodriguez 1'43.1. | 12 Maggs 1'43.2. |
| 13 Salvadori 1'43.3. | 14 Vaccarella 1'43.4. | 15 P. Hill 1'43.4. |
| 16 T. Taylor 1'44.2. | 17 Bandini 1'44.3. | 18 Baghetti 1'44.4. |
| 19 Trintignant 1'44.4. | 20 de Beaufort 1'46.8. | 21 Settember 1'49.1. |

Non-qualifiers: I. Burgess (Cooper-Climax) 1'53.1, K. Greene (Gilby-BRM) 1'52.0, W. Seidel (Lotus-BRM) T. Shelly (Lotus-Climax) 1'51.6, J. Siffert (Lotus-BRM) 1'55.8, E. Prinoth (Lotus-Climax) 1'57.7, K. Kuhnke (Lotus-Borgward), E. Nasif (V8 Tomaso) 6'18.4, R. Lippi (Tomaso-Osca) 1'58.6.

UNITED STATES GRAND PRIX

Circuit: Watkins Glen. Date: October 7. Laps: 100 (230 miles).

Results

- 1 J. Clark (Lotus-Climax),
2hr 7min 13.0sec. 108.61mph.
- 2 G. Hill (BRM),
2hr 7min 22.2sec. 108.44mph.
- 3 B. McLaren (Cooper-Climax),
99 laps.
- 4 J. Brabham (Brabham-Climax),
99 laps.
- 5 D. Gurney (Porsche), 99 laps.
- 6 M. Gregory (Lotus-BRM), 99 laps.
- 7 T. Maggs (Cooper-Climax),
97 laps.

- 8 I. Ireland (Lotus-Climax),
96 laps.
9 R. Penske (Lotus-Climax),
96 laps.
10 B. Schroeder (Lotus-BRM),
93 laps.
11 H. Sharp (Cooper-Climax),
91 laps.
12 T. Taylor (Lotus-Climax),
85 laps.
13 J. Bonnier (Porsche), 79 laps.
Fastest lap: Clark (Lotus-Climax),

1min 15.0sec. 110-40mph.

Retirements

C. G. de Beaufort (Porsche)
crash. Lap 10.
J. Surtees (Lola-Climax) oil.
Lap 20.
T. Mayer (Cooper-Climax)
gearbox lever. Lap 32.
M. Trintignant (Lotus)
transmission and brakes. Lap 33.
R. Ginther (BRM) oil. Lap 36.

Starting Grid (A)

- | | | |
|------------------------|------------------------|--------------------|
| 1 Clark 1'15.8. | 2 Ginther 1'16.6. | 3 G. Hill 1'16.7. |
| 4 Gurney 1'16.9. | 5 Brabham 1'16.9. | 6 McLaren 1'17.1. |
| 7 Gregory 1'17.9. | 8 T. Taylor 1'18.0. | 9 Bonnier 1'19.0. |
| 10 Maggs 1'19.7. | 11 Mayer 1'20.7. | 12 Penske 1'21.3. |
| 13 de Beaufort 1'21.8. | 14 Sharp 1'22.4. | 15 Ireland 1'24.0. |
| 16 Schroeder 1'24.0. | 17 Trintignant 1'25.8. | 18 Surtees 1'29.2. |

Non-starter: J. Hall (Lotus) 1'24.7.

SOUTH AFRICAN GRAND PRIX

Circuit: East London. *Date*: December 29. *Laps*: 82 (200 miles).

Results

- | | |
|---|---|
| 1 G. Hill (BRM),
2hr 8min 3.3sec. 93.57mph. | 11 G. de Beaufort (Porsche), 70 laps |
| 2 B. McLaren (Cooper-Climax),
2hr 8min 53.1sec. | <i>Fastest lap</i> : J. Clark (Lotus-
Climax), 1min 31.0sec. 96.35mph. |
| 3 T. Maggs (Cooper-Climax),
2hr 8min 53.6sec. | Retirements |
| 4 J. Brabham (Brabham-Climax),
2hr 8min 57.1sec. | T. Taylor (Lotus-Climax)
gearbox. Lap 12. |
| 5 I. Ireland (Lotus-Climax),
81 laps. | J. Surtees (Lola-Climax) valve.
Lap 27. |
| 6 N. Lederle (Lotus-Climax),
78 laps. | Harris (Cooper-Alfa) bearings.
Lap 32. |
| 7 R. Ginther (BRM), 78 laps. | R. Salvadori (Lola-Climax)
fuel tank. Lap 57. |
| 8 J. Love (Cooper-Climax),
78 laps. | D. Serrurier (LDS-Alfa) radiator.
Lap 61. |
| 9 B. Johnstone (BRM), 76 laps. | J. Clark (Lotus-Climax) oil leak.
Lap 63. |
| 10 E. Pieterse (Lotus), 71 laps. | |

Starting Grid (I)

- | | | |
|------------------------|---------------------------------|---------------------|
| 1 Clark 1'29.3. | 2 G. Hill 1'29.6. | 3 Brabham 1'31.0. |
| 4 Ireland 1'31.1. | 5 Surtees 1'31.5. | 6 Maggs 1'31.7. |
| 7 Ginther 1'31.7. | 8 McLaren 1'31.7. | 9 T. Taylor 1'32.7. |
| 10 Lederle 1'33.6. | 11 Salvadori 1'35.4. | 12 Love 1'36.45. |
| 13 Pieterse 1'36.8. | 14 Serrurier 1'36.8. | 15 Harris 1'39.1. |
| 16 de Beaufort 1'39.2. | 17 Johnstone (<i>no time</i>) | |

FINAL CHAMPIONSHIP POSITIONS 5/9

1	Graham Hill	<i>points</i> (52)	42*	11	Giancarlo Baghetti	<i>points</i>	5
2	Jim Clark		30	12	Ricardo Rodriguez		4
3	Bruce McLaren	(32)	27*		Lorenzo Bandini		4
4	John Surtees		19	14	Willy Mairesse		3
5	Dan Gurney		15		Joakim Bonnier		3
6	Phil Hill		14	16	Innes Ireland		2
7	Tony Maggs		13		Carel Godin de		
8	Richie Ginther		10		Beaufort		2
9	Jack Brabham		9	18	Masten Gregory		1
10	Trevor Taylor		6		Neville Lederle		1

*Best five performances.

1963

Sensational year for Clark and Lotus—BRM pair share second place on points in Championship—ATS a failure—Surtees joins Ferrari—Brabhams show great potential.

Only one major change took place in 1963. Jim Clark, of Scotland driving Colin Chapman's Lotus 25, won the Championship. Graham Hill (BRM) shared the second spot on points with his American team mate Richie Ginther.

Clark, affectionally known as 'The Flying Scot' swept the board. After failing to finish in the opening round at Monaco he set a staggering pace collecting four victories in a row at the Belgian, Dutch, French and British Grand Prix. He finished second in Germany, won in Italy, collected a third in the United States Grand Prix and then rounded off a remarkable year with wins in the Mexican and South African races.

With the withdrawal of Porsche, Dan Gurney teamed up with Brabham, and Swedish ace, Jo Bonnier joined Rob Walker's set-up. Two finance companies, UDT-Laystall and Bowmaker withdrew their support, and so John Surtees went to Italy and took over the Ferrari hot seat along with the enthusiastic Belgian Willy Mairesse.

Newcomer Chris Amon from New Zealand signed up as number one with the Reg Parnell organisation, which had purchased the Bowmaker Lolas, and British Racing Partnership Lotus-BRMs were piloted by Innes Ireland, the promising Swiss, Joseph Siffert and Texan Jim Hall.

The much fancied Italian, Lorenzo Bandini, who had campaigned a

Cooper-Maserati, excelled at the wheel of a red BRM entered under the Centro-Sud banner. Meanwhile Phil Hill and Giancarlo Baghetti joined the new ATS (V8 rear-engined) concern designed by former Ferrari engineer, Carlo Chiti.

Reigning World Champion, Graham Hill got off to a fine start with the first of a string of Monaco Grand Prix wins to his credit, and the first for BRM on this circuit. His team mate Ginther was second. Jim Clark (Lotus) led for much of the race before the gearbox packed up. McLaren (Cooper-Climax) just pipped Surtees (Ferrari) into third position by 1.3 seconds. Tony Maggs (Cooper-Climax) finished fifth ahead of Trevor Taylor's Lotus-Climax. None of the Lotus-BRMs finished and the new cars from ATS and Scirocco (American backed team) withdrew before the race.

The next round, the Belgian Grand Prix at Spa was the first of the Jim Clark 'spectaculars'. Repeating his 1962 success he led from start to finish in the Lotus putting on a superb demonstration in atrocious conditions. A thunderstorm resulted in several 'incidents', fortunately none of them serious. McLaren (Cooper-Climax) brought his car across the line in second place after passing Gurney's Brabham, which collected third spot, just before the end. Ginther (BRM) was fourth, in front of Jo Bonnier's Cooper-Climax and Carel Godin de Beaufort's old Porsche.

The ATS team started but both Hill and Baghetti retired as did the works Ferraris of Surtees and Mairesse.

Kiwi driver, Chris Amon made his début in the Reg Parnell entered

Lola, but was forced into the pits with engine trouble after 12 laps.

There was no stopping Clark. He lapped the entire field, leading from the drop of the flag in the Dutch Grand Prix. Dan Gurney gave Brabham its best result to date finishing second, while Surtees (Ferrari) was third, ahead of Ireland in the BRP entered BRM. Ginther brought the surviving works BRM in fifth ahead of Ferrari Formula One team newcomer, Ludovico Scarfiotti, who collected a championship point in his first event. Again the ATS team retired.

Even with a misfire there was no one to touch Clark in the French event at Rheims. Poor Graham Hill had the misfortune to have his BRM stall on the start line and was push-started. Under the FIA regulations he was bound to be disqualified, however the 'local' rules imposed a 60-second penalty. Eventually it was decided that Hill should be allowed to retain his finishing position, third, but not include the points gained towards the championship.

The young South African, Tony Maggs repeated his 1962 French Grand Prix performance by taking second place for Cooper-Climax. Behind Hill (third) were the two Brabhams of Brabham and Gurney. Jo Siffert (Lotus-BRM) collected his first championship points for finishing sixth.

Ex-World Champion motorcyclist John Surtees drove the sole Ferrari and disputed second place before going out with fuel pump trouble. Scarfiotti has crashed the second works Ferrari in practice and did not start.

Almost monotonously Jim Clark reeled off the laps to win the British Grand Prix at Silverstone... his fourth grand prix victory in

succession. It was fortunate that the battle for second place was so thrilling with Surtees (Ferrari) and Graham Hill (BRM) putting on a great show. The duel resolved itself on the last lap when Hill ran out of fuel allowing 'Big' John to take second place. Hill coasted across the line in third spot.

BRM engined cars secured fourth, fifth and sixth places in the order Ginther, Bandini and Jim Hall (Lotus-BRM).

Motor-cyclists, World Champion Mike Hailwood (Lotus-Climax) and Bob Anderson (Lola-Climax) showed promise on their debuts finishing eighth and 12th respectively.

Brabham and Gurney both retired their Brabhams; Scirocco-BRM drivers Tony Settember and Ian Burgess were also sidelined; and ATS did not start.

'Big John' Surtees enjoyed a much deserved first grand prix win in the German event. It was also Ferrari's sole victory of the year. Surtees along with Clark (Lotus) whose car was 'off-song' completely dominated the race. Clark took second place with Ginther (BRM) third, Gerhard Mitter (Porsche) a very good fourth, Jim Hall (Lotus-BRM) and Jo Bonnier (Cooper-Climax).

There were several accidents during the race involving Bandini (BRM), Ireland (BRP-BRM), Mairresse (Ferrari), Amon (Lola-Climax), Settember (Scirocco) and McLaren (Cooper-Climax).

The Italian Grand Prix organisers had decided to run their event on the combined road and banked circuit. But following protests from the Grand Prix Drivers Association and the police they reverted to the road circuit. Surtees (Ferrari) led the pack off the line, but Clark (Lotus) soon took over his

familiar role and led to the finish after a duel with Hill (BRM) and Gurney (Brabham) who both retired.

Californian Richie Ginther (BRM) finished second . . . just as he did in 1962, and McLaren (Cooper-Climax) was third. Both ATSS managed to complete the race, albeit in 11th (Hill) and 15th (Baghetti) positions.

Watkins Glen was again the venue chosen for the United States race. A flat battery saw Clark's Lotus left on the start line, but undaunted he stormed off way behind the field driving like the clappers and netting third place at the finish, behind the BRM pair, Hill, who won and Ginther second. Brabham (Brabham) was fourth, Bandini (Ferrari) fifth, and de Beaufort brought his ageing orange Porsche into sixth position. Peter Broeker driving a Stebro-Ford was classified seventh.

The bad luck which had dogged the ATS team throughout the season continued and both Phil Hill and Giancarlo Baghetti were out in the opening laps.

Making his début in the event was young Pedro Rodriguez, whose brother Ricardo had been killed

in 1962. Pedro driving an old Lotus-Climax drove impressively before retiring.

The 'Circus' moved into Mexico City for the first Mexican Grand Prix counting towards the Championship. And for the sixth time in 1963 it was Clark (Lotus) who took the chequered flag after leading all the way.

Jack Brabham gave his team a well deserved boost with a fine second ahead of Ginther and Hill in the works BRMs. Bonnier (Cooper-Climax) finished fifth ahead of Gurney (Brabham).

Clark completed a memorable season—he had clinched the Championship way back at Monza—by walking away with the South African Grand Prix. It was if he was completing a lap of honour after winning a race. He led from start to finish with Gurney (Brabham) occupying second place; Hill (BRM) third; McLaren (Cooper-Climax) fourth and Bandini (Ferrari) fifth.

To sum up the 1963 season one has only to look at the Championship points list. Clark amassed 54 points in his best six performances . . . the maximum possible; while the runners-up Graham Hill and Richie Ginther scored 29 apiece.

MONACO GRAND PRIX

Circuit: Monte Carlo. *Date:* May 26. *Laps:* 100 (195 miles).

Results

- 1 G. Hill (BRM),
2hr 41min 49.7sec. 72.42mph.
- 2 R. Ginther (BRM),
2hr 41min 54.3sec.
- 3 B. McLaren (Cooper-Climax),
2hr 42min 2.5sec.
- 4 J. Surtees (Ferrari),
2hr 42min 3.8sec.
- 5 T. Maggs (Cooper-Climax),
98 laps.

- 6 T. Taylor (Lotus-Climax),
98 laps.
- 7 J. Bonnier (Cooper-Climax),
84 laps.
- 8 J. Clark (Lotus-Climax), 78 laps.*
- 9 J. Brabham (Lotus-Climax),
77 laps.

*Not running at finish of race.

Fastest lap: Surtees (Ferrari),
1min 34.5sec. 74.40mph.

Retirements

J. Siffert (Lotus-BRM) engine. Lap 3.
J. Hall (Lotus-BRM) gearbox. Lap 20.
D. Gurney (Brabham-Climax) transmission. Lap 25.

M. Trintignant (Lola-Climax) engine. Lap 35.
W. Mairesse (Ferrari) transmission. Lap 37.
I. Ireland (Lotus-BRM) crash. Lap 40.

Starting Grid (H)

1 Clark 1'34.3.	2 G. Hill 1'35.0.	3 Surtees 1'35.2.
4 Ginther 1'35.2.	5 Ireland 1'35.5.	6 Gurney 1'35.8.
7 Mairesse 1'35.9.	8 McLaren 1'36.0.	9 T. Taylor 1'37.2.
10 Maggs 1'37.9.	11 Bonnier 1'38.6.	12 Siffert 1'39.4.
13 Hall 1'41.0.	14 Trintignant 1'41.3.	16 Brabham 1'44.7.

Withdrew or failed to qualify: P. Hill (ATS), G. Baghetti (ATS), I. Burgess (Scirocco), T. Settember (Scirocco), J. Campbell-Jones (Lotus-BRM), E. Nasif (de Tomaso), L. Bandini (BRM), C. G. de Beaufort (Porsche), B. Collomb (Lotus 24) 1'43.3, C. Amon (Lola-Climax) 1'41.4.

BELGIAN GRAND PRIX

Circuit: Spa-Francorchamps. *Date:* June 9. *Laps:* 32 (280 miles).

Results

1 J. Clark (Lotus-Climax),
2hr 27min 47.6sec. 114.1mph.
2 B. McLaren (Cooper-Climax),
2hr 32min 41.6sec.
3 D. Gurney (Brabham-Climax),
31 laps.
4 R. Ginther (BRM), 31 laps.
5 J. Bonnier (Cooper-Climax),
30 laps.
6 C. G. de Beaufort (Porsche),
30 laps.
7 T. Maggs (Cooper-Climax),*
25 laps.
8 T. Settember (Scirocco-BRM),*
25 laps.

*Did not finish but classified.

Fastest lap: Clark (Lotus-Climax),
3min 58.1sec. 132.47mph.

Retirements

T. Taylor (Lotus-Climax) oil

pressure. Lap 6.
W. Mairesse (Ferrari) gearbox.
Lap 8.
G. Baghetti (ATS)
transmission. Lap 8.
I. Ireland (BRP-BRM) gearbox.
Lap 10.
C. Amon (Lola-Climax) engine.
Lap 12.
J. Brabham (Brabham-Climax)
electrics. Lap 13.
P. Hill (ATS) transmission.
Lap 14.
J. Hall (Lotus-BRM) crash. Lap 17.
J. Siffert (Lotus-BRM) crash.
Lap 17.
G. Hill (BRM) gearbox. Lap 18.
L. Bianchi (Lola-Climax) crash.
Lap 18.
J. Surtees (Ferrari) injector feed
pipe. Lap 20.

Starting Grid (C)

1 G. Hill 3'54.1.	2 Gurney 3'55.0.	3 Mairesse 3'55.3.
4 Maggs 3'56.0.	5 McLaren 3'56.2.	6 Brabham 3'56.6.

- | | | |
|----------------------|----------------------|------------------------|
| 7 Ireland 3'56.9. | 8 Clark 3'57.1. | 9 Ginther 3'57.6. |
| 10 Surtees 3'57.9. | 11 T. Taylor 3'58.1. | 12 Hall 4'00.1. |
| 13 Bonnier 4'00.1. | 14 Siffert 4'02.3. | 15 Amon 4'04.9. |
| 16 Bianchi 4'06.5. | 17 P. Hill 4'06.7. | 18 de Beaufort 4'14.6. |
| 19 Settember 4'25.2. | 20 Baghetti 4'33.6. | |

DUTCH GRAND PRIX

Circuit: Zandvoort. *Date:* June 23. *Laps:* 80 (208 miles).

Results

- J. Clark (Lotus-Climax),
2hr 8min 13.07sec. 97.53mph.
- D. Gurney (Brabham-Climax),
79 laps.
- J. Surtees (Ferrari), 79 laps.
- I. Ireland (BRP-BRM), 79 laps.
- R. Ginther (BRM), 79 laps.
- L. Scarfiotti (Ferrari), 78 laps.
- J. Siffert (Lotus-BRM), 77 laps.
- J. Hall (Lotus-BRM), 77 laps.
- C. G. de Beaufort (Porsche),
75 laps.
- T. Taylor (Lotus-Climax),
66 laps.
- J. Bonnier (Cooper-Climax),
56 laps.

Fastest lap: Clark (Lotus-Climax),
1min 33.7sec. 100.09mph.

Retirements

- G. Mitter (Porsche) clutch. Lap 3.
B. McLaren (Cooper-Climax),
gearbox. Lap 8.
T. Maggs (Cooper-Climax)
overheating. Lap 15.
P. Hill (ATS) rear axle. Lap 16.
G. Baghetti (ATS) engine. Lap 18.
C. Amon (Lola-Climax) water
pump. Lap 29.
J. Brabham (Brabham-Climax)
broken chassis. Lap 69.
G. Hill (BRM) engine. Lap 70.

Starting Grid (A)

- | | | |
|------------------------|-----------------------|---------------------|
| 1 Clark 1'31.6. | 2 G. Hill 1'32.2. | 3 McLaren 1'32.3. |
| 4 Brabham 1'32.4. | 5 Surtees 1'33.0. | 6 Ginther 1'33.3. |
| 7 Ireland 1'33.3. | 8 Bonnier 1'34.1. | 9 Maggs 1'34.3. |
| 10 T. Taylor 1'35.2. | 11 Scarfiotti 1'35.6. | 12 Amon 1'35.9. |
| 13 P. Hill 1'36.0. | 14 Gurney 1'36.2. | 15 Baghetti 1'37.8. |
| 16 Mitter 1'38.8. | 17 Siffert 1'39.0. | 18 Hall 1'39.0. |
| 19 de Beaufort 1'39.3. | | |

FRENCH GRAND PRIX

Circuit: Rheims. *Date:* June 30. *Laps:* 53 (273.37 miles).

Results

- J. Clark (Lotus-Climax),
2hr 10min 54.3sec. 125.31mph.
- T. Maggs (Cooper-Climax),
2hr 11min 59.2sec.
- G. Hill (BRM),
2hr 13min 8.2sec. (includes
60sec. penalty).
- J. Brabham (Brabham-Climax),
2hr 13min 9.5sec.
- D. Gurney (Brabham-Climax),
2hr 13min 27.7sec.
- J. Siffert (Lotus-BRM), 52 laps.
- C. Amon (Lola-Climax), 51 laps.
- M. Trintignant (Lotus-Climax),
50 laps.
- I. Ireland (BRP-BRM), 49 laps.
- L. Bandini (BRM), 45 laps.
- J. Hall (Lotus-BRM), 45 laps.

12 B. McLaren (Cooper-Climax),
42 laps.*

13 T. Taylor (Lotus-Climax),
41 laps.*

*Not running at finish.

Also running but not classified:

P. Hill (Lotus-BRM) 34 laps and

J. Bonnier (Cooper-Climax) 32
laps.

Fastest lap: Clark (Lotus-Climax),

2min 21.6sec. 131.14mph.

Retirements

R. Ginther (BRM) radiator. Lap 5.

T. Settember (Scirocco-BRM)
transmission. Lap 5.

J. Surtees (Ferrari) fuel pump.
Lap 12.

M. Gregory (Lotus-BRM)
gearbox. Lap 30.

Starting Grid (A)

1 Clark 2'20.2.

4 Surtees 2'21.9.

7 Taylor 2'23.7.

10 Siffert 2'25.2.

13 P. Hill 2'27.7.

16 Hall 2'30.9.

19 Bandini 2'37.8.

2 G. Hill 2'20.9.

5 Brabham 2'21.9.

8 Maggs 2'24.4.

11 Bonnier 2'25.7.

14 Trintignant 2'28.3.

17 Gregory 2'33.2.

3 Gurney 2'21.7.

6 McLaren 2'22.5.

9 Ireland 2'25.1.

12 Ginther 2'25.9.

15 Amon 2'30.5.

18 Settember 2'36.7.

Non-starters: P. Hill (ATS), G. Baghetti (ATS) and J. Burgess (Scirocco-BRM).

BRITISH GRAND PRIX

Circuit: Silverstone. *Date:* July 20. *Laps:* 82 (240 miles).

Results

1 J. Clark (Lotus-Climax),
2hr 14min 9.6sec. 107.75mph.

2 J. Surtees (Ferrari),
2hr 14min 35.4sec.

3 G. Hill (BRM),
2hr 14min 47.2sec.

4 R. Ginther (BRM), 81 laps.

5 L. Bandini (BRM), 81 laps.

6 J. Hall (Lotus-BRM), 80 laps.

7 C. Amon (Lola-Climax), 80 laps.

8 M. Hailwood (Lotus-Climax),
78 laps.

9 T. Maggs (Cooper-Climax),
78 laps.

10 C. G. de Beaufort (Porsche),
76 laps.

11 M. Gregory (Lotus-BRM),
75 laps.

12 R. Anderson (Lola-Climax),
75 laps.

13 J. Campbell-Jones (Lola-
Climax), 74 laps.

Fastest lap: Surtees (Ferrari),

1min 36.0sec. 109.76mph.

Retirements

B. McLaren (Cooper-Climax)
engine. Lap 7.

T. Settember (Scirocco-BRM)
ignition. Lap 21.

T. Taylor (Lotus-Climax) fuel
pump. Lap 24.

I. Ireland (BRP-BRM) engine.
Lap 27.

J. Brabham (Brabham-Climax)
engine. Lap 28.

I. Burgess (Scirocco-BRM)
ignition. Lap 37.

D. Gurney (Brabham-Climax)
engine. Lap 60.

I. Raby (Gilby-BRM) gearbox.
Lap 60.

J. Bonnier (Cooper-Climax)
engine. Lap 66.

J. Siffert (Lotus-BRM) gearbox.
Lap 67.

Starting Grid (B)

- | | | |
|---------------------|---------------------------|------------------------|
| 1 Clark 1'34.4. | 2 Gurney 1'34.6. | 3 G. Hill 1'34.8. |
| 4 Brabham 1'35.0. | 5 Surtees 1'35.2. | 6 McLaren 1'35.4. |
| 7 Maggs 1'36.0. | 8 Bandini 1'36.0. | 9 Ginther 1'36.0. |
| 10 Taylor 1'36.8. | 11 Ireland 1'36.8. | 12 Bonnier 1'36.8. |
| 13 Hall 1'37.0. | 14 Amon 1'37.2. | 15 Siffert 1'38.4. |
| 16 Anderson 1'39.0. | 17 Hailwood 1'39.8. | 18 Settember 1'40.8. |
| 19 Raby 1'42.4. | 20 Burgess 1'42.6. | 21 de Beaufort 1'43.4. |
| 22 Gregory 1'44.2. | 23 Campbell-Jones 1'48.8. | |

Non-Starters: G. Baghetti (ATS); P. Hill (ATS); E. Nasif (De Tomaso).

GERMAN GRAND PRIX

Circuit: Nurburgring. *Date:* August 4. *Laps:* 15 (212 miles).

Results

- 1 J. Surtees (Ferrari),
2hr 13min 6.8sec. 95-83mph.
- 2 J. Clark (Lotus-Climax),
2hr 14min 24.3sec.
- 3 R. Ginther (BRM),
2hr 15min 51.7sec.
- 4 G. Mitter (Porsche),
2hr 21min 18.3sec.
- 5 J. Hall (Lotus-BRM), 14 laps.
- 6 J. Bonnier (Cooper-Climax),
14 laps.
- 7 J. Brabham (Brabham-Climax),
14 laps.
- 8 T. Taylor (Lotus-Climax),
14 laps.
- 9 J. Siffert (Lotus-BRM),
retired but classified, 10 laps.
- 10 B. Collomb (Lotus-Climax),
10 laps.

Fastest lap: Surtees (Ferrari),
8min 47.0sec. 96.8mph.

Retirements

- L. Bandini (BRM) accident. Lap 1.
I. Ireland (BRP-BRM) accident.
Lap 1.
W. Mairesse (Ferrari) accident.
Lap 2.
G. Hill (BRM) gearbox. Lap 3.
C. Amon (Lola-Climax) accident.
Lap 3.
B. McLaren (Cooper-Climax)
accident. Lap 4.
I. Burgess (Scirocco-BRM)
steering. Lap 6.
T. Settember (Scirocco-BRM)
accident. Lap 6.
M. Cabral (Cooper-Climax)
gearbox. Lap 7.
D. Gurney (Brabham-Climax)
gearbox. Lap 7.
T. Maggs (Cooper-Climax)
engine. Lap 8.
C. G. de Beaufort (Porsche)
wheel. Lap 10.

Starting Grid (B)

- | | | |
|-----------------------|------------------------|---------------------|
| 1 Clark 8'45.8. | 2 Surtees 8'46.7. | 3 Bandini 8'54.3. |
| 4 Hill 8'57.2. | 5 McLaren 8'57.3. | 6 Ginther 9'02.8. |
| 7 Mairesse 9'03.5. | 8 Brabham 9'04.2. | 9 Siffert 9'11.1. |
| 10 Maggs 9'11.6. | 11 Ireland 9'14.6. | 12 Bonnier 9'16.0. |
| 13 Gurney 9'17.2. | 14 Amon 9'20.1. | 15 Mitter 9'20.9. |
| 16 Hall 9'22.7. | 17 de Beaufort 9'25.1. | 18 Taylor 9'33.8. |
| 19 Burgess 9'52.2. | 20 Cabral 9'53.1. | 21 Collomb 10'01.0. |
| 22 Settember 10'02.0. | | |

Non-starters and non-qualifiers were: I. Raby (Gilby-BRM) 10'44.7, K. Kuhnke (BKL-Borgward) 11'23.5, A. Pilette (Lotus-Climax) 10'20.0, T. Parnell (Lotus-BRM) 11'07.2, M. Gregory (Lola-Climax), P. Hill (ATS) and G. Baghetti (ATS).

ITALIAN GRAND PRIX

Circuit: Monza. *Date:* September 8. *Laps:* 86 (307 miles).

Results

- 1 J. Clark (Lotus-Climax),
2hr 24min 19.6sec. 127.74mph.
- 2 R. Ginther (BRM),
2hr 25min 54.6sec.
- 3 B. McLaren (Cooper-Climax),
85 laps.
- 4 I. Ireland (BRP-BRM),
84 laps.*
- 5 J. Brabham (Brabham-Climax),
84 laps.
- 6 T. Maggs (Cooper-Climax),
84 laps.
- 7 J. Bonnier (Cooper-Climax),
84 laps.
- 8 J. Hall (Lotus-BRM), 84 laps.
- 9 M. Trintignant (BRM), 83 laps.
- 10 M. Hailwood (Lola-Climax),
82 laps.
- 11 P. Hill (ATS), 79 laps.

- 12 R. Anderson (Lola-Climax),
79 laps.
 - 13 M. Spence (Lotus-Climax),
73 laps.*
 - 14 D. Gurney (Brabham-Climax),
64 laps.*
 - 15 G. Baghetti (ATS), 63 laps.*
 - 16 G. Hill (BRM), 59 laps.*
- *Classified as a finisher.
- Fastest lap:* Clark (Lotus-Climax),
1min 38.9sec. 130.05mph.

Retirements

- J. Surtees (Ferrari) engine.
Lap 17.
- M. Gregory (Lotus-BRM)
mechanical troubles. Lap 27.
- L. Bandini (Ferrari) engine.
Lap 38.
- J. Siffert (Lotus-BRM) Lap 41.

Starting Grid (A)

- | | | |
|------------------------|---------------------|---------------------|
| 1 Surtees 1'37.3. | 2 G. Hill 1'38.5. | 3 Clark 1'39.0. |
| 4 Ginther 1'39.19. | 5 Gurney 1'39.25. | 6 Bandini 1'40.1. |
| 7 Brabham 1'40.4. | 8 McLaren 1'40.5. | 9 Spence 1'40.9. |
| 10 Ireland 1'41.6. | 11 Bonnier 1'41.9. | 12 Gregory 1'42.1. |
| 13 Maggs 1'42.2. | 14 P. Hill 1'42.7. | 15 Siffert 1'43.3. |
| 16 Hall 1'43.8. | 17 Hailwood 1'43.9. | 18 Anderson 1'44.2. |
| 19 Trintignant 1'44.4. | 20 Baghetti 1'46.8. | |

Non starters: C. Amon (Lola-Climax) crashed in practice. M. Cabral (Cooper-Climax).

UNITED STATES GRAND PRIX

Circuit: Watkins Glen. *Date:* October 6. *Laps:* 110 (253 miles).

Results

- 1 G. Hill (BRM),
2hr 19min 22.1sec. 109.91mph.
 - 2 R. Ginther (BRM),
2hr 19min 56.4sec.
 - 3 J. Clark (Lotus-Climax),
109 laps.
 - 4 J. Brabham (Brabham-Climax),
108 laps.
 - 5 L. Bandini (Ferrari), 106 laps.
 - 6 C. G. de Beaufort (Porsche),
99 laps.
 - 7 P. Broeker (Stebro-Ford),
88 laps.
 - 8 J. Bonnier (Cooper-Climax),
85 laps.
 - 9 J. Surtees (Ferrari), 82 laps.*
 - 10 J. Hall (Lotus-BRM), 76 laps.*
 - 11 B. McLaren (Cooper-Climax),
74 laps.*
- *Retired but classified.
- Fastest lap:* Clark (Lotus-Climax),
1min 14.5sec. 111.14mph.

Retirements

G. Baghetti (ATS) oil. Lap 1.
P. Hill (ATS) oil. Lap 5.
H. Sharp (Lotus-BRM) broken tappet. Lap 7.
M. Gregory (Lola-Climax) overheating. Lap 15.
T. Taylor (Lotus-Climax) ignition. Lap 25.
P. Rodriguez (Lotus-Climax) overheating. Lap 37.
D. Gurney (Brabham-Climax)

fuel. Lap 43.
R. Ward (Lotus-BRM) gearbox. Lap 45.
T. Maggs (Cooper-Climax) engine. Lap 45.
J. Siffert (Lotus-BRM) gearbox. Lap 57.
B. McLaren (Cooper-Climax) pump. Lap 75.
J. Hall (Lotus-BRM) mechanical. Lap 77.
J. Surtees (Ferrari) engine. Lap 83.

Starting Grid (J)

- | | | |
|-------------------------|---------------------|--------------------|
| 1 G. Hill 1'13.4. | 2 Clark 1'13.5. | 3 Surtees 1'13.7. |
| 4 Ginther 1'14.0. | 5 Brabham 1'14.2. | 6 Gurney 1'14.5. |
| 7 T. Taylor 1'15.6. | 8 Gregory 1'15.6. | 9 Bandini 1'15.8. |
| 10 Maggs 1'15.8. | 11 McLaren 1'15.9. | 12 Bonnier 1'16.3. |
| 13 P. Rodriguez 1'16.5. | 14 Siffert 1'16.5. | 15 P. Hill 1'17.1. |
| 16 Hall 1'17.7. | 17 Ward 1'19.2. | 18 Sharp 1'20.0. |
| 19 de Beaufort 1'22.3. | 20 Baghetti 1'25.2. | 21 Broeker 1'28.6. |

MEXICAN GRAND PRIX

Circuit: Mexico City. *Date:* November 3. *Laps:* 65 (198.7 miles).

Results

- 1 J. Clark (Lotus-Climax), 2hr 9min 52.1sec. 93.28mph.
- 2 J. Brabham (Brabham-Climax), 2hr 11min 33.2sec.
- 3 R. Ginther (BRM), 2hr 11min 46.8sec.
- 4 G. Hill (BRM), 64 laps.
- 5 J. Bonnier (Cooper-Climax), 62 laps.
- 6 D. Gurney (Brabham-Climax), 62 laps.
- 7 H. Sharp (Lotus-BRM), 61 laps.
- 8 J. Hall (Lotus-BRM), 61 laps.
- 9 J. Siffert (Lotus-BRM), 59 laps.
- 10 C. G. de Beaufort (Porsche), 58 laps.
- 11 M. Solana (BRM), 57 laps.*

Fastest lap: Clark (Lotus-Climax), 1min 58.1sec. 94.70mph.

*Classified.

Retirements

T. Maggs (Cooper-Climax) engine. Lap 8.
C. Amon (Lola-Climax) engine. Lap 9.
G. Baghetti (ATS) carburation. Lap 11.
J. Surtees (Ferrari) disqualified. Lap 19.
T. Taylor (Lotus-Climax) engine. Lap 19.
M. Gregory (Lola-Climax) radius arm. Lap 23.
P. Rodriguez (Lotus-Climax) chassis. Lap 26.
B. McLaren (Cooper-Climax) engine. Lap 30.
L. Bandini (Ferrari) engine. Lap 36.
P. Hill (ATS) chassis. Lap 40.
M. Solana (BRM) engine. Lap 57.

Starting Grid (J)

- | | | |
|------------------|-------------------|-------------------|
| 1 Clark 1'58.8. | 2 Surtees 2'00.5. | 3 G. Hill 2'00.6. |
| 4 Gurney 2'01.6. | 5 Ginther 2'01.8. | 6 McLaren 2'02.3. |

- | | | |
|--------------------|-------------------------|------------------------|
| 7 Bandini 2'02.4. | 8 Bonnier 2'02.6. | 9 Siffert 2'03.3. |
| 10 Brabham 2'03.6. | 11 Solana 2'04.1. | 12 T. Taylor 2'04.9. |
| 13 Maggs 2'05.2. | 14 Gregory 2'05.5. | 15 Hall 2'06.1. |
| 16 Sharp 2'07.7. | 17 P. Hill 2'13.6. | 18 de Beaufort 2'14.1. |
| 19 Amon 2'14.7. | 20 P. Rodriguez 2'15.3. | 21 Baghetti 2'22.3. |
- Non-starter*: F. J. Dochnal (1959 Cooper) accident in practice.

SOUTH AFRICAN GRAND PRIX

Circuit: East London. *Date*: December 28. *Laps*: 85 (207 miles).

Results

- 1 J. Clark (Lotus-Climax),
2hr 10min 36.9sec. 95-10mph.
- 2 D. Gurney (Brabham-Climax),
2hr 11min 43.7sec.
- 3 G. Hill (BRM), 84 laps.
- 4 B. McLaren (Cooper-Climax),
84 laps.
- 5 L. Bandini (Ferrari), 84 laps.
- 6 J. Bonnier (Cooper-Climax),
83 laps.
- 7 T. Maggs (Cooper-Climax),
82 laps.
- 8 T. Taylor (Lotus-Climax),
81 laps.
- 9 J. Love (Cooper-Climax),
80 laps.
- 10 C. G. de Beaufort (Porsche),
79 laps.
- 11 D. Serrurier (LDS-Alfa),
78 laps.

12 T. Blokdyk (Cooper-Maserati),
77 laps.

13 B. Niemann (Lotus-Ford),
66 laps.

Fastest lap: Gurney (Brabham-Climax), 1min 29.1sec. 98.41mph.

Retirements

- S. Tingle (LDS-Alfa) transmission. Lap 3.
E. Pieterse (Lotus) oil. Lap 4.
P. de Klerk (Alfa-special) oil. Lap 44.
J. Surtees (Ferrari) engine. Lap 44.
R. Ginther (BRM) transmission. Lap 44.
D. Prophet (Brabham-Ford) oil. Lap 50.
J. Brabham (Brabham-Climax) fuel tank. Lap 71.

Starting Grid (A)

- | | | |
|---------------------|------------------------|----------------------|
| 1 Clark 1'28.9. | 2 Brabham 1'29.0. | 3 Gurney 1'29.1. |
| 4 Surtees 1'29.8. | 5 Bandini 1'30.2. | 6 G. Hill 1'30.3. |
| 7 Ginther 1'30.4. | 8 T. Taylor 1'30.4. | 9 McLaren 1'31.2. |
| 10 Maggs 1'31.5. | 11 Bonnier 1'32.0. | 12 Pieterse 1'34.5. |
| 13 Love 1'34.6. | 14 Prophet 1'35.5. | 15 Niemann 1'35.6. |
| 16 de Klerk 1'35.7. | 17 Tingle 1'35.8. | 18 Serrurier 1'36.4. |
| 19 Blokdyk 1'36.5. | 20 de Beaufort 1'36.6. | |

Non-starter: Paddy Driver (Lotus-BRM)

FINAL CHAMPIONSHIP POSITIONS 6/10

1 Jim Clark	<i>points</i> (73) 54*	Lorenzo Bandini	<i>points</i> 6
2 Graham Hill	29	Joakim Bonnier	6
3 Richie Ginther	(34) 29*	12 Gerhard Mitter	3
4 John Surtees	22	Jim Hall	3
5 Dan Gurney	19	14 Carel Godin de Beaufort	2
6 Bruce McLaren	17	15 Trevor Taylor	1
7 Jack Brabham	14	Lodovico Scarfiotti	1
8 Tony Maggs	9	Joseph Siffert	1
9 Innes Ireland	6		

*Best six performances

Graham Hill finished third in the French Grand Prix but because he received a push start his Championship points were not awarded. Second place in the Championship was determined by the most wins.

1964

Dramatic title race resolved in finale at Mexico—John Surtees first man to win motor-car and motor-cycle Championships—Last lap drama at Spa—Gurney pulls off first Brabham victory at Rouen—Japanese Honda début—Count Carel Godin de Beaufort dies in practice for German Grand Prix.

The closest disputed Championship for many years. That was the unanimous verdict in 1964. As the contenders moved to the final round in Mexico three British drivers were in with a chance of carrying off the coveted title—Graham Hill had 39 points, John Surtees 34, and Jim Clark, 30. If Surtees won and Hill finished second in the race . . . it would be the former's championship. But if Clark won and neither Hill or Surtees finished above fourth, then the 'Flying Scot' would take the title by virtue of his greater number of grand prix victories during the year. It was a tense finale.

As it turned out Hill (BRM) was soon out of the running. Clark set a staggering pace and looked all set to take his second title, leading all the way until . . . the penultimate lap, when the gremlins struck a harsh blow and the Scot's Lotus came to a standstill with engine trouble. Surtees, who moved up into third place, was waved through into second spot by Ferrari team-mate Bandini, and the crown was his. The winner of the race was Dan Gurney (Brabham-Coventry-Climax).

The final placings showed Surtees had gained 40 points; Graham Hill finished runner-up

with 39; and Clark was third on 32.

The curtain raiser at Monte Carlo provided BRM pair Graham Hill and Richie Ginther with their second one-two at Monaco . . . a repeat of their 1963 success. Clark (Lotus) had led at the start but a pit stop when his roll bar started breaking up forced him back and eventually after stopping with no oil pressure he was classified fourth behind team-mate Peter Arundell, who drove extremely well in his first works drive to finish third.

Both works Ferraris (Surtees and Bandini) were forced out with gearbox trouble; and Brabham and Gurney also stopped with the Brabhams. It was also a poor day for Cooper-Climax with McLaren retiring with an oil leak and Phil Hill, who was not running at the end being classified ninth and last, 30 laps behind the winner!

Innes Ireland crashed his Lotus-BRM in practice and did not start.

Motor-cycle aces Mike Hailwood (Lotus-BRM) and Bob Anderson (Brabham-Climax) did well to finish sixth and seventh respectively, with the former collecting his first championship point.

At Zandvoort (Dutch Grand Prix) Jim Clark gave a classic display leading from start to finish in the Lotus, to win by almost a minute from Surtees (Ferrari). Arundell (Lotus-Coventry-Climax) followed up his Monaco success with another third place, proving an able number two in the Lotus concern. Graham Hill (BRM), who had been plagued with fuel troubles was fourth ahead of Chris Amon (Lotus-BRM) who collected his first championship points, as was

Bob Anderson (Brabham-Coventry-Climax) in sixth.

It was another unhappy outing for the Cooper team with McLaren (seventh) and Phil Hill (eighth).

Brabhams fared even worse with neither Brabham or Gurney completing the race.

For once the jovial Dutchman, Count de Beaufort did not reach the finish in his out-dated Porsche . . . he retired after nine laps with a broken valve.

There was high drama in the closing stages of the Belgian Grand Prix at Spa. Gurney was in almost an unassailable lead when two laps from the end he was forced to call into the Brabham pit for petrol . . . but he was in for a shock there was no fuel available. Graham Hill (BRM) seized the lead and McLaren (Cooper-Climax) took over second spot ahead of Clark (Lotus-Coventry-Climax) who had been delayed by a pit stop.

As the leaders started their last lap it looked as though Hill would take the chequered flag . . . but there was more drama to come. The BRM succumbed to fuel pump failure, allowing McLaren into the lead until . . . his car spluttered to a halt 100 yards from the finish line . . . the reason his petrol tank was dry. Gurney who had continued after his pit stop also ran dry and it was a much astonished Jim Clark who flashed past the chequered flag to take first place. McLaren managed to coast his car down the hill to finish second and Brabham (Brabham) found himself in third position. Ginther (BRM), Hill (BRM) and Gurney (Brabham) were classified fourth, fifth and sixth.

Ferrari drivers Surtees and Bandini were out of the hunt before half distance.

Belgium driver Andre Pilette

was out in the Scirocco-Coventry-Climax, but was forced into the pits with engine trouble after 12 laps.

Dan Gurney made no mistake in the French Grand Prix at Rouen and after an inspired drive gave Brabham its first-ever championship win. It will be remembered that Gurney gave Porsche its first grand prix victory at the same circuit two years earlier.

Clark (Lotus-Coventry-Climax) led the race for more than half distance before a holed piston forced his retirement. A desperate struggle for second place between Hill (BRM) and Brabham (Brabham) went in favour of the BRM driver by four-fifths of a second. Arundell (Lotus - Coventry - Climax) again drove well and secured fourth in front of Ginther (BRM) and the works Cooper-Climax entries driven by McLaren and Phil Hill.

It was another sad day for Ferrari. Surtees retired and Bandini brought his sick motor into ninth place.

Brand Hatch was the venue for this year's British and European Grand Prix and although Clark (Lotus) led from start to finish he was hounded all the way by Hill's BRM which finished only 2.8sec behind. Surtees finished a fine third for Ferrari, while Brabham (Brabham) was fourth ahead of Bandini (Ferrari).

Phil Hill only just managed to keep his Cooper-Climax ahead of Bob Anderson's Brabham-Coventry-Climax to claim sixth position.

At this stage of the season Clark headed the title race with 30 points, four more than Graham Hill. Meanwhile Surtees was way out of the picture with only 10 points.

But Surtees brought about the much needed Ferrari revival in the

German Grand Prix at the Nurburgring and repeated his 1963 success with a superb victory, finishing in front of Hill (BRM), Bandini (Ferrari), Siffert (Lotus-BRM) and Trintignant (BRM).

Clark retired his Lotus after eight laps, Brabham (Brabham) dropped out on the 12th tour and neither of the works entered Cooper-Climax (McLaren and Phil Hill) finished.

The race marked the debut of the new Japanese Honda, which piloted by American Ronnie Bucknam was classified 13th although it had retired after running off the course.

Dedicated Dutch 'privateer' Count Carel Godin de Beaufort, who for several seasons had campaigned an old Porsche with moderate success, crashed in practice and succumbed to his injuries.

Austria staged its first-ever Championship race on the rough Zeltweg circuit and after most of the 'number ones' had dropped by the wayside Lorenzo Bandini (Ferrari) registered his first grand prix victory. Richie Ginther (BRM) collected second place, and privateer Bob Anderson (Brabham-Coventry-Climax) finished a magnificent third ahead of Tony Maggs in the Centro-Sud BRM.

Hill (BRM), Surtees (Ferrari), Clark (Lotus), McLaren (Cooper), Gurney (Brabham) had all dropped out, while Phil Hill, who had been having a dreadful year with Cooper, escaped serious injury when his car crashed and burst into flames.

The race marked the debut of Austrian driver Jochen Rindt, but his Brabham-BRM went

out after 59 laps with steering trouble.

John Surtees (Ferrari) pulled off his second win of the year after some thrilling in-close racing with Gurney (Brabham), Clark (Lotus) and McLaren (Cooper) in the Italian Grand Prix at Monza. Eventually after troubles struck Clark and Gurney, McLaren finished second, while Bandini (Ferrari) was third; Ginther (BRM) fourth; Ireland (BRP-BRM) fifth and Mike Spence (Lotus) sixth.

Poor Graham Hill had miserable luck . . . his clutch went on the start line forcing him to become a spectator for the entire race.

Hill's luck changed in the United States Grand Prix at Watkins Glen and he sped to victory after an initial battle involving Surtees (Ferrari), Clark (Lotus) and Gurney (Brabham). Eventually Surtees took second place with Jo Siffert (Brabham-BRM) an excellent third; Ginther (BRM) fourth and American Walt Hansgen (Lotus) fifth.

Phil Hill, recovered from his crash in Austria was out in the Cooper-Climax, but his race was run after five laps. McLaren also retired his car before half distance.

The final round in Mexico has already been covered at the beginning of the chapter. It was nothing short of a sensational end to a thrilling season. It is worth noting that the final placings in the race were as follows: Gurney (Brabham) first, Surtees (Ferrari) second; Bandini (Ferrari) third, Spence (Lotus) fourth, Clark (Lotus) fifth and Pedro Rodriguez (Ferrari) sixth.

MONACO GRAND PRIX

Circuit: Monte Carlo. *Date:* May 10. *Laps:* 100 (195 miles).

Results

- 1 G. Hill (BRM), 1min 33.9sec. 74.92mph.
2hr 41min 19.5sec. 72.64mph.
- 2 R. Ginther (BRM),
99 laps.
- 3 P. Arundell (Lotus-Climax),
97 laps.
- 4 J. Clark (Lotus-Climax), 96 laps.*
- 5 J. Bonnier (Cooper-Climax),
96 laps.
- 6 M. Hailwood (Lotus-BRM),
96 laps.
- 7 R. Anderson (Brabham-Climax),
86 laps.*
- 8 J. Siffert (Lotus-BRM), 78 laps.
- 9 P. Hill (Cooper-Climax), 70 laps.

*Not running at end of race.

Fastest lap: G. Hill ((BRM),

Retirements

- T. Taylor (BRP-BRM) leaking tank.
Lap 10.
J. Surtees (Ferrari) gearbox.
Lap 14.
B. McLaren (Cooper-Climax)
oil leak. Lap 17.
J. Brabham (Brabham-Climax)
fuel injection. Lap 29.
M. Trintignant (BRM) overheating.
Lap 61.
D. Gurney (Brabham-Climax)
gearbox. Lap 62.
L. Bandini (Ferrari) gearbox.
Lap 67.

Starting Grid (H)

- | | | |
|------------------------|----------------------|---------------------|
| 1 Clark 1'34.0. | 2 Brabham 1'34.1. | 3 G. Hill 1'34.5. |
| 4 Surtees 1'34.5. | 5 Gurney 1'34.7. | 6 Arundell 1'35.5. |
| 7 Bandini 1'35.5. | 8 Ginther 1'35.9. | 9 P. Hill 1'35.9. |
| 10 McLaren 1'36.6. | 11 Bonnier 1'37.4. | 12 Anderson 1'38.0. |
| 13 Trintignant 1'38.1. | 14 T. Taylor 1'38.1. | 15 Hailwood 1'38.5. |
| 16 Siffert 1'38.7. | | |

Non-qualifiers: C. Amon (Lotus-BRM), P. Revson (Lotus-BRM), B. Collomb (Lotus-Climax).

DUTCH GRAND PRIX

Circuit: Zandvoort. *Date:* May 24. *Laps:* 80 (208.5 miles).

Results

- 1 J. Clark (Lotus-Coventry-Climax), 2hr 7min 35.4sec.
98.02mph.
- 2 J. Surtees (Ferrari),
2hr 8min 29.0sec.
- 3 P. Arundell (Lotus-Coventry-Climax), 79 laps.
- 4 G. Hill (BRM), 79 laps.
- 5 C. Amon (Lotus-BRM), 79 laps.
- 6 R. Anderson (Brabham-Coventry Climax), 78 laps.
- 7 B. McLaren (Cooper-Coventry-Climax), 78 laps.
- 8 P. Hill (Cooper-Coventry-Climax), 76 laps.
- 9 J. Bonnier (Brabham-BRM),
76 laps.
- 10 G. Baghetti (BRM), 74 laps.
- 11 R. Ginther (BRM), 64 laps.
- 12 M. Hailwood (Lotus-BRM),
57 laps.*
- 13 J. Siffert (Brabham-BRM),
55 laps.

*Retired but classified.

Fastest lap: Clark (Lotus-Coventry-Climax), 1min 32.8sec. 101.07mph.

Retirements

C. G. de Beaufort (Porsche)

broken valve. 9 laps.

D. Gurney (Brabham-Coventry-Climax) steering. 23 laps.

L. Bandini (Ferrari) fuel injection.

21 laps.

J. Brabham (Brabham-Coventry-Climax) fuel pump drive. 35 laps.

M. Hailwood (Lotus-BRM) crown wheel and pinion. 57 laps.

Starting Grid (A)

1 Gurney 1'31.2.

4 Surtees 1'32.8.

7 Brabham 1'33.8.

10 Bandini 1'35.0.

13 Amon 1'35.9.

16 Baghetti 1'38.0.

2 Clark 1'31.3.

5 McLaren 1'33.3.

8 Ginther 1'34.0.

11 Anderson 1'35.4.

14 Hailwood 1'36.1.

17 de Beaufort 1'39.9.

3 G. Hill 1'31.4.

6 Arundell 1'33.5.

9 P. Hill 1'34.8.

12 Bonnier 1'35.4.

15 Maggs 1'37.0.

18 Siffert 1'44.0.

Non-starter: Maggs (BRM) crashed in practice.

BELGIAN GRAND PRIX

Circuit: Spa-Francorchamps. *Date*: June 14. *Laps*: 32 (279.7 miles).

Results

1 J. Clark (Lotus-Coventry-Climax), 2hr 6min 40.5sec.
132.79mph.

2 B. McLaren (Cooper-Coventry-Climax), 2hr 6min 43.9sec.

3 J. Brabham (Brabham-Coventry-Climax),
2hr 7min. 28.6sec.

4 R. Ginther (BRM),
2hr 8min 39.1sec.

5 G. Hill (BRM), 31 laps.

6 D. Gurney (Brabham-Coventry-Climax), 31 laps.

7 T. Taylor (BRP-BRM), 31 laps.

8 G. Baghetti (BRM), 31 laps.

9 P. Arundell (Lotus-Coventry-Climax), 28 laps.

10 I. Ireland (BRP-BRM),
28 laps.

Peter Revson (Lotus-BRM) covered

28 laps but was disqualified for receiving assistance.

Fastest lap: Gurney (Brabham-Coventry-Climax), 3min 49.2sec.
137.60mph.

Retirements

J. Surtees (Ferrari) engine. Lap 5.

C. Amon (Lotus-BRM) engine.
Lap 5.

A. Pilette (Scirocco-Coventry-Climax) engine. Lap 12.

J. Bonnier (Brabham-BRM)

retired sick after 8 laps.

L. Bandini (Ferrari) transmission.
Lap 13.

P. Hill (Cooper-Coventry-Climax)
engine. Lap 14.

J. Siffert (Brabham-BRM) piston.
Lap 15.

Starting Grid (C)

1 Gurney 3'50.9.

4 Arundell 3'52.8.

7 McLaren 3'56.2.

10 Revson 3'59.9.

13 Siffert 4'02.7.

16 Ireland 4'04.0.

2 G. Hill 3'52.7.

5 Surtees 3'55.2.

8 Ginther 3'57.2.

11 Amon 4'00.1.

14 Bonnier 4'02.7.

17 Baghetti 4'08.0.

3 Brabham 3'52.8.

6 Clark 3'56.2.

9 Bandini 3'58.8.

12 T. Taylor 4'00.2.

15 P. Hill 4'02.8.

18 Pilette 4'22.9.

Non-starters: T. Maggs (BRM); R. Anderson (Brabham).

FRENCH GRAND PRIX

Circuit: Rouen. *Date:* June 28. *Laps:* 57 (231.72 miles).

Results

- | | |
|---|--|
| 1 D. Gurney (Brabham-Climax),
2hr 7min 49.1sec. 108.77mph. | 11 M. Trintignant (BRM), 52 laps. |
| 2 G. Hill (BRM), 2hr 8min 13.2sec. | 12 B. Anderson (Brabham-Climax), 50 laps. |
| 3 J. Brabham (Brabham-Climax),
2hr 8min 14.0sec. | <i>Fastest lap:</i> Brabham (Brabham-Climax), 2min 11.4sec. 111.37mph. |
| 4 P. Arundell (Lotus-Climax),
2hr 8min 59.7sec. | Retirements |
| 5 R. Ginther (BRM),
2hr 10min 1.2sec. | J. Siffert (Brabham-BRM)
engine. Lap 5. |
| 6 B. McLaren (Cooper-Climax),
56 laps. | J. Surtees (Ferrari) engine. Lap 7. |
| 7 P. Hill (Cooper-Climax), 56 laps. | T. Taylor (BRP-BRM) brakes.
Lap 7. |
| 8 M. Hailwood (Lotus-BRM),
56 laps. | J. Clark (Lotus-Climax) engine.
Lap 32. |
| 9 L. Bandini (Ferrari), 55 laps. | I. Ireland (BRP-BRM) accident.
Lap 32. |
| 10 C. Amon (Lotus-BRM), 53 laps. | |

Starting Grid (C)

- | | | |
|------------------------|--------------------|----------------------|
| 1 Clark 2'09.6. | 2 Gurney 2'10.1. | 3 Surtees 2'11.1. |
| 4 Arundell 2'11.6. | 5 Brabham 2'11.8. | 6 G. Hill 2'12.1. |
| 7 McLaren 2'12.4. | 8 Bandini 2'12.8. | 9 Ginther 2'13.9. |
| 10 P. Hill 2'14.5. | 11 Ireland 2'14.8. | 12 T. Taylor 2'14.9. |
| 13 Hailwood 2'16.2. | 14 Amon 2'16.4. | 15 Anderson 2'16.9. |
| 16 Trintignant 2'21.5. | 17 Siffert 2'23.6. | |

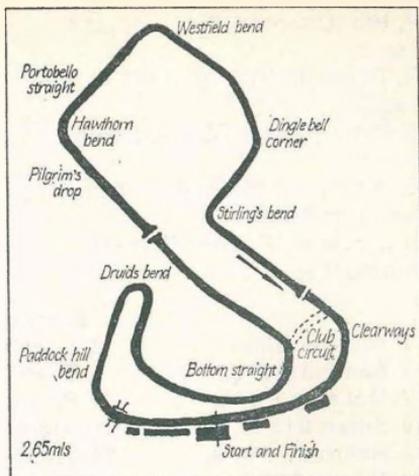
BRITISH GRAND PRIX

Circuit: Brands Hatch. *Date:* July 11. *Laps:* 80 (212 miles).

Results

- | | |
|--|--|
| 1 J. Clark (Lotus-Coventry-Climax), 2hr 15min 7.0sec.
94.14mph. | Climax), 77 laps. |
| 2 G. Hill (BRM),
2hr 15min 9.8sec. | 10 I. Ireland (BRP-BRM), 76 laps. |
| 3 J. Surtees (Ferrari),
2hr 16min 27.6sec. | 11 J. Siffert (Brabham-BRM),
76 laps. |
| 4 J. Brabham (Brabham-Coventry-Climax), 79 laps. | 12 G. Baghetti (BRM), 76 laps. |
| 5 L. Bandini (Ferrari), 78 laps. | 13 D. Gurney (Brabham-Coventry-Climax), 75 laps. |
| 6 P. Hill (Cooper-Coventry-Climax), 78 laps. | 14 J. Taylor (Cooper-Ford),
56 laps. |
| 7 R. Anderson (Brabham-Coventry-Climax), 78 laps. | <i>Fastest lap:</i> Clark (Lotus-Coventry-Climax), 1min 38.8sec. 96.56mph. |
| 8 R. Ginther (BRM), 77 laps. | Retirements |
| 9 M. Spence (Lotus-Coventry- | F. Gardner (Brabham-Ford)
suspension. Lap 1. |
| | B. McLaren (Cooper-Coventry- |

Climax) gearbox. Lap 8.
 C. Amon (Lotus-BRM) clutch.
 Lap 10.
 M. Hailwood (Lotus-BRM) engine.
 Lap 18.
 T. Taylor (Lotus-BRM) ill. Lap 24.
 T. Maggs (BRM) gearbox. Lap 38.
 I. Raby (Brabham-BRM) accident.
 Lap 38.
 P. Revson (Lotus-BRM) plugs.
 Lap 44.
 J. Bonnier (Brabham-BRM)
 brake pipe. Lap 47.



Starting Grid (A)

- | | | |
|--------------------|----------------------|----------------------|
| 1 Clark 1'38-1. | 2 G. Hill 1'38-3. | 3 Gurney 1'38-4. |
| 4 Brabham 1'38-5. | 5 Surtees 1'38-7. | 6 McLaren 1'39-6. |
| 7 Anderson 1'39-8. | 8 Bandini 1'40-2. | 9 Bonnier 1'40-2. |
| 10 Ireland 1'40-8. | 11 Amon 1'41-2. | 12 Hailwood 1'41-4. |
| 13 Spence 1'41-4. | 14 Ginther 1'41-6. | 15 P. Hill 1'42-6. |
| 16 Siffert 1'42-8. | 17 Raby 1'42-8. | 18 T. Taylor 1'42-8. |
| 19 Gardner 1'43-0. | 20 J. Taylor 1'43-2. | 21 Baghetti 1'43-4. |
| 22 Revson 1'43-4. | 32 Maggs 1'45-0. | |

Non-starters : R. Attwood (BRM); M. Trintignant (BRM).

GERMAN GRAND PRIX

Circuit : Nurburgring. *Date* : August 2. *Laps* : 15 (212 miles).

Results

- | | |
|--|---|
| 1 J. Surtees (Ferrari),
2hr 12min 4-8sec. 96-57mph. | 14 laps. |
| 2 G. Hill (BRM),
2hr 13min 20-4sec. | 11 C. Amon (Lotus-BRM), 12 laps.* |
| 3 L. Bandini (Ferrari),
2hr 16min 57-6sec. | 12 J. Brabham (Brabham-Climax),
11 laps.* |
| 4 J. Siffert (Brabham-BRM),
2hr 17min 27-9sec. | 13 R. Bucknam (Honda), 11 laps.* |
| 5 M. Trintignant (BRM), 14 laps. | 14 P. Revson (Lotus-BRM),
10 laps.* |
| 6 T. Maggs (BRM), 14 laps. | *Retired but classified. |
| 7 R. Ginther (BRM), 14 laps. | <i>Fastest lap</i> : Surtees (Ferrari),
8min 39-0sec. 98-3mph. |
| 8 M. Spence (Lotus-Climax),
14 laps. | Retirements |
| 9 G. Mitter (Lotus-Climax),
14 laps. | J. Bonnier (Brabham-BRM)
ignition. Lap 1. |
| 10 D. Gurney (Brabham-Climax), | M. Hailwood (Lotus-BRM)
engine. Lap 1. |

P. Hill (Cooper-Climax) engine.
Lap 2.
G. Baghetti (BRM) throttle control.
Lap 3.
E. Barth (Cooper-Climax) clutch.
Lap 4.
R. Anderson (Brabham-Climax)
fuel. Lap 5.
B. McLaren (Cooper-Climax)
engine. Lap 5.

J. Clark (Lotus-Climax) engine.
Lap 8.
P. Revson (Lotus-BRM) accident.
Lap 11.
J. Brabham (Brabham-Climax)
final drive, Lap 12.
R. Bucknam (Honda) accident.
Lap 12.
C. Amon (Lotus-BRM)
suspension. Lap 13.

Starting Grid (B)

- | | | |
|---------------------|------------------------|---------------------|
| 1 Surtees 8'38-4. | 2 Clark 8'38-8. | 3 Gurney 8'39-3. |
| 4 Bandini 8-42'6. | 5 G. Hill 8'43-8. | 6 Brabham 8'46-6. |
| 7 McLaren 8'47-1. | 8 P. Hill 8'52-7. | 9 Amon 8'54-0. |
| 10 Siffert 8'56-9. | 11 Ginther 8'57-9. | 12 Bonnier 9'01-3. |
| 13 Hailwood 9'01-9. | 14 Trintignant 9'06-8. | 15 Anderson 9'07-5. |
| 16 Maggs 9'09-6. | 17 Spence 9'09-9. | 18 Revson 9'13-0. |
| 19 Mitter 9'14-1. | 20 Barth 9'14-2. | 21 Baghetti 9'14-6. |
| 22 Bucknam 9'34-3. | | |

Non-starters: A. Pilette (Scirocco); C. G. de Beaufort (Porsche) crashed in practice and succumbed to injuries.

AUSTRIAN GRAND PRIX

Circuit: Zeltweg. *Date:* August 23. *Laps:* 105 (200 miles).

Results

- 1 L. Bandini (Ferrari),
2hr 6min 18-23sec. 99-20mph.
- 2 R. Ginther (BRM),
2hr 6min 24-41sec.
- 3 R. Anderson (Brabham-
Coventry-Climax), 102 laps.
- 4 T. Maggs (BRM), 102 laps.
- 5 I. Ireland (BRP-BRM), 102 laps.
- 6 J. Bonnier (Brabham-Coventry-
Climax), 101 laps.
- 7 G. Baghetti (BRM), 96 laps.
- 8 M. Hailwood (Lotus-BRM),
95 laps.
- 9 J. Brabham (Brabham-
Coventry-Climax), 76 laps.

Fastest lap: D. Gurney (Brabham-
Coventry-Climax), 1min 10-56sec.
101-57mph.

Retirements

G. Hill (BRM) distributor. Lap 6.

J. Surtees (Ferrari) suspension.
Lap 9.
C. Amon (Lotus-Coventry-Climax)
engine. Lap 8.
J. Siffert (Brabham-BRM)
suspension. Lap 19.
T. Taylor (BRP-BRM) suspension.
Lap 22.
J. Clark (Lotus-Coventry-Climax)
driveshaft. Lap 41.
M. Spence (Lotus-Coventry-
Climax) driveshaft. Lap 42.
B. McLaren (Cooper-Coventry-
Climax) engine. Lap 44.
D. Gurney (Brabham-Coventry-
Climax) chassis. Lap 48.
P. Hill (Cooper-Coventry-Climax)
crash. Lap 59.
J. Rindt (Brabham-BRM)
steering. Lap 59.

Starting Grid (D)

- | | | |
|-----------------------|----------------------|---------------------|
| 1 G. Hill 1'9-84. | 2 Surtees 1'10-12. | 3 Clark 1'10-21. |
| 4 Gurney 1'10-4. | 5 Ginther 1'10-4. | 6 Brabham 1'10-57. |
| 7 Bandini 1'10-63. | 8 Spence 1'11-0. | 9 McLaren 1'11-25. |
| 10 Bonnier 1'11-59. | 11 Ireland 1'11-6. | 12 Siffert 1'11-82. |
| 13 Rindt 1'12-0. | 14 Anderson 1'12-04. | 15 Baghetti 1'12-1. |
| 16 T. Taylor 1'12-23. | 17 Amon 1'12-28. | 18 Hailwood 1'12-4. |
| 19 Maggs 1'12-4. | 20 P. Hill 1'13-15. | |

Non-starter: M. Trintignant (BRM).

ITALIAN GRAND PRIX

Circuit: Monza. *Date*: September 6. *Laps*: 78 (279 miles).

Results

- | | |
|--|---|
| 1 J. Surtees (Ferrari),
2hr 10min 51-8sec. 127-78mph. | 13 P. Revson (Lotus-BRM), 72 laps. |
| 2 B. McLaren (Cooper-Climax),
2hr 11min 57-8sec. | <i>Fastest lap</i> : Surtees (Ferrari),
1min 38-8sec. 130-19mph. |
| 3 L. Bandini (Ferrari), 77 laps. | Retirements |
| 4 R. Ginther (BRM), 77 laps. | G. Hill (BRM) clutch. Lap 1. |
| 5 I. Ireland (BRP-BRM), 77 laps. | M. Hailwood (Lotus-BRM) engine.
Lap 5. |
| 6 M. Spence (Lotus-Climax),
77 laps. | R. Bucknam (Honda) brakes and
engine. Lap 13. |
| 7 J. Siffert (Brabham-BRM),
77 laps. | M. Trintignant (BRM) engine.
Lap 22. |
| 8 G. Baghetti (BRM), 77 laps. | M. Cabral (Francis-ATS) engine.
Lap 25. |
| 9 L. Scarfiotti (Ferrari), 77 laps. | J. Clark (Lotus-Climax) engine.
Lap 28. |
| 10 D. Gurney (Brabham-Climax),
75 laps. | J. Brabham (Brabham-Climax)
engine. Lap 59. |
| 11 R. Anderson (Brabham-Climax),
75 laps. | |
| 12 J. Bonnier (Brabham-Climax),
74 laps. | |

Starting Grid (C)

- | | | |
|-----------------------|------------------------|---------------------|
| 1 Surtees 1'37-4. | 2 Gurney 1'38-2. | 3 G. Hill 1'38-7. |
| 4 Clark 1'39-1. | 5 McLaren 1'39-4. | 6 Siffert 1'39-7. |
| 7 Bandini 1'39-8. | 8 Spence 1'40-3. | 9 Ginther 1'40-4. |
| 10 Bucknam 1'40-4. | 11 Brabham 1'40-8. | 12 Bonnier 1'41-0. |
| 13 Ireland 1'41-0. | 14 Anderson 1'41-3. | 15 Baghetti 1'41-4. |
| 16 Scarfiotti 1'41-6. | 17 Hailwood 1'41-6. | 18 Revson 1'42-0. |
| 19 Cabral 1'42-6. | 20 Trintignant 1'43-3. | |

Non-starters: J. C. Rudaz (Cooper-Climax), 1'43-0; T. Taylor (BRP-BRM), 1'43-8; 'Geki' (Brabham-BRM), 1'44-1; J. Love (Cooper-Climax), 1'48-5; I. Raby (Brabham-BRM), 1'52-2; A. Maggs (BRM); C. Amon (Lotus-Climax); B. Gubby (Lotus-Climax); A. Pilette (Scirocco-Climax) and J. Taylor (Cooper-Climax).

UNITED STATES GRAND PRIX

Circuit: Watkins Glen. *Date:* October 4. *Laps:* 110 (253 miles).

Results

- 1 G. Hill (BRM),
2hr 16min 38.0sec. 111.10mph.
- 2 J. Surtees (Ferrari),
2hr 17min 18.5sec.
- 3 J. Siffert (Brabham-BRM),
109 laps.
- 4 R. Ginther (BRM), 107 laps.
- 5 W. Hansgen (Lotus-Coventry-
Climax), 107 laps.
- 6 T. Taylor (BRP-BRM), 106 laps.
- 7 M. Spence/J. Clark (Lotus-
Coventry-Climax), 102 laps.*
- 8 M. Hailwood (Lotus-BRM),
101 laps.*

*Classified but not running at end:
H. Sharp (Brabham-BRM) completed
65 laps.

Fastest lap: Clark (Lotus-Coventry-
Climax), 1min 13.2sec. 113.11mph.

Retirements

1. Ireland (BRP-BRM) gear lever.
Lap 3.
- P. Hill (Cooper-Coventry-Climax)
ignition. Lap 5.
- J. Brabham (Brabham-Coventry-
Climax) engine. Lap 15.
- B. McLaren (Cooper-Coventry-
Climax) fuel pump. Lap 28.
- J. Bonnier (Brabham-Coventry-
Climax) clutch. Lap 38.
- C. Amon (Lotus-BRM) starter
motor bracket. Lap 48.
- R. Bucknam (Honda) cylinder head
gasket. Lap 51.
- J. Clark/M. Spence (Lotus-
Coventry-Climax) fuel injector.
Lap 55.
- L. Bandini (Ferrari) engine. Lap 65.
- D. Gurney (Brabham-Coventry-
Climax) engine. Lap 70.

Starting Grid (J)

- | | | |
|----------------------|--------------------|----------------------|
| 1 Clark 1'12.65. | 2 Surtees 1'12.78. | 3 Gurney 1'12.9. |
| 4 G. Hill 1'12.92. | 5 McLaren 1'13.1. | 6 Spence 1'13.33. |
| 7 Brabham 1'13.63. | 8 Bandini 1'13.85. | 9 Bonnier 1'14.07. |
| 10 Ireland 1'14.35. | 11 Amon 1'14.43. | 12 Siffert 1'14.65. |
| 13 Ginther 1'14.67. | 14 Bucknam 1'14.9. | 15 T. Taylor 1'15.3. |
| 16 Hailwood 1'15.65. | 17 Hansgen 1'15.9. | 18 Sharp 1'18.23. |
| 19 P. Hill 1'19.63. | | |

MEXICAN GRAND PRIX

Circuit: Mexico City. *Date:* October 25. *Laps:* 65 (202 miles).

Results

- 1 D. Gurney (Brabham-Coventry-
Climax), 2hr 9min 50.32sec.
93.33mph.
- 2 J. Surtees (Ferrari),
2hr 10min 59.26sec.
- 3 L. Bandini (Ferrari),
2hr 10min 59.95sec.
- 4 M. Spence (Lotus-Coventry-
Climax), 2hr 11min 12.18sec.
- 5 J. Clark (Lotus-Coventry-
Climax), 64 laps.*
- 6 P. Rodriguez (Ferrari), 64 laps.
- 7 B. McLaren (Cooper-Coventry-
Climax), 64 laps.
- 8 R. Ginther (BRM), 64 laps.
- 9 P. Hill (Cooper-Coventry-
Climax), 63 laps.*
- 10 M. Solana (Lotus-Coventry-
Climax), 63 laps.
- 11 G. Hill (BRM), 63 laps.
- 12 I. Ireland (BRP-BRM), 61 laps.
- 13 H. Sharp (Brabham-BRM),
60 laps.
- 14 J. Brabham (Brabham-Coventry-
Climax), 60 laps.

Climax), 44 laps.*

*Not running at finish.

Fastest lap: Clark (Lotus-Coventry-Climax), 1min 58.37sec. 94.56mph.

Retirements

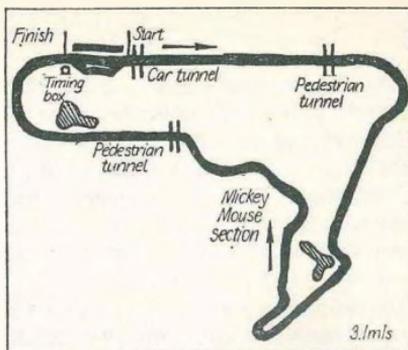
J. Bonnier (Brabham-Coventry-Climax) collapsed wishbone. Lap 16.

M. Hailwood (Lotus-BRM) overheating. Lap 22.

C. Amon (Lotus-BRM)

J. Siffert (Brabham-BRM) fuel pump

T. Taylor. (BRP-BRM)



Starting Grid (I)

- | | | |
|---------------------|----------------------|------------------------|
| 1 Clark 1'57.24. | 2 Gurney 1'58.1. | 3 Bandini 1'58.6. |
| 4 Surtees 1'58.7. | 5 Spence 1'59.21. | 6 G. Hill 1'59.8. |
| 7 Brabham 1'59.99. | 8 Bonnier 2'00.17. | 9 P. Rodriguez 2'00.9. |
| 10 McLaren 2'01.12. | 11 Ginther 2'01.15. | 12 Amon 2'01.17. |
| 13 Siffert 2'01.37. | 14 Solana 1'01.43. | 15 P. Hill 2'02.00. |
| 16 Ireland 2'02.35. | 17 Hailwood 2'04.11. | 18 T. Taylor 2'04.9. |
| 19 Sharp 2'06.9. | | |

FINAL CHAMPIONSHIP PLACINGS

6/10

1 John Surtees	points 40	12 Tony Maggs	points 4
2 Graham Hill	(41) 39*	Mike Spence	4
3 Jim Clark	32	Innes Ireland	4
4 Lorenzo Bandini	23	15 Joakim Bonnier	3
Richie Ginther	23	16 Chris Amon	2
6 Dan Gurney	19	Walt Hansgen	2
7 Bruce McLaren	13	Maurice Trintignant	2
8 Jack Brabham	11	19 Trevor Taylor	1
Peter Arundell	11	Mike Hailwood	1
10 Jo Siffert	7	Phil Hill	1
11 Bob Anderson	5	Pedro Rodriguez	1

*Best six results counted towards final placings.

Jim Clark 'invincible' wins six grand prix and collects second Championship—Graham Hill completes hat-trick in 'Classic' Monte Carlo race—Jackie Stewart 'Discovery' of year—Richie Ginther gives Honda first win in Mexico.

Not since the days of Fangio has a driver received such world acclaim. Jim Clark lived up to his name as the flying Scot with six wins in ten events establishing himself as the supreme master of the grand prix world in 1965. For Lotus chief, Colin Chapman it was a golden year.

Clark's main adversary for several seasons, Graham Hill, kept the BRM organisation in the picture with two magnificent wins in the Monaco and United States Grand Prix. And his new team mate, Jackie Stewart, who scored a terrific victory at Monza, and seconds at Zandvoort, Clermont Ferrand and Spa, was the discovery of the year.

The season opened on New Year's Day in South Africa and it was the three title contenders of 1964, Surtees (Ferrari), Hill (BRM) and Clark (Lotus) who made the running. Clark led from start to finish; Surtees was second and Hill, third. Mike Spence, driving alongside Clark in the Lotus team, could well have made it a Lotus one-two, but he spun near the end and dropped back to fourth. McLaren (Cooper-Climax) netted fifth place ahead of BRM new boy Jackie Stewart, who gained a championship point on his debut. Highest placed South African was Peter de Klerk (Alfa-Special) in 10th position.

Jack Brabham, driving the car of his own construction, went well until he fell back into eighth place with 'little black box' troubles.

The Monaco Grand Prix was a real 'Classic' and many say it was one of the greatest Championship races. The crowds were thrilled by the masterly drive from Graham Hill, who after an early incident at the chicane, stormed through the field, and after a dramatic dog-fight with the red cars from Maranello, driven by Surtees and Bandini, scored his hat-trick of wins in this event. It was no wonder people were calling Hill the 'King of Monte Carlo.' Bandini finished third ahead of Stewart (BRM) and Surtees, whose engine went sick just before the end.

Australian ace Jack Brabham had led the race for several laps before his Brabham engine blew up. His team mate Dan Gurney was in America competing in the Indianapolis 500.

Lotus did not compete in the race for... across the Atlantic a certain 'flying Scot' was making a name for himself by winning the '500'.

In violent thunderstorms, which played havoc on the track at Spa, Clark scored his fourth successive Belgian Grand Prix win after leading for all but the first few yards. And to add more Scottish flavour, Jackie Stewart, drove faultlessly to take his BRM across the line in second place only 45 seconds behind the Lotus.

Into third came McLaren (Cooper-Climax), with Brabham (Brabham) fourth, Graham Hill (BRM) fifth and Richie Ginther (Honda) sixth giving the Japanese car its first championship point.

Ferrari were completely out of luck. Surtees was forced into the dead car park with engine trouble after six laps, and Bandini could do no better than finish ninth.

Promising English driver Dickie Attwood was lucky to escape with slight burns, when his Parnell entered Lotus crashed during the race.

The two 'Flying Scots' repeated their Spa performance in the French Grand Prix staged this year at a new venue . . . Clermont Ferrand. Surtees brought his Ferrari into third ahead of Denny Hulme (Brabham) who was collecting his first championship points. Hill (BRM) was fifth ahead of Siffert (Brabham-BRM).

Bruce McLaren and Jochen Rindt both retired their Coopers as did the Honda pair Ginther and Bucknam.

The maestro had to work a little harder for his win in the British Grand Prix at Silverstone. Nursing a sick engine in the closing laps he took the chequered flag just 3.2 seconds in front of Graham Hill's BRM. Surtees repeated his French placing finishing third in front of Spence (Lotus), Stewart (BRM) and Gurney (Brabham).

Honda looked impressive and Ginther kept his machine up with the leaders until he was eliminated with ignition troubles. But for Cooper-Climax it was a sad day, with McLaren finishing down in 10th place.

There are no guesses for who won the Dutch Grand Prix, held later in the year than usual. Yes it was Jim Clark (Lotus), but he was pushed hard by Stewart (BRM) who finished only eight seconds in arrears. Gurney (Brabham) was only five seconds behind Stewart, and Hill (BRM) was fourth.

At the start it was Richie Ginther, in the Honda who stormed away

from the poll spot on the grid, and he held onto the lead for three laps, before Hill took over and then Clark. The Honda driver eventually finished sixth behind Hulme (Brabham). Prancing Horse fortunes took another jolt with Surtees down in seventh place and Bandini ninth, and neither McLaren or Rindt finished for Cooper-Climax.

The Dutch event was marred by an incident involving Lotus boss Colin Chapman, who was alleged to have assaulted a policeman. The whole affair appeared to be blown up out of all proportion, and is best forgotten.

Clark clinched his second Championship with his first-ever grand prix win in the German race at the Nurburgring . . . but his sixth grand prix win of the year. It goes without saying that he led every inch of the way taking the flag 15.9 seconds in front of Hill (BRM). Gurney (Brabham) arrived in third; Rindt (Cooper-Climax) was fourth; Brabham (fifth) and Bandini (sixth) in the highest placed Ferrari. Stewart (BRM) was an early challenger until he was sidelined with suspension trouble.

Monza, noted to be the ideal high speed circuit for slipstreaming, provided yet another spectacle for the spectators, who always turn up in their thousands for this event. And after a tremendous duel between Surtees (Ferrari), Clark (Lotus), Hill (BRM), Stewart (BRM) and Gurney (Brabham) it was 'Flying Scot' Number Two, 'wee' Jackie Stewart who took the honours, gaining his first Grande Epreuve win. Hill made it a BRM one-two, and Gurney finished third ahead of Lorenzo Bandini (Ferrari). Fuel pump trouble put Clark out of the race, although he was classified 10th.

Engine trouble put Clark out in the early stages of the United States Grand Prix at Watkins Glen, leaving Graham Hill (BRM) to stave off a race-long challenge from the Brabham pair Gurney and Brabham, who netted second and third places. Bandini and Pedro Rodriguez brought their Ferraris into fourth and fifth slots. Surtees did not compete as he had been involved in a crash in a Canadian sports car race a week earlier.

Honda showed greater reliability and Ginther finished seventh and Bucknam 13th.

Mexico City was the venue for the finale. It also heralded the last race in the present 1½-litre Formula and it resulted in a great first victory for Richie Ginther and Honda, who led the race from start to finish. In the closing stages another Californian, Dan Gurney (Brabham) piled on the pressure

and finished less than three seconds behind the Honda. Mike Spence (Lotus) took a well earned third place ahead of Jo Siffert's Brabham-Climax, and Ronnie Bucknam in the second Honda.

Clark, whose engine was never on-song retired after nine laps and McLaren (Cooper-Climax), Stewart (BRM), Brabham (Brabham), Rindt (Cooper-Climax) and Hill (BRM) had all succumbed to various troubles by the half way mark.

Ferrari ended the season on a poor note with Rodriguez and Bandini taking seventh and eighth positions, several laps behind the leaders.

It had been a wonderful year with Clark amassing maximum points, 54 from his best six races. Hill finished runner-up with 40 and Stewart, third, in his first grand prix season with 33.

SOUTH AFRICAN GRAND PRIX

Circuit: East London. *Date:* January 1. *Laps:* 85 (206 miles).

Results

- 1 J. Clark (Lotus-Coventry-Climax), 2hr 6min 46.0sec. 97.97mph.
- 2 J. Surtees (Ferrari), 2hr 7min 15.0sec.
- 3 G. Hill (BRM), 2hr 7min 17.8sec.
- 4 M. Spence (Lotus-Coventry-Climax), 2hr 7min 40.4sec.
- 5 B. McLaren (Cooper-Coventry-Climax), 84 laps.
- 6 J. Stewart (BRM), 84 laps.
- 7 J. Siffert (Brabham-BRM), 83 laps.
- 8 J. Brabham (Brabham-Coventry-Climax), 81 laps.
- 9 P. Hawkins (Brabham-Ford), 81 laps.
- 10 P. de Klerk (Alfa-Special), 79 laps.

- 11 T. Maggs (Lotus-BRM), 77 laps.
 - 12 F. Gardner (Brabham-BRM), 75 laps.
 - 13 S. Tingle (LDS-Alfa), 73 laps.
 - 14 D. Prophet (Brabham-Ford), 71 laps.
 - 15 L. Bandini (Ferrari), 66 laps.*
- Not classified:* R. Anderson (Brabham-Coventry-Climax), 50 laps
*Classified as finisher.
Fastest lap: Clark (Lotus-Coventry-Climax), 1min 27.4sec. 100.10mph.

Retirements

- D. Gurney (Brabham-Coventry-Climax) ignition. Lap 12.
J. Love (Cooper-Coventry-Climax) broken half-shaft. Lap 21.

J. Rindt (Cooper-Coventry-Climax) electrics. Lap 40.
J. Bonnier (Brabham-Coventry-

Climax) transmission. Lap 43.
L. Bandini (Ferrari) ignition.
Lap 67. (Classified as finisher).

Starting Grid (A)

- | | | |
|--------------------|---------------------|---------------------|
| 1 Clark 1'27.2. | 2 Surtees 1'28.1. | 3 Brabham 1'28.3. |
| 4 Spence 1'28.3. | 5 G. Hill 1'28.6. | 6 Bandini 1'29.3. |
| 7 Bonnier 1'29.3. | 8 McLaren 1'29.4. | 9 Gurney 1'29.5. |
| 10 Rindt 1'30.4. | 11 Stewart 1'30.5. | 12 Anderson 1'31.0. |
| 13 Maggs 1'31.3. | 14 Siffert 1'31.8. | 15 Gardner 1'32.3. |
| 16 Hawkins 1'33.1. | 17 de Klerk 1'33.3. | 18 Love 1'33.8. |
| 19 Prophet 1'33.9. | 20 Tingle 1'34.6. | |

Non-qualifiers: D. Serrurier (LDS-Alfa); E. Pieterse (Lotus-Coventry-Climax); N. Lederle (Lotus-Coventry-Climax); B. Niemann (Lotus-Ford); T. Blokdyk (Cooper-Ford).

MONACO GRAND PRIX

Circuit: Monte Carlo. *Date:* May 30. *Laps:* 100 (195 miles).

Results

- 1 G. Hill (BRM),
2hr 37min 39.6sec. 74.30mph.
- 2 L. Bandini (Ferrari),
2hr 38min 43.6sec.
- 3 J. Stewart (BRM),
2hr 39min 21.5sec.
- 4 J. Surtees (Ferrari), 99 laps.*
- 5 B. McLaren (Cooper-Climax),
98 laps.
- 6 J. Siffert (Brabham-BRM),
98 laps.
- 7 J. Bonnier (Brabham-Climax),
97 laps.
- 8 D. Hulme (Brabham-Climax),
92 laps.*
- 9 R. Anderson (Brabham-Climax),
85 laps.
- 10 P. Hawkins (Lotus-Climax),

79 laps.*

*Classified.

Fastest lap: Hill (BRM), 1min
31.7sec. 76.72mph.

Retirements

R. Ginther (Honda) final drive.
Lap 1.
M. Hailwood (Lotus-BRM)
gearbox. Lap 12.
F. Gardner (Brabham-BRM)
oil line. Lap 30.
R. Bucknam (Honda) gear control.
Lap 33.
J. Brabham (Brabham-Climax)
oil line. Lap 43.
R. Attwood (Lotus-BRM) crash.
Lap 44.

Starting Grid (H)

- | | | |
|--------------------|--------------------|---------------------|
| 1 G. Hill 1'32.5. | 2 Brabham 1'32.8. | 3 Stewart 1'32.9. |
| 4 Bandini 1'33.0. | 5 Surtees 1'33.2. | 6 Attwood 1'33.9. |
| 7 McLaren 1'34.3. | 8 Hulme 1'34.8. | 9 Anderson 1'35.5. |
| 10 Siffert 1'36.0. | 11 Gardner 1'36.0. | 12 Hailwood 1'36.5. |
| 13 Bonnier 1'36.5. | 14 Hawkins 1'37.0. | 15 Bucknam 1'37.5. |
| 15 Ginther 1'39.7. | | |

J. Rindt (Cooper-Climax) failed to qualify.
M. Spence (Lotus) and P. Rodriguez (Lotus) withdrew.

BELGIAN GRAND PRIX (European GP)

Circuit: Spa-Francorchamps. *Date:* June 13. *Laps:* 32 (280 miles).

Results

- 1 J. Clark (Lotus-Coventry-Climax), 2hr 23min 34.8sec. 117.16mph.
 - 2 J. Stewart (BRM), 2hr 24min 19.6sec.
 - 3 B. McLaren (Cooper-Coventry-Climax), 31 laps.
 - 4 J. Brabham (Brabham-Coventry-Climax), 31 laps.
 - 5 G. Hill (BRM), 31 laps.
 - 6 R. Ginther (Honda), 31 laps.
 - 7 M. Spence (Lotus-Coventry-Climax), 31 laps.
 - 8 J. Siffert (Brabham-BRM), 31 laps.
 - 9 L. Bandini (Ferrari), 30 laps.
 - 10 D. Gurney (Brabham-Coventry-Climax), 30 laps.
 - 11 J. Rindt (Cooper-Coventry-Climax), 29 laps.
 - 12 L. Bianchi (BRM), 29 laps.
 - 13 I. Ireland (Lotus-BRM), 27 laps.*
 - 14 R. Attwood (Lotus-BRM), 26 laps.*
- *Classified as finisher.
Fastest lap: Clark (Lotus-Coventry-Climax), 4min 12.9sec. 124.72mph.

Retirements

- F. Gardner (Brabham-BRM) ignition. Lap 3.
J. Surtees (Ferrari) engine. Lap 6.
R. Bucknam (Honda) transmission. Lap 10.
J. Bonnier (Brabham-Coventry-Climax) ignition. Lap 10.
M. Gregory (BRM) fuel pump and dampers. Lap 13.

Starting Grid (C)

- | | | |
|----------------------|--------------------|--------------------|
| 1 G. Hill 3'45.4. | 2 Clark 3'47.5. | 3 Stewart 3'48.8. |
| 4 Ginther 3'49.0. | 5 Gurney 3'49.2. | 6 Surtees 3'49.5. |
| 7 Bonnier 3'49.7. | 8 Siffert 3'50.7. | 9 McLaren 3'51.3. |
| 10 Brabham 3'51.5. | 11 Bucknam 3'52.3. | 12 Spence 3'52.6. |
| 13 Attwood 3'53.2. | 14 Rindt 3'53.3. | 15 Bandini 3'54.0. |
| 16 Ireland 3'57.4. | 17 Bianchi 3'59.0. | 18 Gardner 3'59.4. |
| 19 Anderson* 3'59.8. | 20 Gregory 4'02.8. | |

*Did not start.

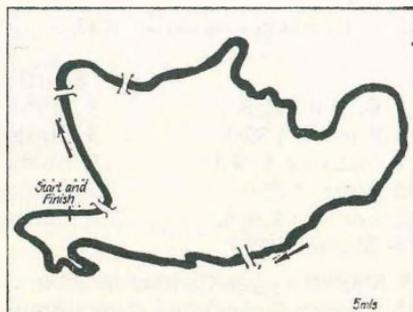
W. Maresse (BRM) did not stay for the full practice sessions.

FRENCH GRAND PRIX

Circuit: Clermont-Ferrand. *Date:* June 27. *Laps:* 40 (200.21 miles).

Results

- 1 J. Clark (Lotus-Climax), 2hr 14min 38.4sec. 89.20mph.
- 2 J. Stewart (BRM), 2hr 15min 4.7sec.
- 3 J. Surtees (Ferrari), 2hr 17min 11.9sec.
- 4 D. Hulme (Brabham-Climax), 2hr 17min 31.5sec.
- 5 G. Hill (BRM), 39 laps.
- 6 J. Siffert (Brabham-BRM), 39 laps.
- 7 M. Spence (Lotus-Climax), 39 laps.



8 L. Bandini (Ferrari), 36 laps.*
9 R. Anderson (Brabham-Climax),
34 laps.*
*Not running at end of race.
Fastest lap: Clark (Lotus-Climax),
3min 18.9sec. 98.59mph.

Retirements

J. Rindt (Cooper-Climax)
crash. Lap 3.
R. Bucknam (Honda) engine. Lap 4.

R. Ginther (Honda) electrics. Lap 9.
D. Gurney (Brabham-Climax)
engine. Lap 16.
C. Amon (Lotus-BRM) engine.
Lap 18.
I. Ireland (Lotus-BRM) gearbox.
Lap 19.
J. Bonnier (Brabham-Climax)
ignition. Lap 21.
B. McLaren (Cooper-Climax)
suspension. Lap 23.

Starting Grid (C)

1 Clark 3'18.3.	2 Stewart 3'18.8.	3 Bandini 3'19.1.
4 Surtees 3'19.1.	5 Gurney 3'19.8.	6 Hulme 3'20.5.
7 Ginther 3'21.4.	8 Amon 3'23.0.	9 McLaren 3'23.2.
10 Spence 3'23.4.	11 Bonnier 3'23.4.	12 Rindt 3'23.6.
13 Hill (G) 3'23.7.	14 Siffert 3'25.2.	15 Anderson 3'26.0.
16 Bucknam 3'26.3.	17 Ireland 3'30.5.	

BRITISH GRAND PRIX

Circuit: Silverstone *Date*: July 10. *Laps*: 80 (234 miles).

Results

1 J. Clark (Lotus-Coventry-Climax) 2hr 5min 25.4sec. 112.02mph.	13 R. Attwood (Lotus-BRM), 63 laps.
2 G. Hill (BRM), 2hr 5min 28.6sec.	14 J. Rindt (Cooper-Coventry- Climax), 62 laps.*
3 J. Surtees (Ferrari), 2hr 5min 53.6sec.	*Classified as finisher. <i>Fastest lap</i> : Hill (BRM), 1min 32.2sec. 114.29mph.
4 M. Spence (Lotus-Coventry- Climax), 2hr 6min 5.0sec.	
5 J. Stewart (BRM), 2hr 6min 40.0sec.	
6 D. Gurney (Brabham-Coventry- Climax), 79 laps.	
7 J. Bonnier (Brabham-Coventry- Climax), 79 laps.	
8 F. Gardner (Brabham-BRM), 78 laps.	
9 J. Siffert (Brabham-BRM), 78 laps.	
10 B. McLaren (Cooper-Coventry- Climax), 77 laps.	
11 I. Raby (Brabham-BRM), 73 laps.	
12 M. Gregory (BRM), 70 laps.	

Retirements

L. Bandini (Ferrari) engine. Lap 3.
R. Ginther (Honda) ignition. Lap 27.
D. Hulme (Brabham-Coventry-
Climax) alternator belt. Lap 30.
R. Anderson (Brabham-Coventry-
Climax) gearbox. Lap 34.
J. Rhodes (Cooper-Coventry-
Climax) ignition. Lap 39.
I. Ireland (Lotus-BRM) engine.
Lap 42.
J. Rindt (Cooper-Coventry-Climax)
engine. Lap 63. (Classified as
finisher.)

Starting Grid (B)

1 Clark 1'30.8.	2 G. Hill 1'31.0.	3 Ginther 1'31.3.
4 Stewart 1'31.3.	5 Surtees 1'31.3.	6 Spence 1'31.7.
8 Gurney 1'32.5.	9 Bandini 1'32.7.	10 Hulme 1'32.7.

- | | | |
|---------------------|--------------------|--------------------|
| 11 McLaren 1'32.8. | 12 Rindt 1'32.9. | 13 Gardner 1'33.4. |
| 14 Bonnier 1'33.5. | 15 Ireland 1'33.6. | 16 Attwood 1'33.8. |
| 17 Anderson 1'34.1. | 18 Siffert 1'34.2. | 19 Gregory 1'35.9. |
| 20 Raby 1'36.0. | 21 Rhodes 1'39.4. | |

Gurney took over Brabham's car after his own car packed up on the warming-up lap. Gurney's own practice time was 1'31.9. and this placed him on the second row next to Spence.

Non-starters: B. Gubby (Lotus) 1'45.1; A. Rollinson (Cooper-Ford) 1'39.0; C. Amon (Brabham-BRM) 1'35.3.

DUTCH GRAND PRIX

Circuit: Zandvoort. *Date:* July 18. *Laps:* 80 (220.87 miles).

Results

- | | |
|---|---|
| 1 J. Clark (Lotus-Coventry-Climax), 2hr 3min 59.1sec.
100.87mph. | 12 R. Attwood (Lotus-BRM), 77 laps. |
| 2 J. Stewart (BRM),
2hr 4min 7.1sec. | 13 J. Siffert (Brabham-BRM),
55 laps.* |
| 3 D. Gurney (Brabham-Coventry-Climax), 2hr 4min 12.1sec. | *Classified as finisher. |
| 4 G. Hill (BRM), 2hr 4min 44.2sec. | <i>Fastest lap:</i> Clark (Lotus-Coventry-Climax), 1min 30.6sec. 103.52mph. |
| 5 D. Hulme (Brabham-Coventry-Climax), 79 laps. | |
| 6 R. Ginther (Honda), 79 laps. | |
| 7 J. Surtees (Ferrari), 79 laps. | |
| 8 M. Spence (Lotus-Coventry-Climax), 79 laps. | |
| 9 L. Bandini (Ferrari), 79 laps. | |
| 10 I. Ireland (Lotus-BRM), 78 laps. | |
| 11 F. Gardner (Brabham-Coventry-Climax), 77 laps. | |

Retirements

R. Anderson (Brabham-Coventry-Climax) head gasket. Lap 12.
J. Bonnier (Brabham-Coventry-Climax) ignition. Lap 17.
B. McLaren (Cooper-Coventry-Climax) gearbox. Lap 37.
J. Rindt (Cooper-Coventry-Climax) engine. Lap 49.
J. Siffert (Brabham-BRM) engine. Lap 56. (Classified as finisher.)

Starting Grid (A)

- | | | |
|---------------------|--------------------|--------------------|
| 1 G. Hill 1'30.7. | 2 Clark 1'31.0. | 3 Ginther 1'31.0. |
| 4 Surtees 1'31.0. | 5 Gurney 1'31.2. | 6 Stewart 1'31.4. |
| 7 Hulme 1'32.0. | 8 Spence 1'32.2. | 9 McLaren 1'32.6. |
| 10 Siffert 1'32.9. | 11 Gardner 1'32.9. | 12 Bandini 1'33.1. |
| 13 Ireland 1'33.4. | 14 Rindt 1'33.7. | 15 Bonnier 1'33.8. |
| 16 Anderson 1'34.1. | 17 Attwood 1'34.6. | |

GERMAN GRAND PRIX

Circuit: Nurburgring. *Date:* July 31. *Laps:* 15 (212 miles).

Results

- | | |
|--|--|
| 1 J. Clark (Lotus-Climax),
2hr 7min 52.4sec. 99.79 mph. | 3 D. Gurney (Brabham-Climax),
2hr 8min 13.8sec. |
| 2 G. Hill (BRM),
2hr 8min 8.3sec. | 4 J. Rindt (Cooper-Climax),
2hr 11min 22.0sec. |

- 5 J. Brabham (Brabham-Climax),
2hr 12min 33.6sec.
6 L. Bandini (Ferrari),
2hr 13min 1.0sec.
7 J. Bonnier (Brabham-Climax),
2hr 13min 50.9sec.
8 M. Gregory (BRM), 14 laps.
Fastest lap: Clark (Lotus-Climax),
8min 24.1sec. 101.22mph.

Retirements

- F. Gardner (Brabham-BRM)
transmission. Lap 1.
J. Stewart (BRM) suspension.
Lap 2.
P. Hawkins (Lotus-Climax)
oil leak. Lap 3.

- D. Hulme (Brabham-Climax)
steering. Lap 5.
B. McLaren (Cooper-Climax)
gearbox. Lap 7.
M. Spence (Lotus-Climax)
drive shaft. Lap 9.
G. Mitter (Lotus-Climax)
water leak. Lap 9.
R. Attwood (Lotus-BRM)
water leak. Lap 9.
C. Amon (Lotus-BRM) ignition.
Lap 10.
J. Siffert (Brabham-BRM)
engine. Lap 10.
J. Surtees (Ferrari) gearbox.
Lap 11.

Starting Grid (B)

- | | | |
|--------------------|--------------------|--------------------|
| 1 Clark 8'22.7. | 2 Stewart 8'26.1. | 3 G. Hill 8'26.8. |
| 4 Surtees 8'27.0. | 5 Gurney 8'29.0. | 6 Spence 8'33.4. |
| 7 Bandini 8'33.8. | 8 Gurney 8'37.5. | 9 Bonnier 8'37.9. |
| 10 McLaren 8'39.0. | 11 Siffert 8'39.6. | 12 Mitter 8'40.4. |
| 13 Hulme 8'42.3. | 14 Brabham 8'44.9. | 15 Amon 8'50.5. |
| 16 Attwood 8'57.7. | 17 Gardner 8'59.3. | 18 Gregory 9'14.3. |
| 19 Hawkins 9'16.8. | | |

Non-starters: Ian Raby (Brabham), R. Anderson (Brabham), R. Bussinello (BRM).

ITALIAN GRAND PRIX

Circuit: Monza. *Date*: September 12. *Laps*: 76 (272 miles).

Results

- | | |
|---|---|
| 1 J. Stewart (BRM),
2hr 4min 52.8sec. 130.46mph. | 9 I. Ireland (Lotus-BRM),
74 laps. |
| 2 G. Hill (BRM),
2hr 4min 56.1sec. | 10 J. Clark (Lotus-Coventry-
Climax), 63 laps.* |
| 3 D. Gurney (Brabham-Coventry-
Climax), 2hr 5min 9.3sec. | 11 M. Spence (Lotus-Coventry-
Climax), 62 laps.* |
| 4 L. Bandini (Ferrari),
2hr 6min 8.7sec. | 12 N. Vaccarella (Ferrari),
58 laps.* |
| 5 B. McLaren (Cooper-Coventry-
Climax), 75 laps. | 13 R. Bussinello (BRM), 58 laps.* |
| 6 R. Attwood (Lotus-BRM),
75 laps. | 14 R. Ginther (Honda), 56 laps.* |
| 7 J. Bonnier (Brabham-Coventry-
Climax), 74 laps. | *Classified as finishers. |
| 8 J. Rindt (Cooper-Coventry-
Climax), 74 laps. | <i>Fastest lap</i> : Clark (Lotus-Coventry-
Climax), 1min 36.4sec. 133.43 mph. |

Retirements

- G. Bassi (BRM) engine. Lap 9.

G. Baghetti (Brabham-Coventry-Climax) engine. Lap 13.
 M. Gregory (BRM) transmission. Lap 22.
 R. Bucknam (Honda) engine. Lap 27.
 J. Surtees (Ferrari) clutch. Lap 35.
 'Geki' Russo (Lotus-Coventry-Climax) gearbox, Lap 38.
 J. Siffert (Brabham-BRM) transmission. Lap 44.
 F. Gardner (Brabham-BRM) ignition. Lap 47.

D. Hulme (Brabham-Coventry-Climax) suspension. Lap 47.
 R. Ginther (Honda) engine. Lap 57. (Classified).
 R. Bussinello (BRM) oil pressure. Lap 59. (Classified).
 N. Vaccarella (Ferrari) engine. Lap 59. (Classified).
 M. Spence (Lotus-Coventry-Climax) alternator. Lap 63. (Classified).
 J. Clark (Lotus-Coventry-Climax) fuel pump. Lap 64. (Classified).

Starting Grid (C)

- | | | |
|---------------------|---------------------|------------------------|
| 1 Clark 1'35.9. | 2 Surtees 1'36-1. | 3 Stewart 1'36-6. |
| 4 G. Hill 1'37-1. | 5 Bandini 1'37-2. | 6 Bucknam 1'37-3. |
| 7 Rindt 1'37-7. | 8 Spence 1'37-8. | 9 Gurney 1'38-11. |
| 10 Siffert 1'38-12. | 11 McLaren 1'38-26. | 12 Hulme 1'38-3. |
| 13 Attwood 1'38-85. | 14 Bonnier 1'38-9. | 15 Vaccarella 1'38-91. |
| 16 Gardner 1'38-98' | 17 Ginther 1'39-6. | 18 Ireland 1'39-8. |
| 19 Baghetti 1'40-9. | 20 'Geki' 1'41-73. | 21 Bussinello 1'41-76. |
| 22 Bassi 1'45-4. | 23 Gregory 1'45-6. | |

UNITED STATES GRAND PRIX

Circuit: Watkins Glen. *Date:* October 3. *Laps:* 110 (253 miles).

Results

- | | |
|--|--|
| 1 G. Hill (BRM),
2hr 20min 36.1sec. 107.98mph. | 11 J. Siffert (Brabham-BRM),
99 laps. |
| 2 D. Gurney (Brabham-Climax),
2hr 20min 48.6sec. | 12 M. Solana (Lotus-Climax),
95 laps. |
| 3 J. Brabham (Brabham-Climax),
2hr 21min 33.6sec. | 13 R. Bucknam (Honda), 92 laps. |
| 4 L. Bandini (Ferrari), 109 laps. | <i>Fastest lap:</i> G. Hill (BRM), 1min
11.9sec. 115.16mph. |
| 5 P. Rodriguez (Ferrari),
109 laps. | Retirements |
| 6 J. Rindt (Cooper-Climax),
108 laps. | M. Spence (Lotus-Climax)
engine, Lap 9. |
| 7 R. Ginther (Honda), 108 laps. | I. Ireland (Lotus-BRM) ill. Lap 9. |
| 8 J. Bonnier (Brabham-Climax),
107 laps. | J. Clark (Lotus-Climax) engine.
Lap 11. |
| 9 B. Bondurant (Ferrari),
106 laps. | B. McLaren (Cooper-Climax)
oil pressure. Lap 11. |
| 10 R. Attwood (Lotus-BRM),
101 laps. | J. Stewart (BRM) suspension.
Lap 12. |

Starting Grid (G)

- | | | |
|--------------------|--------------------|--------------------|
| 1 G. Hill 1'11-25. | 2 Clark 1'11-35. | 3 Ginther 1'11-4. |
| 4 Spence 1'11-5. | 5 Bandini 1'11-73. | 6 Stewart 1'11-76. |

- | | | |
|---------------------|----------------------|-------------------------|
| 7 Brabham 1'12.2. | 8 Gurney 1'12.25. | 9 McLaren 1'12.45. |
| 10 Bonnier 1'12.45. | 11 Siffert 1'12.5. | 12 Bucknam 1'12.7. |
| 13 Rindt 1'12.9. | 14 Bondurant 1'12.9. | 15 P. Rodriguez 1'13.0. |
| 16 Attwood 1'13.7. | 17 Solana 1'13.7. | 18 I. Ireland 1'15.0. |

MEXICAN GRAND PRIX

Circuit: Mexico City. *Date:* October 24. *Laps:* 65 (208 miles).

Results

- 1 R. Ginther (Honda),
2hr 8min 32.10sec. 94.26mph.
 - 2 D. Gurney (Brabham-Climax),
2hr 8min 34.99 sec.
 - 3 M. Spence (Lotus-Climax),
2hr 9min 32.25sec.
 - 4 J. Siffert (Brabham-Climax),
2hr 10min 26.52sec.
 - 5 R. Bucknam (Honda), 64 laps.
 - 6 R. Attwood (Lotus-BRM),
64 laps.
 - 7 P. Rodriguez (Ferrari), 62 laps.
 - 8 L. Bandini (Ferrari), 62 laps.
- Fastest lap:* Gurney (Brabham-Climax), 1min 55.84sec. 96.59mph.

Retirements

- J. Clark (Lotus-Climax) engine. Lap 9.
- B. McLaren (Cooper-Climax) gear selectors. Lap 25.
- B. Bondurant (Lotus-BRM) suspension. Lap 29.
- J. Stewart (BRM) clutch. Lap 35.
- J. Brabham (Brabham-Climax) oil leak. Lap 38.
- J. Rindt (Cooper-Climax) ignition. Lap 39.
- J. Bonnier (Brabham-Climax) chassis. Lap 43.
- M. Solana (Lotus-Climax) electrics. Lap 55.
- G. Hill (BRM) engine. Lap 56.

Starting Grid (I)

- | | | |
|--------------------------|----------------------|---------------------|
| 1 Clark 1'56.17. | 2 Gurney 1'56.24. | 3 Ginther 1'56.48. |
| 4 Brabham 1'56.78. | 5 G. Hill 1'56.06. | 6 Spence 1'57.22. |
| 7 Bandini 1'57.31. | 8 Stewart 1'57.53. | 9 Solana 1'57.55. |
| 10 Bucknam 1'57.88. | 11 Siffert 1'57.94. | 12 Bonnier 1'58.22. |
| 14 P. Rodriguez 1'59.06. | 15 McLaren 1'59.15. | 16 Rindt 1'59.3. |
| 17 Attwood 2'00.61. | 18 Bondurant 2'00.8. | |

Non-starters: I. Ireland (Lotus-BRM), ill. L. Scarfiotti (Ferrari)—P. Rodriguez took over Scarfiotti's car for the race.

FINAL CHAMPIONSHIP POSITIONS

610

1 Jim Clark	points 54	Mike Spence	points 10
2 Graham Hill	(47) 40*	10 Jack Brabham	9
3 Jackie Stewart	(34) 33*	11 Denis Hulme	5
4 Dan Gurney	25	Joseph Siffert	5
5 John Surtees	17	13 Jochen Rindt	4
6 Lorenzo Bandini	13	14 Pedro Rodriguez	2
7 Richie Ginther	11	Dick Attwood	2
8 Bruce McLaren	10	Ronnie Bucknam	2

*Best six performances

1966

Jack Brabham wins third Championship in brilliant come-back season—New cars . . . Eagle and McLaren make début—Eight out of 15 cars eliminated in first lap incidents at Spa—Cooper-Maseratis promising—Great victory for Scarfiotti (Ferrari) at Monza.

After several seasons out in the cold, the 'old man' of grand prix racing, Jack Brabham made a brilliant come-back in 1966 to carry off his third World Championship title . . . he also won in 1959 and 1960. It was a particularly impressive effort as he was driving a car of his own design.

Brabham won the crown in convincing fashion in his Brabham-Repco collecting victories in the French, British, Dutch and German events. He also finished second in Mexico and fourth in Belgium. His team mate, New Zealander Denny Hulme played a useful number two role, notching up a second in the British Grand Prix and thirds in the French, Italian and Mexican races.

The 100 lap round-the-houses spectacular at Monte Carlo, which tests a driver's skill to its fullest extent, took a heavy toll in the opening round and only four competitors out of the 16 starters were classified at the finish. Jackie Stewart provided BRM with their fourth Monaco win in a row, taking the lead after 14 laps when John Surtees in the new 3-litre Ferrari retired with a seized rear axle. Bandini (Ferrari) took second place after Jochen Rindt (Cooper-Maserati) dropped out with engine trouble, and third a lap down was three times Monaco winner Graham

Hill, whose BRM suffered from a slipping clutch. The only other classified finisher was American Bob Bondurant in the Chamaco-Collect 2-litre BRM.

Jim Clark (Lotus-Climax) worked his way up to fourth place after a poor start, but was forced out when the suspension collapsed. Jack Brabham, giving the new Repco engined Brabham its first outing, retired in the opening stages with gearbox problems, and McLaren, who was giving his own McLaren its Championship début went out with an oil leak on lap 10.

The Belgian Grand Prix at Spa was almost ruined when eight out of the 15 starters were eliminated in a series of first lap incidents. Heavy rainfall, often a feature of the race, caused the track to become very slippery and there were accidents involving Bonnier (Cooper-Maserati) and Mike Spence (Lotus-BRM); Denny Hulme (Brabham-Climax) and Jo Siffert (Cooper-Maserati); Jackie Stewart (BRM), Graham Hill (BRM) and Bob Bondurant (BRM). And alas, on the same lap, Jim Clark's Lotus dropped a valve. There were 15 grand prix starters . . . then there were seven!

Fortunately a fine battle between John Surtees (Ferrari) and Jochen Rindt (Cooper-Maserati) kept the race alive, and they finished first and second, a full lap ahead of Lorenzo Bandini's Ferrari, which in turn was a lap in front of Jack Brabham (Brabham-Repco). Richie Ginther, Cooper-Maserati mounted was fifth and classified last, although Guy Ligier (Cooper-Maserati) and Dan Gurney in his

new Eagle-Coventry-Climax were still running (but had not completed the required 90 per cent of the full distance.)

Next stop was Rheims. And for Jack Brabham it was the scene of his terrific come-back. Bandini set a sizzling pace in his Ferrari for the first 31 laps, but then dropped back, allowing Brabham to take over and put up a sensational performance to take his V8 Brabham-Repco past the chequered flag 9.5sec in front of Ferrari 'new-boy' Mike Parkes. Hulme, who was driving a Repco-engined Brabham for the first time, collected third place ahead of Rindt (Cooper-Maserati), Gurney (Eagle-Climax) and 'independent' John Taylor (Brabham-BRM). Brabham's average speed of over 136 miles an hour was the fastest ever race run in France.

In practice Jim Clark had a lucky escape when while driving his Lotus at around 160mph, a bird smashed his goggles. He did not compete in the race.

Former World Champion, John Surtees, who had left Ferrari following a disagreement had joined Cooper-Maserati, but his debut in the car ended after only five laps.

Brabham's great revival continued in the British Grand Prix at Brands Hatch, where he led from start to finish giving a great demonstration of the reliability and preparation of the Brabham-Repco. Team mate Hulme finished second, 9.6 seconds behind the 'boss'. Third but a lap down was Graham Hill (BRM) while Clark (Lotus-Climax) who had worked his way through the field after a pit stop, snatched fourth spot, ahead of Rindt (Cooper-Maserati) and McLaren (McLaren-Serenissima). No Ferrari entries

arrived... although Chris Lawrence piloted the Pearce-Cooper-Ferrari into 11th place.

After a great tussle with Jim Clark's Lotus, Brabham collected his third successive grand prix win in the Dutch Grand Prix. Jack led for the opening 25 laps, then Clark took over until the 76th tour, when overheating forced him down to third in the closing stages. Hill (BRM) took over second place, and Stewart (BRM) was fourth after just failing to catch the ailing Lotus.

It was a poor day for Cooper-Maserati. Surtees was forced out with ignition trouble, and Rindt shot off the road while fighting gear selector problems. Ferrari also had their fair share of bad luck with Parkes leaving the road on the 10th lap. Bandini did complete the race in sixth place, but was three laps behind the winner.

Brabham virtually assured himself of the Championship with a magnificent victory in the German Grand Prix on the Nurburgring after beating off a race-long challenge from Surtees (Cooper-Maserati), who finished second. Rindt in the second Cooper-Maserati was third ahead of the BRM pair Hill and Stewart. Bandini brought the sole surviving Ferrari in sixth.

In the Formula Two section of the race Jean-Pierre Beltoise, of France, drove extremely well, finishing an excellent eighth overall in the Matra-Cosworth. It is interesting to note that Jacky Ickx (Matra-Cosworth) and Piers Courage (Lotus-Cosworth) were making their Grand Prix debuts.

The much heralded H16 BRM experienced a disastrous debut in the Italian Grand Prix. Hill dropped out with engine trouble

on the first lap and Stewart's car was wheeled away into the dead car park on lap 6 with a fuel leak. Most of the 'star' drivers joined the retirement roll leaving the Italian sports car ace Ludovico Scarfiotti to collect his first and only grand prix victory for Ferrari. Mike Parkes made it a Prancing Horse one-two, while Hulme (Brabham-Repco) secured third three-tenths of a second behind Parkes.

Although he failed to finish Jack Brabham had scored sufficient points to become World Champion for the third time . . . a great feat, only surpassed to-date by Fangio, who won the title five times.

Ginther, who was driving a new Honda in the race was lucky to escape with minor injuries when it threw a tyre tread at 150 miles an hour on the Curva Grande.

In a car that many people did not expect to survive more than half distance Jim Clark in his Lotus . . . now fitted with an H16 BRM motor, carried off the United States Grand Prix in great style. For the first half of the race he played a waiting game in third place, until the leaders, Bandini (Ferrari) and Brabham (Brabham-Repco) retired. Cooper-Maseratis in the order of Rindt, Surtees and Siffert (in the Walker-Durlacher entry) filled second,

third and fourth places. 'Big John' Surtees' effort was particularly good, for after a collision with Peter Arundell's Lotus-BRM he had driven through the field making up two laps on the leading cars.

Bruce McLaren brought his McLaren-Ford into fifth position in front of Arundell. Honda netted eighth (Ginther) and 10th (Bucknam) places in the general classification.

The BRM (Hill and Stewart); Brabham-Repco (Brabham and Hulme) and Eagle (Gurney and Bondurant) teams all retired. John Surtees gave Cooper-Maserati a well deserved win in the final round at Mexico, bringing the Anglo-Italian machine in eight seconds ahead of Brabham (Brabham-Repco). Denny Hulme (Brabham-Repco) fought off a last minute bid from Ginther's Honda to snatch third. Gurney (Eagle-Coventry-Climax) was fifth while the bearded Swede Jo Bonnier brought his Cooper-Maserati in sixth.

Clark (Lotus-BRM), Hill and Stewart (BRM) all retired in the opening stages of the race. Ferrari did not enter.

It had been a great season for Jack Brabham. In 1967 his team mate Denny Hulme was to keep the Brabham flag flying high.

MONACO GRAND PRIX

Circuit: Monte Carlo. *Date:* May 22. *Laps:* 100 (195 miles).

Results

- 1 J. Stewart (BRM),
2hr 33min 10.5sec. 76.5mph.
- 2 L. Bandini (Ferrari),
2hr 33min 50.7sec.
- 3 G. Hill (BRM), 99 laps.
- 4 B. Bondurant (BRM), 95 laps.

Also running but not classified were:
G. Ligier (Cooper-Maserati),

75 laps, and J. Bonnier (Cooper-Maserati) 73 laps.

Fastest lap: L. Bandini (Ferrari),
1min 29.8sec. 78.34mph.

Retirements

R. Anderson (Brabham-Climax)
engine. Lap 4.

B. McLaren (McLaren-Ford)

oil leak. Lap 10.

D. Hulme (Brabham-Climax)

drive shaft. Lap 16.

J. Surtees (Ferrari) rear axle.

Lap 17.

J. Brabham (Brabham-Repco)

gearbox. Lap 18.

M. Spence (Lotus-BRM)

suspension. Lap 35.

J. Siffert (Brabham-BRM)

clutch. Lap 36.

J. Rindt (Cooper-Maserati)

engine. Lap 56.

J. Clark (Lotus-Climax)

suspension. Lap 61.

R. Ginther (Cooper-Maserati)

drive shaft. Lap 81.

Starting Grid (H)

1 Clark 1'29.9.

4 G. Hill 1'30.4.

7 Rindt 1'32.2.

10 McLaren 1'32.8.

13 Siffert 1'34.4.

16 Bondurant 1'37.3.

2 Surtees 1'30.1.

5 Bandini 1'30.5.

8 Anderson 1'32.5.

11 Brabham 1'32.8.

14 Bonnier 1'35.0.

3 Stewart 1'30.3.

6 Hulme 1'31.1.

9 Ginther 1'32.6.

12 Spence 1'33.5.

15 Ligier 1'35.2.

Non-starters: C. Amon (McLaren); P. Arundell (Lotus); R. Attwood (Lotus) and D. Gurney (Eagle).

BELGIAN GRAND PRIX

Circuit: Spa-Francorchamps. *Date:* June 12. *Laps:* 28 (245 miles).

Results

1 J. Surtees (Ferrari),
2hr 9min 11.3sec. 113.395mph.

2 J. Rindt (Cooper-Maserati),
2hr 9min 53.4sec.

3 L. Bandini (Ferrari), 27 laps.

4 J. Brabham (Brabham-Repco),
26 laps.

5 R. Ginther (Cooper-Maserati),
25 laps.

G. Ligier (Cooper-Maserati),
24 laps.*

D. Gurney (Eagle-Coventry-
Climax), 23 laps.*

*Not classified.

Fastest lap: Surtees (Ferrari),
4min 18.7sec. 121.91mph.

Retirements

J. Clark (Lotus-Coventry-Climax)
dropped valve. Lap 1.

J. Siffert (Cooper-Maserati)
accident. Lap 1.

M. Spence (Lotus-BRM)
accident. Lap 1.

J. Stewart (BRM) accident. Lap 1.

G. Hill (BRM) accident. Lap 1.

J. Bonnier (Cooper-Maserati)
accident. Lap 1.

D. Hulme (Brabham-Coventry-
Climax) accident (steering). Lap 1.

B. Bondurant (BRM) accident.
Lap 1.

Starting Grid (C)

1 Surtees 3'38.0.

4 Brabham 3'41.8.

7 Spence 3'45.2.

10 Clark 3'45.8.

13 Hulme 3'51.4.

2 Rindt 3'41.2.

5 Bandini 3'43.8.

8 Ginther 3'45.4.

11 Bondurant 3'50.5.

14 Siffert 3'53.8.

3 Stewart 3'41.5.

6 Bonnier 3'44.3.

9 G. Hill 3'45.6.

12 Ligier 3'51.1.

15 Gurney 3'57.6.

Non-starters: P. Arundell (BRM); B. McLaren (McLaren).

FRENCH GRAND PRIX (European GP)

Circuit: Rheims. Date: July 3. Laps: 48 (246.62 miles).

Results

- 1 J. Brabham (Brabham-Repco), 1hr 48min 31.3sec. 136.90mph.
 - 2 M. Parkes (Ferrari), 1hr 48min 40.8sec.
 - 3 D. Hulme (Brabham-Repco), 46 laps.
 - 4 J. Rindt (Cooper-Maserati), 46 laps.
 - 5 D. Gurney (Eagle-Climax), 45 laps.
 - 6 J. Taylor (Brabham-BRM), 45 laps.
 - 7 R. Anderson (Brabham-Climax), 44 laps.
 - 8 C. Amon (Cooper-Maserati), 44 laps.
 - 9 G. Ligier (Cooper-Maserati), 42 laps.*
 - 10 P. Rodriguez (Lotus-Climax), 40 laps.†
 - 11 L. Bandini (Ferrari), 37 laps.*
 - 12 J. Bonnier (Brabham-Climax), 32 laps.*
- *Running at end but had completed less than 90 per cent of race distance (requirements of 1966 CSI regulations).
†Not running at end of race.
- Fastest lap:* Bandini (Ferrari), 2min 11.3sec. 141.44mph.

Retirements

- P. Arundell (Lotus-BRM) gearbox. Lap 2.
J. Surtees (Cooper-Maserati) fuel system. Lap 5.
M. Spence (Lotus-BRM) clutch. Lap 8.
J. Siffert (Cooper-Maserati) fuel system. Lap 10.
G. Hill (BRM) engine. Lap 12.

Starting Grid (A)

- | | | |
|---------------------|--------------------|----------------------|
| 1 Bandini 2'07.8. | 2 Surtees 2'08.4. | 3 Parkes 2'09.1. |
| 4 Brabham 2'10.2. | 5 Rindt 2'10.9. | 6 Siffert 2'12.2. |
| 7 Amon 2'12.4. | 8 G. Hill 2'12.8. | 9 Hulme 2'13.3. |
| 10 Spence 2'14.2. | 11 Ligier 2'15.4. | 12 Rodriguez 2'15.6. |
| 13 Anderson 2'15.6. | 14 Gurney 2'17.9. | 15 Taylor 2'19.2. |
| 16 Arundell 2'19.6. | 17 Bonnier 2'23.5. | |

BRITISH GRAND PRIX

Circuit: Brands Hatch. Date: July 16. Laps: 80 (202 miles).

Results

- 1 J. Brabham (Brabham-Repco), 2hr 13min 13.4sec. 95.48mph.
 - 2 D. Hulme (Brabham-Repco), 2hr 13min 23.0sec.
 - 3 G. Hill (BRM), 79 laps.
 - 4 J. Clark (Lotus-Climax), 79 laps.
 - 5 J. Rindt (Cooper-Maserati), 79 laps.
 - 6 B. McLaren (McLaren-Serenissima), 78 laps.
 - 7 C. Irwin (Brabham-Climax), 78 laps.
 - 8 J. Taylor (Brabham-BRM), 76 laps.
 - 9 B. Bondurant (BRM), 76 laps.
 - 10 G. Ligier (Cooper-Maserati), 75 laps.
 - 11 C. Lawrence (Pearce-Cooper-Ferrari), 73 laps.
 - 12 J. Siffert (Cooper-Maserati), 70 laps.
 - 13 R. Anderson (Brabham-Climax), 70 laps.
- Fastest lap:* Brabham (Brabham-Repco), 1min 37.0sec. 98.35mph.

Retirements

T. Taylor (Shannon-Coventry-Climax) split petrol tank. Lap 2.
D. Gurney (Eagle-Climax) engine. Lap 9.
M. Spence (Lotus-BRM) oil pipe.
J. Bonnier (Brabham-Climax)

clutch pipe.
P. Arundell (Lotus-BRM) gear linkage. Lap 17.
J. Stewart (BRM) engine. Lap 17.
J. Surtees (Cooper-Maserati) transmission. Lap 67.

Starting Grid (A)

1 Brabham 1'34.5.	2 Hulme 1'34.8.	3 Gurney 1'35.8.
4 G. Hill 1'36.0.	5 Clark 1'36.1.	6 Surtees 1'36.4.
7 Rindt 1'36.6.	8 Stewart 1'36.9.	9 Spence 1'37.3.
10 Anderson 1'37.5.	11 Siffert 1'38.0.	12 Irwin 1'38.1.
13 McLaren 1'38.5.	14 Bondurant 1'38.9.	15 Bonnier 1'39.3.
16 J. Taylor 1'40.0.	17 Ligier 1'41.4.	18 T. Taylor 1'41.6.
19 Lawrence 1'43.8.	20 Arundell 1'54.3.	

DUTCH GRAND PRIX

Circuit: Zandvoort. *Date:* July 24. *Laps:* 90 (234 miles).

Results

- 1 J. Brabham (Brabham-Repco), 2hr 10min 32.5sec. 100-10mph.
- 2 G. Hill (BRM), 89 laps.
- 3 J. Clark (Lotus-Climax), 88 laps.
- 4 J. Stewart (BRM), 88 laps.
- 5 M. Spence (Lotus-BRM), 87 laps.
- 6 L. Bandini (Ferrari), 87 laps.
- 7 J. Bonnier (Cooper-Maserati), 84 laps.
- 8 J. Taylor (Brabham-BRM), 84 laps.
- 9 G. Ligier (Cooper-Maserati), 84 laps.

Fastest lap: D. Hulme (Brabham-Repco), 1min 30.6sec. 103.530mph.

Retirements

J. Rindt (Cooper-Maserati) crash. Lap 2.
M. Parkes (Ferrari) crash. Lap 10.
D. Gurney (Eagle-Climax) engine. Lap 24.
P. Arundell (Lotus-Climax) ignition. Lap 28.
D. Hulme (Brabham-Repco) ignition. Lap 37.
J. Surtees (Cooper-Maserati) ignition. Lap 43.
R. Anderson (Brabham-Climax) engine. Lap 73.
J. Siffert (Cooper-Maserati) Lap 73.

Starting Grid (A)

1 Brabham 1'28.1.	2 Hulme 1'28.7.	3 Clark 1'28.7.
4 Gurney 1'28.8.	5 Parkes 1'29.0.	6 Rindt 1'29.2.
7 G. Hill 1'29.7.	8 Stewart 1'29.8.	9 Bandini 1'30.0.
10 Surtees 1'30.6.	11 Siffert 1'31.1.	12 Spence 1'31.4.
13 Bonnier 1'31.7.	14 Anderson 1'32.0.	15 Arundell 1'32.0.
16 Ligier 1'35.0.	17 J. Taylor 1'35.7.	

Non-starter: B. McLaren (McLaren-Serenissima) engine broke in practice. 1'31.7.

GERMAN GRAND PRIX

Circuit: Nurburgring. Date: August 7. Laps: 15 (213 miles).

Results

- 1 J. Brabham (Brabham-Repco), 2hr 27min 3·0sec. 86·75mph.
 - 2 J. Surtees (Cooper-Maserati), 2hr 27min 47·4sec.
 - 3 J. Rindt (Cooper-Maserati), 2hr 29min 35·6sec.
 - 4 G. Hill (BRM), 2hr 33min 44·4sec.
 - 5 J. Stewart (BRM), 2hr 35min 31·9sec.
 - 6 L. Bandini (Ferrari), 2hr 37min 59·4sec.
 - 7 D. Gurney (Eagle-Climax), 14 laps.
 - 8 J. P. Beltoise (Matra-Cosworth), 14 laps.*
 - 9 H. Hahne (Matra-BRM), 14 laps.*
 - 10 J. Schlesser (Matra-Cosworth), 14 laps.*
 - 11 H. Herrmann (Brabham-Cosworth), 14 laps.*
 - 12 P. Arundell (Lotus-BRM), 14 laps.
- Fastest lap*: Surtees (Cooper-Maserati), 8min 48·0sec. 96·44mph.
- ## Retirements
- J. Taylor (Brabham-BRM) crash. 0 laps.
- J. Ickx (Matra-Cosworth)* transmission. Lap 1.
K. Ahrens (Brabham-Cosworth)* gearbox. Lap 1.
B. Bondurant (BRM) engine. Lap 3.
R. Anderson (Brabham-Climax) engine. Lap 3.
J. Bonnier (Cooper-Maserati) clutch. Lap 4.
A. Rees (Brabham-Cosworth)* gearbox. Lap 4.
P. Courage (Lotus-Cosworth)* accident. Lap 4.
P. Rodriguez (Lotus-Cosworth)* engine. Lap 4.
D. Hulme (Brabham-Repco) ignition. Lap 5.
M. Parkes (Ferrari) engine. Lap 8.
L. Scarfiotti (Ferrari) battery. Lap 8.
C. Lawrence (Cooper-Ferrari) engine. Lap 10.
J. Clark (Lotus-Climax) accident. Lap 11.
M. Spence (Lotus-BRM) ignition. Lap 12.
- *Formula 2 cars.

Starting Grid (B)

- | | | |
|----------------------|----------------------|---------------------|
| 1 Clark 8'16·5. | 2 Surtees 8'18·0. | 3 Stewart 8'18·8. |
| 4 Scarfiotti 8'20·2. | 5 Brabham 8'20·8. | 6 Bandini 8'21·1. |
| 7 Parkes 8'21·7. | 8 Gurney 8'22·8. | 9 Rindt 8'27·7. |
| 10 G. Hill 8'28·6. | 11 Bondurant 8'33·0. | 12 Bonnier 8'35·3. |
| 13 Spence 8'38·6. | 14 Anderson 8'42·5. | 15 Hulme 8'49·3. |
| 16 Ickx 8'52·0. | 17 Arundell 8'52·7. | 18 Beltoise 9'00·4. |
| 19 Schlesser 9'01·5. | 20 Rodriguez 9'03·0. | 21 Ahrens 9'04·7. |
| 22 Herrmann 9'05·7. | 23 Courage 9'06·0. | 24 Rees 9'08·4. |
| 25 Taylor 9'08·9. | 26 Lawrence 9'10·9. | 27 Hahne 9'17·0. |
| 28 Moser * 9'17·2. | 29 Mitter 9'32·2. | |

*Non-starter: G. Ligier (Cooper-Maserati).

ITALIAN GRAND PRIX

Circuit: Monza. *Date:* September 4. *Laps:* 68 (243 miles).

Results

- 1 L. Scarfiotti (Ferrari),
1hr 47min 14.8sec. 135.93mph.
 - 2 M. Parkes (Ferrari),
1hr 47min 20.6sec.
 - 3 D. Hulme (Brabham-Repco),
1hr 47min 20.9sec.
 - 4 J. Rindt (Cooper-Maserati),
67 laps.
 - 5 M. Spence (Lotus-BRM), 67 laps.
 - 6 R. Anderson (Brabham-Climax),
66 laps.
 - 7 B. Bondurant (BRM), 65 laps.
 - 8 P. Arundell (Lotus-BRM),
63 laps. *
 - 9 'Geki' (Lotus-Climax), 63 laps.
- Fastest lap:* Scarfiotti (Ferrari),
1min 32.4sec. 139.19mph.

Retirements

- G. Hill (BRM) engine. Lap 1.
J. Bonnier (Cooper-Maserati)
engine. Lap 4.
J. Stewart (BRM) fuel tank. Lap 6.
J. Brabham (Brabham-Repco)
engine. Lap 8.
D. Gurney (Eagle-Climax) engine.
Lap 17.
R. Ginther (Honda) crash. Lap 17.
J. Surtees (Cooper-Maserati)
fuel tank. Lap 32.
L. Bandini (Ferrari) fuel feed.
Lap 34.
J. Siffert (Cooper-Maserati)
Lap 47.
J. Clark (Lotus-BRM) wheel
weights. Lap 59.

Starting Grid (C)

- | | | |
|---------------------|----------------------|----------------------|
| 1 Parkes 1'31.3. | 2 Scarfiotti 1'31.6. | 3 Clark 1'31.8. |
| 4 Surtees 1'31.9. | 5 Bandini 1'32.0. | 6 Brabham 1'32.2. |
| 7 Ginther 1'32.4. | 8 Rindt 1'32.7. | 9 Stewart 1'32.81. |
| 10 Hulme 1'32.84. | 11 G. Hill 1'33.4. | 12 Bonnier 1'33.7. |
| 13 Arundell 1'34.1. | 14 Spence 1'35.0. | 15 Anderson 1'35.3. |
| 16 Baghetti 1'35.5. | 17 Siffert 1'36.3. | 18 Bondurant 1'36.9. |
| 19 Gurney 1'39.1. | 20 'Geki' 1'39.3. | |

Non-qualifiers: P. Hill (Eagle-Climax) and C. Amon (BRM).

UNITED STATES GRAND PRIX

Circuit: Watkins Glen. *Date:* October 2. *Laps:* 108 (248 miles).

Results

- 1 J. Clark (Lotus-BRM),
2hr 9min 40.1sec. 114.94mph.
 - 2 J. Rindt (Cooper-Maserati),
2hr 10min 26.9sec.
 - 3 J. Surtees (Cooper-Maserati),
107 laps.
 - 4 J. Siffert (Cooper-Maserati),
105 laps.
 - 5 B. McLaren (McLaren-Ford),
105 laps.
 - 6 P. Arundell (Lotus-BRM),
101 laps.
 - 7 I. Ireland (BRM), 96 laps.*
(Flat battery).
 - 8 R. Ginther (Honda), 81 laps.
 - 9 M. Spence (Lotus-BRM),
74 laps.* (Engine).
 - 10 R. Bucknam (Honda), 56 laps.*
 - 11 J. Bonnier (Cooper-Maserati)
*Not running at finish.
- Fastest lap:* Surtees (Cooper-
Maserati), 1min 9.67sec. 118.85mph.

Retirements

- B. Bondurant (Eagle-Climax)
rear suspension. Lap 5.
P. Rodriguez (Lotus-Climax)
suspension. Lap 15.

D. Gurney (Eagle-Weslake)
distributor drive. Lap 15.
D. Hulme (Brabham-Repco)
oil pressure. Lap 18.
L. Bandini (Ferrari) gasket.

Lap 35.
J. Brabham (Brabham-Repco)
broken camshaft drive. Lap 55.
G. Hill (BRM) gearbox. Lap 52.
J. Stewart (BRM) engine. Lap 53.

Starting Grid (J)

- | | | |
|------------------------|---------------------|---------------------|
| 1 Brabham 1'08.42. | 2 Clark 1'08.53. | 3 Bandini 1'08.57. |
| 4 Surtees 1'08.73. | 5 G. Hill 1'08.87. | 6 Stewart 1'09.17. |
| 7 Hulme 1'09.28. | 8 Ginther 1'09.37. | 9 Rindt 1'09.63. |
| 10 Rodriguez 1'10.4. | 11 McLaren 1'10.57. | 12 Spence 1'10.73. |
| 13 Siffert 1'10.97. | 14 Gurney 1'11.03. | 15 Bonnier 1'11.40. |
| 16 Bondurant 1'12.40. | 17 Ireland 1'12.63. | 18 Bucknam 1'12.7. |
| 19 Arundell (No time). | | |

MEXICAN GRAND PRIX

Circuit: Mexico City *Date:* October 23. *Laps:* 65 (202 miles).

Results

- 1 J. Surtees (Cooper-Maserati),
2hr 6min 35.34sec. 95.72mph.
- 2 J. Brabham (Brabham-Repco),
2hr 6min 43.22sec.
- 3 D. Hulme (Brabham-Repco),
64 laps.
- 4 R. Ginther (Honda), 64 laps.
- 5 D. Gurney (Eagle-Coventry-
Climax), 64 laps.
- 6 J. Bonnier (Cooper-Maserati),
63 laps.
- 7 P. Arundell (Lotus-BRM), 61 laps.
- 8 R. Bucknam (Honda), 60 laps.

Fastest lap: Ginther (Honda),
1min 53.75sec. 98.3mph.

Retirements

J. Clark (Lotus-BRM) gear selectors

9 laps.

M. Solana (Cooper-Maserati)
overheating. 9 laps.

G. Hill (BRM) engine. Lap 18.

B. Bondurant (Eagle-Gurney-
Weslake) engine. 24 laps.

J. Stewart (BRM) engine. 26 laps.

I. Ireland (BRM) differential.
28 laps.

J. Rindt (Cooper-Maserati)
lost wheel. 32 laps.

J. Siffert (Cooper-Maserati)
front suspension. 33 laps.

B. McLaren (McLaren-Ford)
engine. 40 laps.

P. Rodriguez (Lotus-Coventry-
Climax) crown wheel and pinion.

49 laps.

Starting Grid (G)

- | | | |
|---------------------|----------------------|-----------------------|
| 1 Surtees 1'53.18. | 2 Clark 1'53.5. | 3 Ginther 1'53.56. |
| 4 Brabham 1'53.95. | 5 Rindt 1'54.19. | 6 Hulme 1'54.21. |
| 7 G. Hill 1'54.61. | 8 Rodriguez 1'54.78. | 9 Gurney 1'54.93. |
| 10 Stewart 1'55.9. | 11 Siffert 1'55.99. | 12 Bonnier 1'56.49. |
| 13 Bucknam 1'56.59. | 14 McLaren 1'56.84. | 15 Solana 1'57.44. |
| 16 Ireland 1'57.46. | 17 Arundell 2'00.79. | 18 Bondurant 2'02.88. |

Non-starter: M. Spence (Lotus-BRM) crash in practice.

FINAL CHAMPIONSHIP POSITIONS ^{5/9}

1 Jack Brabham	<i>points</i> (45) 42*	11 Richie Ginther	<i>points</i> 5
2 John Surtees	28	12 Mike Spence	4
3 Jochen Rindt	(24) 22*	Dan Gurney	4
4 Denny Hulme	18	14 Bob Bondurant	3
5 Graham Hill	17	Jo Siffert	3
6 Jim Clark	16	Bruce McLaren	3
7 Jackie Stewart	14	17 John Taylor	1
8 Lorenzo Bandini	12	Bob Anderson	1
Mike Parkes	12	Peter Arundell	1
10 Lodovico Scarfiotti	9	Jo Bonnier	1

*In the cases of Brabham and Rindt their points in this table are for their best five performances. There were only nine Grand Prix during the year.

Denny Hulme (Brabham) takes title—The 'Boss' runner-up—Lorenzo Bandini dies as result of horrific crash at Monte Carlo—Eagle wins at Spa—Dramatic finish at Monza—Jim Clark equals Fangio's Grand Prix victories record.

The season started on an exciting note with the news that Graham Hill, after six years with BRM, was joining Jim Clark in the Lotus team. What a combination! Unfortunately although the cars had the power they were not as reliable as the Brabhams and retired on several occasions when heading the field.

New Zealander Denny Hulme only scored two Championship wins, but thoroughly deserved to win the title after several meticulous drives. His 'Boss' Jack Brabham finished runner-up.

Round one took place on the Kyalami circuit outside Johannesburg on a near sensational note. With only seven laps to go 'privateer' and local hero John Love driving an out-dated Cooper-Climax '4' looked all set to pull off one of the greatest upsets of all time. He looked certain of victory, but ran short of fuel. Cruel luck indeed. Love had inherited the lead from Denny Hulme (Brabham-Repco V8), who was forced into the pits for brake fluid. Victory went to the tiny Mexican, Pedro Rodriguez, who had just joined the Cooper-Maserati team. It was his first Championship race win and the second for Cooper-Maserati. Love was second. John Surtees, piloting a Honda V12 for the first time was third, ahead of Hulme, who had led for 60 laps, Bob Anderson (Brabham-Climax), and Brabham

(Brabham-Repco).

Both Clark and Hill retired their H16 Lotus-BRMs and Jackie Stewart and Mike Spence failed to finish in the works BRMs. No Ferraris started.

Denny Hulme won his first ever grand prix race in the Monaco Grand Prix by over a lap from Graham Hill (Lotus-BRM). But this fine victory was completely overshadowed by the horrific crash involving Lorenzo Bandini's Ferrari. His machine struck the straw bales on the chicane on the 82nd lap and burst into flames. Bandini, trapped inside the car sustained terrible burns and died shortly afterwards. A dreadful end for this enterprising young Italian, who had done so much for Ferrari.

It was a great day for New Zealanders. For as well as Hulme, who won, Chris Amon (Ferrari) finished third, a sterling effort in his first drive for the Italian team, and Bruce McLaren (McLaren-BRM) was fourth.

In the early stages of the race Bandini and Stewart (BRM) had taken turns in the lead. Brabham (Brabham-Repco) retired on the opening lap when his machine threw a connecting rod, and Clark (Lotus-Climax) crashed on the 43rd lap.

The circus moved on to Zandvoort, where Jim Clark scored a magnificent victory for himself and the new Ford-engined Lotus. Hill (Lotus-Ford) led initially until he was sidelined with transmission trouble; then Brabham went ahead for a short stint before Clark shot by and pulled away. Brabham secured second place ahead of his team mate Hulme, who just pipped

Chris Amon (Ferrari) by 1.6 seconds. Ferraris handled by Mike Parkes and Ludovico Scarfiotti filled fifth and sixth places.

At the Belgian Grand Prix Dan Gurney gave his brain-child the Eagle-Westlake its first grand prix win, finishing more than a minute in front of Jackie Stewart's H16 BRM. Clark seized the lead but any hopes he had of victory were dashed when he came into the pits for a plug change. Stewart also led the race until Gurney nosed ahead at two-thirds race distance.

Chris Amon followed up his third spot in the Dutch event with another fine third place in the Ferrari; Jochen Rindt (Cooper-Maserati) was fourth; Mike Spence (BRM) fifth and Clark sixth.

In a nasty crash on the first lap Mike Parkes broke a leg and arm, when his Ferrari overturned. Brabham and Hulme were forced out with engine maladies.

The French Grand Prix staged on the Bugati track at Le Mans was dominated by the two Brabhams with the 'boss' taking the chequered flag ahead of Hulme. Jackie Stewart brought his BRM into third place a lap in arrears. Swiss ace Jo Siffert (Cooper-Maserati) was fourth ahead of Chris Irwin (BRM).

Both Lotus-Ford 49s succumbed to transmission failure after leading in the early stages and Gurney retired the Eagle after putting in a strong challenge. Bruce McLaren drove an Eagle for the first time but ignition trouble put him out of the race on the 26th lap.

The sole Ferrari driven by Amon dropped out after 47 laps when the throttle cable broke. No Hondas or McLarens started.

For the fifth time in six years the 'Flying Scot' clinched victory in the British Grand Prix, this time held on

the flat Silverstone track. His Lotus team-mate Graham Hill was perhaps the unluckiest person of the day. After leading from lap 26 to lap 54 a rear suspension bolt went and after re-starting the engine blew up.

Denny Hulme brought his Brabham-Repco into second place, just 3.8sec in front of Amon (Ferrari), who, in turn, was 5.2sec ahead of Brabham (Brabham-Repco).

A third Brabham-Repco driven by Frenchman Guy Ligier was classified 10th and last. Three English drivers, Chris Irwin (BRM), David Hobbs (BRM) and Alan Rees (Cooper-Maserati) showed promise by finishing seventh, eighth and ninth respectively.

Clark surged ahead at the start of the German Grand Prix on the tortuous 14.2 mile Nurburgring circuit, but after three laps his Lotus was out of the race with broken suspension. A similar fate befell Hill in the other works car. Gurney (Eagle-Westlake) took over and built up a commanding lead before his engine blew up on the 12th lap. This left the two Brabham boys Denny Hulme and Jack Brabham to take first and second places. Amon brought his red Ferrari into yet another fine third place ahead of Surtees (Honda), Bonnier (Cooper-Maserati) and Ligier (Brabham-Repco).

In the Formula Two section of the race the young Belgian star, Jacky Ickx drove brilliantly in the French Matra, and before retiring with suspension trouble, actually held fourth overall in front of several Formula One machines! Jackie Oliver headed the F2s in his Lotus-Cosworth-Ford.

Canada staged its first ever Championship event at the end of August, providing the Brabham pair—Brabham and Hulme with a

superb one-two. Poor Clark again hurtled into the lead but was forced out with ignition trouble when he appeared to have the race in the bag. Hill in the second Lotus-Cosworth-Ford secured fourth place, behind Dan Gurney (Eagle). Mike Spence brought his BRM in fifth ahead of Amon (Ferrari).

Certainly the most dramatic race of the year was the Italian Grand Prix at Monza. Clark, whose Lotus-Ford was plagued with various problems after the start broke the lap record time after time during a staggering drive in which he pulled back a full lap and went into the lead! Victory was in sight when he ran short of fuel on the last lap, leaving it to Surtees in the Honda and Brabham (Brabham-Repco) to battle it out.

In a tense final half lap Brabham nipped past the Honda, but Surtees retook the lead and passed the chequered flag first by a fifth of a second. Clark managed to finish third in front of Jochen Rindt's Cooper-Maserati. Spence (BRM) finished fifth ahead of Jacky Ickx, who driving a Cooper-Maserati, collected his first Championship points. Amon brought the sole Ferrari into seventh spot, four laps behind the winner.

It was a disastrous day for the All American Racers Eagle team. Both Gurney and Scarfiotti retired in the opening stages of the race.

Only 6.3 seconds separated Clark and Hill, who scored a splendid one-two for Lotus in the United States race at Watkins Glen. But there was plenty of drama in the closing stages. The suspension on Clark's

Lotus was breaking-up and Hill was fighting gearbox troubles. The race could well have gone to Kiwi driver Chris Amon if his Ferrari had not lost its oil pressure thirteen laps from the end. Hulme increased his title hopes by bringing his Brabham in third, albeit a lap behind the leaders. Jo Siffert (Cooper-Maserati) was fourth and Brabham (Brabham-Repco) fifth. Frenchman Jean-Pierre Beltoise did well to bring his ballasted F2 Matra-Cosworth into seventh place.

Denny Hulme clinched the Championship with a safe third in Mexico. The winner was Jim Clark (Lotus-Ford), who, in collecting his 24th Championship Grand Prix victory equalled the record set up by Juan Manuel Fangio.

Jack Brabham, who finished the year as runner-up in the title race, was second. Surtees finished behind Hulme to give Honda fourth place and Mike Spence (BRM) was fifth. Chris Amon was unlucky not to finish second—his Ferrari ran out of fuel and Jonathan Williams having his first Ferrari ride secured eighth place.

Few would say that Denny Hulme had proved himself a great champion. There are many who would argue that he did not deserve the title. But Denny had proved himself a most polished performer, who respected his machine, and on occasions beat the opposition fair and square. A driver, who indeed deserved to have his name engraved alongside those of Farina, Fangio, Ascari, Hawthorn, Brabham, Phil Hill, Graham Hill, Clark and Surtees.

SOUTH AFRICAN GRAND PRIX

Circuit: Kyalami. Date: January 2nd. Laps: 80 (204 miles).

Results

- 1 P. Rodriguez (Cooper-Maserati), 2hr 5min 45.9sec. 97.095mph.
- 2 J. Love (Cooper-Coventry-Climax), 2hr 6min 12.3sec.
- 3 J. Surtees (Honda), 79 laps.
- 4 D. Hulme (Brabham-Repco), 78 laps.
- 5 R. Anderson (Brabham-Coventry-Climax), 78 laps.
- 6 J. Brabham (Brabham-Repco), 76 laps.

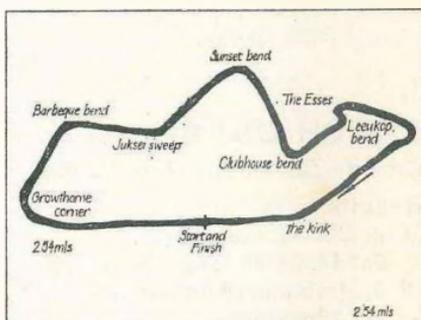
Not classified but running at the finish were D. Charlton (Brabham-Coventry-Climax), 63 laps, and L. Bortha (Brabham-Coventry-Climax), 60 laps.

Fastest lap: Hulme (Brabham-Repco), 1 min 29.9sec. 101.876mph.

Retirements

- J. Stewart (BRM) engine. 2 laps.
G. Hill (Lotus-BRM) suspension, 6 laps.
J. Clark (Lotus-BRM) fuel system. 22 laps.

- J. Bonnier (Cooper-Maserati) ignition. 30 laps.
M. Spence (BRM) oil pipe. 31 laps.
J. Rindt (Cooper-Maserati) engine. 38 laps.
J. Siffert (Cooper-Maserati) engine. 41 laps.
D. Gurney (Eagle-Coventry-Climax) chassis. 44 laps.
P. Courage (Lotus-BRM) oil pipe. 51 laps.
S. Tingle (LDS-Coventry-Climax) wheel. 56 laps.



Starting Grid (J)		
1 Brabham 1'28.3.	2 Hulme 1'28.9.	3 Clark 1'29.0.
4 Rodriguez (P) 1'29.1.	5 Love 1'29.5.	6 Surtees 1'29.6.
7 Gurney 1'29.8.	8 Rindt 1'30.2.	9 Charlton 1'30.2.
10 Stewart 1'30.3.	11 Anderson 1'30.6.	12 Bonnier 1'31.8.
13 Spence 1'32.1.	14 Tingle 1'32.4.	15 Hill 1'32.6.
16 Siffert 1'32.8.	17 Bortha 1'33.1.	18 Courage 1'33.8.

MONACO GRAND PRIX

Circuit: Monte Carlo. Date: May 7. Laps: 100 (195 miles).

Results

- 1 D. Hulme (Brabham-Repco), 2hr 34min 34.3sec. 75.89mph.
- 2 G. Hill (Lotus-BRM) 99 laps.
- 3 C. Amon (Ferrari), 98 laps.
- 4 B. McLaren (McLaren-BRM), 97 laps.
- 5 P. Rodriguez (Cooper-Maserati), 96 laps.
- 6 M. Spence (BRM), 96 laps.

Fastest lap: J. Clark (Lotus-Climax), 1min 29.5sec. 78.60mph.

Retirements

- J. Brabham (Brabham-Repco) connecting rod. Lap 1.
J. Servoz-Gavin (Matra) metering unit. Lap 1.

D. Gurney (Eagle-Weslake)
metering unit. Lap 4.
J. Stewart (BRM) transmission.
Lap 14.
J. Rindt (Cooper-Maserati) gearbox
Lap 14.
J. Siffert (Cooper-Maserati)
radiator damage. Lap 32.

J. Surtees (Honda) piston. Lap 33.
J. Clark (Lotus-Climax) crash.
Lap 43.
P. Courage (BRM) accident. Lap 63.
L. Bandini (Ferrari) crash. Car set
on fire. Lap 82*
*Lorenzo Bandini succumbed to his
injuries three days later.

Starting Grid (H)

1 Brabham 1'27.6.	2 Bandini 1'28.3.	3 Surtees 1'28.4.
4 Hulme 1'28.8.	5 Clark 1'28.8.	6 Stewart 1'29.0.
7 Gurney 1'29.3.	8 Hill (G) 1'29.9.	9 Siffert 1'30.0.
10 McLaren 1'30.0.	11 Servoz-Gavin 1'30.4.	12 Spence 1'30.6.
13 Courage 1'30.6.	14 Amon 1'30.7.	15 Rindt 1'30.8.
16 Rodriguez 1'32.4.		

Non-starters and non-qualifiers: J. P. Beltoise (Matra-Cosworth; R. Anderson (Brabham-Climax) 1'30.6; R. Ginther (Eagle-Weslake) 1'31.1; G. Ligier (Cooper-Maserati).

DUTCH GRAND PRIX

Circuit: Zandvoort. *Date:* June 4. *Laps:* 90 (234 miles).

Results

- 1 J. Clark (Lotus-Ford),
2hr 14min 45.1sec. 104.49mph.
- 2 J. Brabham (Brabham-Repco),
2hr 15min 8.7sec.
- 3 D. Hulme (Brabham-Repco),
2hr 15min 10.8sec.
- 4 C. Amon (Ferrari),
2hr 15min 12.4sec.
- 5 M. Parkes (Ferrari), 89 laps.
- 6 L. Scarfiotti (Ferrari), 89 laps.
- 7 C. Irwin (Lotus-BRM), 88 laps.
- 8 M. Spence (BRM), 87 laps.
- 9 R. Anderson (Brabham-Climax),
86 laps.
- 10 J. Siffert (Cooper-Maserati),
83 laps.

Fastest lap: J. Clark (Lotus-Ford),
1min 28.08sec. 106.49mph.

Retirements

B. McLaren (McLaren) spun and
lost wheel. Lap 2.
D. Gurney (Eagle-Weslake),
broken metering drive unit. Lap 7.
G. Hill (Lotus-Ford), camshaft
gears. Lap 11.
P. Rodriguez (Cooper-Maserati),
gearbox. Lap 40.
J. Rindt (Cooper-Maserati)
suspension. Lap 44.
J. Stewart (BRM) brakes. Lap 51.
J. Surtees (Honda) throttle slide.
Lap 73.

Starting Grid (A)

1 G. Hill 1'24.6.	2 Gurney 1'25.1.	3 Brabham 1'25.6.
4 Rindt 1'26.5.	5 P. Rodriguez 1'26.6.	6 Surtees 1'26.7.
7 Hulme 1'26.7.	8 Clark 1'26.8.	9 Amon 1'26.9.
10 Parkes 1'27.0.	11 Stewart 1'27.2.	12 Spence 1'27.4.
13 Irwin 1'27.5.	14 McLaren 1'27.7.	15 Scarfiotti 1'27.9.
16 Siffert 1'28.8.	17 Anderson 1'29.0.	

R. Ginther (Eagle) was entered but did not practice.

BELGIAN GRAND PRIX

Date: June 18. Circuit: Spa-Francorchamps. Laps: 28 (245 miles).

Results

- 1 D. Gurney (Eagle-Weslake),
1hr 40min 49.4sec. 145.74mph.
- 2 J. Stewart (BRM),
1hr 41min 52.4sec.
- 3 C. Amon (Ferrari),
1hr 42min 29.4sec.
- 4 J. Rindt (Cooper-Maserati),
1hr 43min 03.3sec.
- 5 M. Spence (BRM), 27 laps.
- 6 J. Clark (Lotus-Ford), 27 laps.
- 7 J. Siffert (Cooper-Maserati),
27 laps.
- 8 R. Anderson (Brabham-Climax),
26 laps.
- 9 P. Rodriguez (Cooper-Maserati),
25 laps*
- 10 G. Ligier (Cooper-Maserati).
25 laps.
L. Scarfiotti (Ferrari), 24 laps†

*Not running at finish.

†Running at finish but not classified.

Fastest lap D. Gurney (Eagle-Weslake), 3min 31.9sec. 148.85mph

Retirements

M. Parkes (Ferrari) crash. Lap 1.
J. Surtees (Honda) engine. Lap 1.
C. Irwin (BRM) engine. Lap 1.
G. Hill (Lotus-Ford) clutch. 3 laps.
J. Bonnier (Cooper-Maserati)
engine. 10 laps.
D. Hulme (Brabham-Repco) engine
14 laps.
J. Brabham (Brabham-Repco)
engine. 15 laps.
P. Rodriguez (Cooper-Maserati)
engine. 25 laps (classified as
finisher).

Starting Grid (C)

- | | | |
|----------------------|---------------------|----------------------|
| 1 Clark 3'28.1. | 2 Gurney 3'31.2. | 3 Hill 3'32.9. |
| 4 Rindt 3'34.3. | 5 Amon 3'34.3. | 6 Stewart 3'34.8. |
| 7 Brabham 3'35.0. | 8 Parkes 3'36.6. | 9 Scarfiotti 3'37.7. |
| 10 Surtees 3'38.4. | 11 Spence 3'38.5. | 12 Bonnier 3'39.1. |
| 13 Rodriguez 3'39.5. | 14 Hulme 3'40.3. | 15 Irwin 3'44.3. |
| 16 Siffert 3'45.4. | 17 Anderson 3'49.5. | 18 Ligier 4'01.2. |

FRENCH GRAND PRIX

Circuit: Bugatti Circuit, Le Mans. Date: July 2. Laps: 80 (224 miles).

Results

- 1 J. Brabham (Brabham-Repco),
2hr 13min 21.3sec. 98.90mph.
 - 2 D. Hulme (Brabham-Repco),
2hr 14min 10.8sec.
 - 3 J. Stewart (BRM), 79 laps.
 - 4 J. Siffert (Cooper-Maserati).
77 laps.
 - 5 C. Irwin (BRM), 76 laps.
 - 6 P. Rodriguez (Cooper-Maserati),
76 laps.
 - 7 G. Ligier (Cooper-Maserati),
68 laps.
- Fastest lap: G. Hill (Lotus-Ford),
1min 36.7sec. 102.297mph.

Retirements

M. Spence (BRM) half shaft. Lap 9.
G. Hill (Lotus-Ford) gearbox.
Lap 14.
R. Anderson (Brabham-Climax)
ignition. Lap 17.
J. Clark (Lotus-Ford) final drive.
Lap 23.
B. McLaren (Eagle-Weslake)
ignition drive. Lap 26.
J. Rindt (Cooper-Maserati) engine.
Lap 33.
D. Gurney (Eagle-Weslake) fuel
line. Lap 40.
C. Amon (Ferrari) throttle cable.
Lap 47.

Starting Grid (A)

- | | | |
|----------------------|---------------------|-------------------|
| 1 Hill 1'36.2. | 2 Brabham 1'36.3. | 3 Gurney 1'37.0. |
| 4 Clark 1'37.5. | 5 McLaren 1'37.6. | 6 Hulme 1'37.9. |
| 7 Amon 1'38.0. | 8 Rindt 1'38.9. | 9 Irwin 1'39.4. |
| 10 Stewart 1'39.6. | 11 Siffert 1'40.1. | 12 Spence 1'40.3. |
| 13 Rodriguez 1'40.5. | 14 Anderson 1'44.9. | 15 Ligier 1'45.2. |

BRITISH GRAND PRIX

Circuit: Silverstone. *Date:* July 15. *Laps:* 80 (240 miles).

- 1 J. Clark (Lotus-Ford-Cosworth), 1hr 59min 25.6sec. 117.64mph.
- 2 D. Hulme (Brabham-Repco), 1hr 59min 38.4sec.
- 3 C. Amon (Ferrari), 1hr 59min 42.2sec.
- 4 J. Brabham (Brabham-Repco), 1hr 59min 47.4sec.
- 5 P. Rodriguez (Cooper-Maserati), 79 laps.
- 6 J. Surtees (Honda), 78 laps.
- 7 C. Irwin (BRM), 77 laps.
- 8 D. Hobbs (BRM), 77 laps.
- 9 A. Rees (Cooper-Maserati), 76 laps.
- 10 G. Ligier (Brabham-Repco), 76 laps.

Fastest lap: Hulme (Brabham-Repco), 1min 27.0sec. 121.12mph.

Retirements

- J. Bonnier (Cooper-Maserati) engine. Lap 1.
J. Siffert (Cooper-Maserati) engine. Lap 10.
B. McLaren (Eagle-Weslake) engine. Lap 14.
J. Stewart (BRM) transmission. Lap 20.
J. Rindt (Cooper-Maserati) gearbox. Lap 26.
S. Moser (Cooper-ATS) no oil pressure. Lap 29.
D. Gurney (Eagle-Weslake) fuel feed and clutch. Lap 34.
M. Spence (BRM) ignition. Lap 44.
G. Hill (Lotus-Ford-Cosworth) engine. Lap 64.
R. Anderson (Brabham-Climax) engine. Lap 67.

Starting Grid (B)

- | | | |
|---------------------|---------------------|---------------------|
| 1 Clark 1'25.3. | 2 Hill 1'26.0. | 3 Brabham 1'26.2. |
| 4 Hulme 1'26.3. | 5 Gurney 1'26.4. | 6 Amon 1'26.9. |
| 7 Surtees 1'27.2. | 8 Rindt 1'27.4. | 9 Rodriguez 1'27.9. |
| 10 McLaren 1'28.1. | 11 Spence 1'28.3. | 12 Stewart 1'28.7. |
| 13 Irwin 1'29.6. | 14 Hobbs 1'30.1. | 15 Rees 1'30.3. |
| 16 Courage* 1'30.4. | 17 Anderson 1'30.7. | 18 Siffert 1'31.0. |
| 19 Bonnier 1'32.0. | 20 Moser 1'32.9. | 21 Ligier 1'34.8. |

*Non-starter.

GERMAN GRAND PRIX

Circuit: Nurburgring. *Date:* August 6. *Laps:* 15 (213 miles).

Results

- | | |
|--|--|
| 1 D. Hulme (Brabham-Repco), 2hr 5min 55.7sec. 101.47mph. | 2hr 6min 34.7sec. |
| 2 J. Brabham (Brabham-Repco), 2hr 6min 34.2sec. | 4 J. Surtees (Honda), 2hr 8min 21.4sec. |
| 3 C. Amon (Ferrari), | 5 J. Bonnier (Cooper-Maserati), 2hr 14min 37.8sec. |

- 6 G. Ligier (Brabham-Repco),
14 laps.
7 C. Irwin (BRM), 13 laps.
8 P. Rodriguez (Cooper-Maserati),
13 laps.

Fastest lap: D. Gurney (Eagle-
Weslake), 8min 15.1sec.
103-15mph.

Retirements

- M. Spence (BRM) gearbox. 3 laps.
J. Clark (Lotus-Ford) suspension.
4 laps.
J. Rindt (Cooper-Maserati) engine.
4 laps.
B. McLaren (Eagle-Weslake)
engine. 4 laps.
J. Stewart (BRM) final drive.
5 laps.
G. Hill (Lotus-Ford) suspension.
6 laps.
H. Hahne (BMW) suspension.
6 laps.
D. Gurney (Eagle-Weslake)

engine. 12 laps.
J. Siffert (Cooper-Maserati) fuel
pump. 12 laps.

Results Formula Two

- 1 J. Oliver (Lotus-Cosworth-Ford),
2hr 12min 4.9sec.
2 A. Rees (Brabham-Cosworth-
Ford), 2hr 14min 43.6sec.
3 D. Hobbs (Lola-BMW), 13 laps.
Fastest lap: J. Ickx (Matra-
Cosworth-Ford) 8min 21.8sec.

Retirements

- G. Mitter (Brabham-Cosworth-
Ford) engine. 0 laps.
J. Schlessler (Matra-Cosworth-
Ford) engine. 2 laps.
K. Ahrens (Harris-Costin-Protos-
Cosworth-Ford) radiator. 4 laps.
B. Hart (Harris-Costin-Protos-
Cosworth-Ford) engine. 11 laps.
J. Ickx (Matras-Cosworth-Ford)
suspension. 12 laps.

Starting Grid (B)

- | | | |
|----------------------|-------------------|-----------------------|
| 1 Clark 8'04.1. | 2 Hulme 8'13.5. | 3 Stewart 8'15.2. |
| 4 Gurney 8'16.9. | 5 McLaren 8'17.7. | 6 Surtees 8'18.2. |
| 7 Brabham 8'18.9. | 8 Amon 8'20.4. | 9 Rindt 9'20.9. |
| 10 Rodriguez 8'22.2. | 11 Spence 8'26.5. | 12 Siffert 8'31.4. |
| 13 Hill 8'31.7. | 14 Hahne 8'32.8. | 15 Irwin 8'41.6. |
| 16 Bonnier 8'47.8. | 17 Ligier 9'14.4. | 18 J. Ickx 8'14.0. |
| 19 Oliver 8'34.9. | 20 Rees 8'39.8. | 21 Schlessler 8'40.6. |
| 22 Hobbs 8'46.2. | 23 Ahrens 8'47.8. | 24 Mitter 8'52.6. |
| 25 Hart 8'59.7. | | |

CANADIAN GRAND PRIX

Circuit: Mosport. *Date:* August 27. *Laps:* 90 (220 miles).

Results

- | | |
|---|--|
| 1 J. Brabham (Brabham-Repco),
2hr 40min 40.0sec. 82.65mph. | 7 B. McLaren (McLaren-BRM),
86 laps. |
| 2 D. Hulme (Brabham-Repco),
2hr 41min 41.9sec. | 8 J. Bonnier (Cooper-Maserati),
85 laps. |
| 3 D. Gurney (Eagle), 89 laps. | 9 D. Hobbs (BRM), 85 laps. |
| 4 G. Hill (Lotus-Cosworth),
88 laps. | 10 R. Attwood (Cooper-Maserati),
84 laps. |
| 5 M. Spence (BRM), 87 laps. | 11 M. Fisher (Lotus-BRM), 81 laps. |
| 6 C. Amon (Ferrari), 87 laps. | 12 A. Pease (Eagle-Climax), 47 laps. |

Fastest lap: J. Clark (Lotus-Cosworth), 1 min 23.1 sec. 106.53 mph.

Retirements

J. Rindt (Cooper-Maserati) ignition
Lap 4.

C. Irwin (BRM). spin Lap 18.

J. Stewart (BRM) spin. Lap 65.

E. Wietzes (Lotus-Cosworth)
ignition. Lap 69.

J. Clark (Lotus-Cosworth),
ignition. Lap 69.



Starting Grid (A)

- | | | |
|---------------------|-----------------------|--------------------|
| 1 Clark 1'22.4. | 2 G. Hill 1'22.7. | 3 Hulme 1'23.2. |
| 4 Amon 1'23.3. | 5 Gurney 1'23.4. | 6 McLaren 1'23.5. |
| 7 Brabham 1'24.7. | 8 Rindt 1'24.9. | 9 Stewart 1'25.4. |
| 10 Spence 1'25.8. | 11 Irwin 1'26.0. | 12 Hobbs 1'26.2. |
| 13 Siffert 1'26.6.* | 14 R. Attwood 1'27.1. | 15 Bonnier 1'27.3. |
| 16 Pease 1'30.1. | 17 Wietzes 1'30.8. | 18 Fisher 1'31.9. |

*Non-starter: Tom Jones (Cooper-Climax) 1'51.9.

ITALIAN GRAND PRIX (European G.P.)

Circuit: Monza. **Date:** September 10. **Laps:** 68 (243 miles).

Results

- 1 J. Surtees (Honda),
1 hr 43 min 45.0 sec. 140.5 mph.
- 2 J. Brabham (Brabham-Repco),
1 hr 43 min 45.2 sec.
- 3 J. Clark (Lotus-Cosworth*),
1 hr 44 min 8.1 sec.
- 4 J. Rindt (Cooper-Maserati),
1 hr 44 min 41.6 sec.
- 5 M. Spence (BRM), 67 laps.
- 6 J. Ickx (Cooper-Maserati), 66 laps.
- 7 C. Amon (Ferrari), 64 laps.

Fastest lap: Clark (Lotus-Cosworth*), 1 min 28.5 sec. 145.3 mph.

Retirements

D. Gurney (Eagle-Weslake) engine.
Lap 5.

L. Scarfiotti (Eagle-Weslake)
engine. Lap 6.

C. Irwin (BRM) injection pump
drive. Lap 17.
G. Ligier (Brabham-Repco)
engine. Lap 27.
D. Hulme (Brabham-Repco)
engine. Lap 31.
J. Stewart (BRM) engine. Lap 46.
J. Bonnier (Cooper-Maserati)
engine. Lap 47.
B. McLaren (McLaren-BRM)
engine. Lap 47.
J. Siffert (Cooper-Maserati) crash.
Lap 51.
G. Baghetti (Lotus-Cosworth*)
engine. Lap 51.
G. Hill (Lotus-Cosworth) engine.
Lap 59.

*The Lotus-Cosworths were the Lotus
49Cs.

Starting Grid (C)

- | | | |
|-----------------------|---------------------|--------------------|
| 1 Clark 1'28-5. | 2 Brabham 1'28-8. | 3 McLaren 1'29-31. |
| 4 Amon 1'29-35. | 5 Gurney 1'29-38. | 6 Hulme 1'29-46. |
| 7 Stewart 1'29-6. | 8 G. Hill 1'29-7. | 9 Surtees 1'30-3. |
| 10 Scarfiotti 1'30-8. | 11 Rindt 1'31-3. | 12 Spence 1'32-1. |
| 13 Siffert 1'32-3. | 14 Bonnier 1'32-5. | 15 Ickx 1'33-0. |
| 16 Irwin 1'33-2. | 17 Baghetti 1'35-2. | 18 Ligier 1'37-3. |

Non-starter: A. de Adamich (Cooper-Maserati).

UNITED STATES GRAND PRIX

Circuit: Watkins Glen. *Date:* October 1. *Laps:* 108 (248 miles).

Results

- | | |
|--|---|
| 1 J. Clark (Lotus 49C),
2hr 3min 13-2sec. 120-95mph. | Lap 7. |
| 2 G. Hill (Lotus 49C),
2hr 3min 19-5sec. | B. McLaren (McLaren-BRM) split
hose. Lap 16. |
| 3 D. Hulme (Brabham-Repco),
107 laps. | D. Gurney (Eagle-Weslake)
suspension. Lap 24. |
| 4 J. Siffert (Cooper-Maserati),
106 laps. | J. Rindt (Cooper-Maserati) pistons.
Lap 33. |
| 5 J. Brabham (Brabham-Repco),
104 laps. | M. Spence (BRM) rod. Lap 35. |
| 6 J. Bonnier (Cooper-Maserati),
101 laps. | C. Irwin (BRM) rod. Lap 41. |
| 7 J. P. Beltoise (Matra-Cosworth),
101 laps. | G. Ligier (Brabham-Repco)
broken camshaft. Lap 43. |
| <i>Fastest lap:</i> G. Hill (Lotus 49C),
1 min 06-0sec. 125-5mph. | J. Ickx (Cooper-Maserati) pistons.
Lap 45. |
| | J. Stewart (BRM) metering belt.
Lap 72. |
| | C. Amon (Ferrari) engine. Lap 95. |
| | J. Surtees (Honda) flat battery.
Lap 96. |

Retirements

M. Solana (Lotus 49C) electrics.

Starting Grid (H)

- | | | |
|---------------------|---------------------|----------------------|
| 1 G. Hill 1'05-48. | 2 Clark 1'06-07. | 3 Gurney 1'06-64. |
| 4 Amon 1'06-65. | 5 Brabham 1'06-73. | 6 Hulme 1'07-45. |
| 7 Solana 1'07-88. | 8 Rindt 1'07-99. | 9 McLaren 1'08-05. |
| 10 Stewart 1'08-09. | 11 Surtees 1'08-13. | 12 Siffert 1'08-25. |
| 13 Spence 1'09-01. | 14 Irwin 1'09-64. | 15 Bonnier 1'09-78. |
| 16 Ickx 1'09-94. | 17 Ligier 1'11-32. | 18 Beltoise 1'12-05. |

MEXICAN GRAND PRIX

Circuit: Mexico City. *Date:* October 22. *Laps:* 65 (202 miles).

Results

- | | |
|---|---|
| 1 J. Clark (Lotus-Ford 49C),
1hr 59min 28-7sec. 101-42mph. | 3 D. Hulme (Brabham-Repco),
64 laps. |
| 2 J. Brabham (Brabham-Repco),
2hr 0min 54-06sec. | 4 J. Surtees (Honda) 64 laps. |
| | 5 M. Spence (BRM), 63 laps. |

- 6 P. Rodriguez (Cooper-Maserati), 63 laps.
- 7 J. P. Beltoise (Matra-Cosworth-Ford), 63 laps.
- 8 J. Williams (Ferrari), 63 laps.
- 9 C. Amon (Ferrari), 62 laps.
- 10 J. Bonnier (Cooper-Maserati), 61 laps.
- 11 G. Ligier (Brabham-Repco), 61 laps.
- 12 J. Siffert (Cooper-Maserati), 59 laps. (did not finish).
- 13 B. McLaren (McLaren-BRM), 45 laps (did not finish).

Fastest lap: Clark (Lotus-Ford 49C), 1min 48.13sec. 103.44mph.

Retirements

- M. Fisher (Lotus-BRM) did not start, metering unit broken.
- D. Gurney (Eagle-Gurney-Weslake) radiator. 4 laps.
- M. Solana (Lotus-Ford 49) suspension. 12 laps.
- G. Hill (Lotus-Ford 49) broken universal joint. 18 laps.
- J. Stewart (BRM) vibration. 24 laps.
- C. Irwin (BRM) oil pressure. 33 laps.
- B. McLaren (McLaren-BRM) oil pressure. 45 laps.

Starting Grid (I)

- | | | |
|-----------------------|----------------------|---------------------|
| 1 Clark 1'47.56. | 2 Amon 1'48.04. | 3 Gurney 1'48.1. |
| 4 G. Hill 1'48.74. | 5 Brabham 1'49.08. | 6 Hulme 1'49.46. |
| 7 Surtees 1'49.80. | 8 McLaren 1'50.06. | 9 Solana 1'50.52. |
| 10 Siffert 1'51.89. | 11 Spence 1'52.25. | 12 Stewart 1'52.34. |
| 13 Rodriguez 1'52.85. | 14 Beltoise 1'53.08. | 15 Irwin 1'54.38. |
| 16 Williams 1'54.80. | 17 Bonnier 1'55.57. | 18 Fisher 1'57.41. |
| 19 Ligier 1'58.45. | | |

FINAL CHAMPIONSHIP POSITIONS

	points		points
1 Denis Hulme	51	11 John Love	6
2 Jack Brabham	(48) 46*	Jochen Rindt	6
3 Jim Clark	41	Joseph Siffert	6
4 John Surtees	20	14 Bruce McLaren	3
Chris Amon	20	Joakim Bonnier	3
6 Pedro Rodriguez	15	16 Chris Irwin	2
Graham Hill	15	Mike Parkes	2
8 Dan Gurney	13	Bob Anderson	2
9 Jackie Stewart	10	17 Lodovico Scarfiotti	1
10 Mike Spence	9	Guy Ligier	1
		Jacky Ickx	1

*Brabham scored a total of 48 points but his score was reduced by two as only four out of five results counted in the second half of the season.

Tragic death of Jim Clark at Hockenheim—Graham Hill wins second World Championship—Jo Schlesler dies in crash at Rouen—Courageous drives by Stewart in new Matra—Siffert/Walker/Durlacher victory in British Grand Prix—Mike Spence killed at Indianapolis—New stars shine.

The entire motor racing world was stunned on learning of the death of Jim Clark, OBE in a minor race at Hockenheim, Germany in April. A professional whose inspired driving was always a joy to behold, the 'Flying Scot' must rank as one of the greatest grand prix exponents of all-time.

As if in tribute, Clark's teammate, Graham Hill, set a terrific pace winning the Spanish, Monaco (for the fourth time) and Mexican races to win the Championship. He also carried off the title in 1962.

Three more names disappeared from the entry lists. Mike Spence, died in a practice accident while qualifying for the Indianapolis 500; Lodovico Scarfiotti, the talented Italian died while practising for a hill climb; and Jo Schlesler died when the Honda he was driving in the French Grand Prix at Rouen crashed and burst into flames. All had perished while pursuing their chosen profession . . . motor racing. They knew the dangers. It's all in the game. Their contributions to the sport will long be cherished.

When Clark died young Jackie Oliver took over his seat in the Gold Leaf Team Lotus alongside Graham Hill; Rob Walker had purchased a Lotus 49C for Swiss expert 'Seppi' Siffert; Dick Attwood joined Pedro Rodriguez in the BRM organisation

when Spence died; Denny Hulme joined fellow Kiwi Bruce McLaren in the McLaren set-up; Jochen Rindt took over Denny's vacated seat in the Brabham team; and the brilliant young Belgian Jacky Ickx was signed up by Ferrari. Jackie Stewart and Jean-Pierre Beltoise led the new attack from France and piloted the Ken Tyrrell Matras. Matra Sport had their own cars and engines for Jean-Pierre Beltoise and Henri Pescarola.

By winning the opening round—the South African Grand Prix at Kyalami, Clark (Lotus-Ford) surpassed Fangio's record of 24 grand prix victories. To-date no one has exceeded Clark's 25 victories. Hill made it a great Lotus one-two and Rindt in his first race with Brabham was third. Amon (Ferrari) came fourth ahead of Hulme, having hid first outing for McLaren. Beltoise brought his Matra-Cosworth into sixth spot. The highlight of the race was Stewart's fine effort in the new Matra-Ford and after leading on the first lap held on to second place for a while before the engine blew up.

Ferrari Automobili had entered four cars . . . but both Scarfiotti and Andrea de Adamich crashed and Ickx retired soon after half distance. Amon's car which finished fourth was two laps behind the leaders.

Local boy John Love, the sensation of the 1967 race, was out in a Brabham-Repco, but he could do no better than finish ninth, five laps down.

A pre-race accident put Stewart out of the Spanish Grand Prix, which was back in the Championship calendar for the first time

since 1954, when Mike Hawthorn won for Ferrari. Graham Hill thrust his Lotus-Ford to victory after one-time leaders Rodriguez (BRM V12), Jean-Pierre Beltoise (Matra V8) and Chris Amon (Ferrari) were forced out. Rodriguez crashed, fortunately without serious injury, Beltoise was delayed by an oil leak and finished some nine laps in arrears, and Amon's Ferrari suffered fuel pump troubles. Denny Hulme (McLaren-Ford) secured second spot, and newcomer Brian Redman and Scarfiotti collected third and fourth places in their works Cooper-BRMs after steady drives. Only five cars finished.

Jack Brabham non-started after his new Repco engine blew up in practice.

The 'King of Monte Carlo' Graham Hill further enhanced his reputation by winning the Monaco Grand Prix for the fourth time . . . a fine record on this tough circuit, which sorts out the men from the boys. The sensation in practice, was the new Matra driver, Frenchman Johnny Servoz-Gavin, who earned himself a front row seat on the grid alongside Hill. And when the flag dropped he surged ahead, leading the howling pack for three magnificent laps before a drive shaft broke.

The other highlight of the race was Dick Attwood's brilliant performance with the BRM and at the end he was just 2.2 seconds behind Hill. Lucien Bianchi and Scarfiotti piloted their Cooper-BRMs into third and fourth positions, but they were both four laps behind the leaders.

McLaren and Oliver retired their McLaren and Lotus after a tête-à-tête on the first lap.

Jackie Stewart looked all set to give Matra their first grand prix win in the Belgian race and was

25 seconds ahead of Bruce McLaren as they started the penultimate lap. But the old adage that the race is not won until it's over was to strike a cruel blow . . . and the Matra ran out of fuel. McLaren went on to give his car its first championship win. It also was Bruce's first grand prix victory since 1962.

The determined Mexican Pedro Rodriguez (BRM) finished 12.1 seconds behind the McLaren, Ickx (Ferrari) was third ahead of Stewart who had limped into fourth place. An interesting innovation in the event was the rear mounted aerofoils on the Ferraris and Brabhams — a new trend had started.

Already hailed as the new 'Flying Scot' Stewart made no mistakes in the Dutch Grand Prix. Driving with a broken wrist heavily strapped he gave a remarkable demonstration of his skill in the wet to give Matra their first Grand Prix win. But the hero of the day was Beltoise, who after problems in the early stages, worked his way right through the field to give the French cars a great one-two. A lap behind came Rodriguez (BRM) while Ickx (Ferrari) was fourth. 'Big Silv' Silvio Moser from Switzerland did well to bring his Brabham-Repco BT20, entered under the Charles Voegelé banner in fifth. Graham Hill (Lotus-Ford) held fourth place but a spin dropped him down to ninth.

Ferrari's faith in Jacky Ickx was rewarded at Rouen where the Belgian won the French Grand Prix after leading for 59 of the 60 laps. It also gave Ferrari their first Championship victory since Scarfiotti won the Italian Grand Prix in 1966. Rodriguez (BRM) and Surtees (Honda) fought out a ding-dong battle before the Mexican's gearbox started playing up. Surtees,

himself, was forced into the pits, but re-started and showed he was still one of the most determined drivers around by storming through the field to take second place. Stewart (Matra-Ford) was third, ahead of 'rallyman' Vic Elford (Cooper-BRM) who enjoyed a distinguished grand prix debut. Hulme (McLaren-Ford) was fifth and Piers Courage (BRM) sixth. On the third lap of the race Jo Schlesser, as reported earlier, lost his life in a terrible crash.

The Brabham team continued their run of bad luck and neither Brabham or Rindt finished.

Lotus-Fords dominated the British Grand Prix. Hill led for 20 laps until his car succumbed to drive shaft failure and then Jackie Oliver, the bright new 'find' of the year led for a stint. But it was left to the private Rob Walker/Jack Durlacher entry driven by the popular Swiss Jo 'Seppi' Siffert to carry off the honours. Siffert drove superbly to hold off a race-long challenge from Amon (Ferrari) crossing the line 4.4 seconds in front of the New Zealander.

Jacky Ickx brought his Ferrari into third place, in front of Hulme (McLaren-Ford), Surtees (Honda) and Stewart (Matra).

Apart from the winning Lotus, British cars had a terrible day. Attwood and Rodriguez (BRM), Brabham and Rindt (Brabham-Repco), Hill and Oliver (Lotus-Ford) and Elford and Robin Widdows (Cooper-BRM) failed to finish.

Heavy rainfall and a veil of mist shrouding the Nurburgring did not stop Stewart from giving Matra their second win of the year in the German Grand Prix. He completely dominated the entire race and was four minutes ahead of second

place man, Hill (Lotus-Ford), who had been involved in a great battle with Amon before the Ferrari driver spun three laps from the end. Rindt gave Brabhams a much needed tonic by finishing third . . . the best Brabham result since South Africa; Ickx (Ferrari) was fourth and Brabham fifth.

In a fast and furious slipstreaming battle at Monza Denny Hulme (McLaren-Ford) ran out a worthy victor. The main excitement of the day, however, was the duel for second between Ickx (Ferrari) and the hero at the beginning of the Monaco race, Johnny Servoz-Gavin in the Matra. The Matra star won in the last breadth by a fifth of a second. Into fourth came Piers Courage (BRM) while Beltoise (Matra) was fifth and Jo Bonnier (McLaren-BRM) sixth.

American aces Mario Andretti (Lotus-Ford) and Bobby Unser (BRM) practised for the race, but because they returned to the United States for a race on the day before the event the Italian organisers disqualified them from taking part in the Grand Prix.

Denny Hulme followed up his Monza success with a repeat performance in the Canadian Grand Prix at Mont Tremblant. And Bruce McLaren made it McLaren one-two. In the opening stages Amon (Ferrari) and Rindt (Brabham-Repco) had set a cracking pace but both retired. Rodriguez (BRM) netted third place; Hill (Lotus-Ford) was fourth and Vic Elford (Cooper-BRM) fifth. Matra had a poor day and only Stewart in sixth spot finished.

American idol Mario Andretti was given a ride in a works Lotus-Ford in the United States race at Watkins Glen. And he proceeded to show his prowess by recording

fastest time in practice. He also led at the start of the race, but was soon overhauled by Stewart, who piloted his Matra to victory in front of Hill's Lotus-Ford. Surtees (Honda) was a complete lap down in third place as was Dan Gurney having an outing in one of the McLaren-Fords.

Hill made sure of his second title crown with a fine victory in the Mexican Grand Prix after a fierce duel with 'Seppi' Siffert's Lotus, and then fighting off an attack from Stewart's Matra. Siffert, who was forced to pit his car to have his throttle fixed, at least had the

satisfaction of setting up the fastest lap at a little over 107mph, but Stewart dropped down to seventh when the Matra gave handling trouble. McLaren (McLaren) finished second with Oliver (Lotus-Ford) third, Rodriguez (BRM) fourth and Jo Bonnier, on this occasion driving for Honda, fifth.

A year tinged with much sadness, but Hill was a worthy champion beating Stewart by 12 points. Hill scored 48. And the 1967 title holder, Hulme finished third in the reckonings with 33 points, only three fewer than the Scot.

SOUTH AFRICAN GRAND PRIX

Circuit: Kyalami. *Date:* January 1. *Laps:* 80 (204 miles).

Results

- 1 J. Clark (Lotus-Ford),
1hr 53min 56.6sec. 107.42mph.
 - 2 G. Hill (Lotus-Ford),
1hr 54min 21.9sec.
 - 3 J. Rindt (Brabham-Repco),
1hr 54min 27.0sec.
 - 4 C. Amon (Ferrari), 78 laps.
 - 5 D. Hulme (McLaren-BRM),
78 laps.
 - 6 J. P. Beltoise (Matra-Cosworth),
77 laps.
 - 7 J. Siffert (Cooper-Maserati),
77 laps.
 - 8 J. Surtees (Honda), 75 laps.
 - 9 J. Love (Brabham-Repco),
75 laps.
- J. Pretorius (Brabham-Climax),
70 laps. Still running at finish
but unclassified.

Fastest lap: Clark (Lotus-Ford),
1min 23.7sec. 109.68mph.

Retirements

L. Scarfiotti (Cooper-Maserati)

radiator. Lap 2.
D. Charlton (Brabham-Repco)
crown wheel and pinion. Lap 3.
B. Redman (Cooper-Maserati)
engine. Lap 5.
M. Spence (BRM) boiling fuel.
Lap 8.
A. de Adamich (Ferrari) crash.
Lap 13.
J. Brabham (Brabham-Repco)
engine. Lap 17.
B. van Rooyen (Cooper-Climax)
engine. Lap 20.
P. Rodriguez (BRM) fuel vaporisation.
Lap 20.
J. Stewart (Marta-Ford) engine.
Lap 38.
S. Tingle (LDS-Repco)
ignition and fuel. Lap 38.
J. Bonnier (Cooper-Maserati)
rear wheel and overheating. Lap 47.
J. Ickx (Ferrari) oil tank. Lap 41.
D. Gurney (Eagle-Weslake)
oil leak. Lap 58.

Starting Grid (C)

- | | | |
|----------------------|-------------------|-------------------|
| 1 Clark 1'21.6. | 2 G. Hill 1'22.6. | 3 Stewart 1'22.7. |
| 4 Rindt 1'23.0. | 5 Brabham 1'23.2. | 6 Surtees 1'23.5. |
| 7 de Adamich 1'23.6. | 8 Amon 1'23.8. | 9 Hulme 1'24.0. |

10 Rodriguez 1'24.9.

13 Spence 1'25.9.

16 Siffert 1'26.4.

19 Bonnier 1'27.3.

22 Tingle 1'28.6.

11 Ickx 1'24.9.

14 Charlton 1'26.2.

17 Love 1'27.0.

20 van Rooyen 1'27.8.

23 Pretorius 1'29.0.

12 Gurney 1'25.6.

15 Scarfiotti 1'26.3.

18 Beltoise 1'27.2.

21 Redman 1'28.0.

Non-starter: T. Jefferies (Cooper-Climax).

SPANISH GRAND PRIX

Circuit: Jarama. *Date:* May 12. *Laps:* 90 (190 miles).

Results

1 G. Hill (Lotus-Ford),
2hr 15min 20.1sec. 84.41mph.

2 D. Hulme (McLaren-Ford),
2hr 15min 36.0sec.

3 B. Redman (Cooper-BRM),
89 laps.

4 L. Scarfiotti (Cooper-BRM),
89 laps.

5 J. P. Beltoise (Matra-Ford), 81 laps.

Fastest lap: J. P. Beltoise (Matra-Ford), 1min 28.3sec. 86.25mph.

Retirements

J. Rindt (Brabham-Repco)
overheating, low oil pressure.
Lap 11.

J. Ickx (Ferrari) ignition. Lap 14.

P. Rodriguez (BRM) accident.
Lap 28.

P. Courage (BRM) metering

unit. Lap 53.

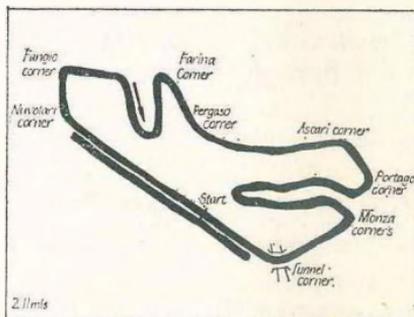
C. Amon (Ferrari) fuel pump. Lap 58.

J. Siffert (Lotus-Ford)

transmission. Lap 63.

J. Surtees (Honda) gear linkage.
Lap 75.

B. McLaren (McLaren-Ford) oil.
Lap 78.



Starting Grid (A)

1 Amon 1'27.9.

4 McLaren 1'28.3.

7 Surtees 1'28.8.

10 Siffert 1'29.7.

13 Redman 1'31.0.

2 Rodriguez 1'28.1.

5 Beltoise 1'28.3.

8 Ickx 1'29.6.

11 Courage 1'29.9.

3 Hulme 1'28.3.

6 G. Hill 1'28.4.

9 Rindt 1'29.7.

12 Scarfiotti 1'30.8.

Non-starter: J. Brabham (Brabham-Repco) 1'44.2.

MONACO GRAND PRIX

Circuit: Monte Carlo. *Date:* May 26. *Laps:* 80 (156 miles).

Results

1 G. Hill (Lotus-Ford),
2hr 0min 32.3sec. 77.82mph.

2 R. Attwood (BRM),
2hr 0min 34.5sec.

3 L. Bianchi (Cooper-BRM),

76 laps.

4 L. Scarfiotti (Cooper-BRM),
76 laps.

5 D. Hulme (McLaren-Ford),
73 laps.

Fastest lap: R. Attwood (BRM),
1min 28.1sec. 79.68mph.

Retirements

B. McLaren (McLaren-Ford)
crash. Lap 1.
J. Oliver (Lotus-Ford) crashed into
McLaren's car. Lap 1.
J. Servoz-Gavin (Matra-Ford)
drive shaft. Lap 4.
J. Brabham (Brabham-Repco)
suspension. Lap 8.

J. Rindt (Brabham-Repco) spin.
Lap 9.
D. Gurney (Eagle) oil pressure
and ignition. Lap 10.
J. Siffert (Lotus-Ford) crown
wheel and pinion. Lap 11.
P. Courage (BRM) chassis rear
sub frame. Lap 12.
J.-P. Beltoise (Matra) accident.
damaged suspension. Lap 12.
J. Surtees (Honda) gearbox. Lap 17.
P. Rodriguez (BRM) crash. Lap 17.

Starting Grid (K)

1 G. Hill 1'28.2.	2 Servoz-Gavin 1'28.8.	3 Siffert 1'28.8.
4 Surtees 1'29.1.	5 Rindt 1'29.2.	6 Attwood 1'29.6.
7 McLaren 1'29.6.	8 Beltoise 1'29.7.	9 Rodriguez 1'30.4.
10 Hulme 1'30.4.	11 Courage 1'30.6.	12 Brabham 1'31.2.
13 Oliver 1'31.7.	14 Bianchi 1'31.9.	15 Scarfiotti 1'32.9.
16 Gurney 1'32.9.		

Non-starters: J. Bonnier (McLaren-BRM) 1'32.1.; S. Moser (Brabham-Repco)
1'32.4. K. St. John (McLaren V8 Climax).

BELGIAN GRAND PRIX

Circuit: Spa-Francorchamps. *Date:* June 9. *Laps:* 28 (245 miles).

Results

1 B. McLaren (McLaren-Ford),
1hr 40min 2.1sec. 147.14mph.
2 P. Rodriguez (BRM),
1hr 40min 14.2sec.
3 J. Ickx (Ferrari),
1hr 40min 41.7sec.
4 J. Stewart (Matra-Ford), 27 laps.
5 J. Oliver (Lotus-Ford), 26 laps.
(Half shaft went on 26th lap,
but was classified).
6 L. Bianchi (Cooper-BRM),
26 laps.
7 J.-P. Beltoise (Matra-Ford),
25 laps.

Fastest lap: J. Surtees (Honda),
3min 30.5sec. 149.84mph.

Retirements

J. Bonnier (McLaren-BRM)

wheel stud. Lap 1.
G. Hill (Lotus-Ford) universal
joint. Lap 6.
J. Brabham (Brabham-Repco)
sticking throttle. Lap 6.
R. Attwood (BRM) crash. Lap 6.
B. Redman (Cooper-BRM)
crash and fire. Lap 6.
J. Rindt (Brabham-Repco)
engine. Lap 6.
C. Amon (Ferrari) radiator. Lap 8.
J. Surtees (Honda) wishbone.
Lap 11.
D. Hulme (McLaren-Ford)
half shaft. Lap 18.
P. Courage (BRM) cracked liner.
Lap 23.
J. Siffert (Lotus-Ford) oil
pressure. Lap 26.

Starting Grid (C)

- | | | |
|---------------------|---------------------|----------------------|
| 1 Amon 3'28.6. | 2 Stewart 3'32.3. | 3 Ickx 3'34.3. |
| 4 Surtees 3'35.0. | 5 Hulme 3'35.4. | 6 McLaren 3'37.1. |
| 7 Courage 3'37.2. | 8 Rodriguez 3'37.8. | 9 Siffert 3'39.0. |
| 10 Redman 3'41.4. | 11 Attwood 3'45.2. | 12 Bianchi 3'45.9. |
| 13 Beltoise 3'52.9. | 14 G. Hill 4'06.1. | 15 Oliver 4'30.8. |
| 16 Bonnier 4'34.3. | 17 Rindt 4'46.7. | 18 Brabham. No time. |

DUTCH GRAND PRIX

Circuit: Zandvoort. *Date:* June 23. *Laps:* 90 (234 miles).

Results

- 1 J. Stewart (Matra-Ford),
2hr 46min 11.26sec. 84.66mph.
- 2 J. P. Beltoise (Matra),
2hr 47min 45.19sec.
- 3 P. Rodriguez (BRM), 89 laps.
- 4 J. Ickx (Ferrari), 88 laps.
- 5 S. Moser (Brabham-Repco),
87 laps.
- 6 C. Amon (Ferrari), 85 laps.
- 7 R. Attwood (BRM), 85 laps.
- 8 J. Bonnier (McLaren-BRM),
82 laps.
- 9 G. Hill (Lotus-Ford), 81 laps.
(Classified although not
running at end).
- 10 J. Oliver (Lotus-Ford), 80 laps.
(Running at end, but not
classified).

Fastest lap: J. P. Beltoise (Matra),
1min 45.91sec. 87.56mph.

Starting Grid (A)

- | | | |
|----------------------|-----------------------|---------------------|
| 1 Amon 1'23.54. | 2 Rindt 1'23.70. | 3 G. Hill 1'23.84. |
| 4 Brabham 1'23.90. | 5 Stewart 1'24.41. | 6 Ickx 1'24.42. |
| 7 Hulme 1'24.45. | 8 McLaren 1'24.58. | 9 Surtees 1'25.22. |
| 10 Oliver 1'25.48. | 11 Rodriguez 1'25.51. | 12 Gurney 1'25.79. |
| 13 Siffert 1'25.86. | 14 Courage 1'26.07. | 15 Attwood 1'26.72. |
| 16 Beltoise 1'26.76. | 17 Moser 1'28.29. | 18 Bianchi 1'28.31. |
| 19 Bonnier 1'28.43. | | |

FRENCH GRAND PRIX

Circuit: Rouen Les Essarts. *Date:* July 7. *Laps:* 60 (243.89 miles).

Results

- | | |
|---|--|
| 1 J. Ickx (Ferrari),
2hr 25min 40.9sec. 100.45mph. | 2hr 27min 39.5sec. |
| 2 J. Surtees (Honda), | 3 J. Stewart (Matra-Ford),
59 laps. |

- 4 V. Elford (Cooper-BRM),
58 laps.
5 D. Hulme (McLaren-Ford),
58 laps.
6 P. Courage (BRM), 57 laps.
7 R. Attwood (BRM), 57 laps.
8 B. McLaren (McLaren-Ford),
56 laps.
9 J.-P. Beltoise (Matra), 56 laps.
10 C. Amon (Ferrari), 55 laps.
11 J. Siffert (Lotus-Ford), 54 laps.
12 P. Rodriguez (BRM), 53 laps.
(Not officially classified).
Fastest lap: Rodriguez (BRM),

2min 11.5sec. 111.28mph.

Retirements

- J. Schlesser (Honda) accident.
Lap 3. †
G. Hill (Lotus-Ford) drive shaft.
Lap 15.
J. Servoz-Gavin (Cooper-BRM)
accident. Lap 15.
J. Brabham (Repco-Brabham)
fuel pump. Lap 16.
J. Rindt (Repco-Brabham) fuel
leak. Lap 46.
†Died as result of accident.

Starting Grid (A)

- | | | |
|-------------------------|----------------------|--------------------|
| 1 Rindt 1'56.1. | 2 Stewart 1'57.3. | 3 Ickx 1'57.7. |
| 4 Hulme 1'57.7. | 5 Amon 1'57.8. | 6 McLaren 1'58.0. |
| 7 Surtees 1'58.2. | 8 Beltoise 1'58.9. | 9 Hill 1'59.1. |
| 10 Rodriguez 1'59.3. | 11 Oliver 2'00.2.* | 12 Siffert 2'00.3. |
| 13 Attwood 2'00.8. | 14 Brabham 2'00.8. | 15 Courage 2'01.1. |
| 16 Servoz-Gavin 2'01.2. | 17 Schlesser 2'04.5. | 18 Elford 2'05.5. |

*Non-starter.

BRITISH GRAND PRIX

Circuit: Brands Hatch. *Date*: July 20. *Laps*: 80 (212 miles).

Results

- | | |
|---|---|
| 1 J. Siffert (Lotus-Ford),
2hr 1min 20.3sec. 104.83mph. | J. Bonnier (McLaren-BRM) engine.
Lap 7. |
| 2 C. Amon (Ferrari),
2hr 1min 24.7sec. | D. Gurney (Eagle) fuel pump.
Lap 8. |
| 3 J. Ickx (Ferrari), 79 laps. | R. Attwood (BRM) radiator.
Lap 11. |
| 4 D. Hulme (McLaren-Ford),
79 laps. | J.-P. Beltoise (Matra)
oil pressure. Lap 12. |
| 5 J. Surtees (Honda), 78 laps. | G. Hill (Lotus-Ford)
universal joint. Lap 27. |
| 6 J. Stewart (Matra-Ford), 78 laps. | V. Elford (Cooper-BRM) engine.
Lap 27. |
| 7 B. McLaren (McLaren-Ford),
77 laps. | R. Widdows (Cooper-BRM)
ignition. Lap 36. |
| 8 P. Courage (BRM), 72 laps.
S. Moser (Brabham-Repco),
52 laps. (Running at finish,
but unclassified). | J. Oliver (Lotus-Ford) gearbox
seized. Lap 44. |
| <i>Fastest lap</i> : Siffert (Lotus-Ford),
1min 29.7sec. 106.35mph. | P. Rodriguez (BRM) timing chain.
Lap 53. |
| Retirements | J. Rindt (Brabham-Ford) fuel
system. Lap 56. |
| J. Brabham (Brabham-Repco)
exhaust camshaft. Lap 1. | |

Starting Grid (A)

- | | | |
|----------------------|---------------------|--------------------|
| 1 G. Hill 1'28.9. | 2 Oliver 1'29.4. | 3 Amon 1'29.5. |
| 4 Siffert 1'29.7. | 5 Rindt 1'29.9. | 6 Gurney 1'30.0. |
| 7 Stewart 1'30.0. | 8 Brabham 1'30.2. | 9 Surtees 1'30.3. |
| 10 McLaren 1'30.4. | 11 Hulme 1'30.4. | 12 Ickx 1'31.0. |
| 13 Rodriguez 1'31.6. | 14 Beltoise 1'31.6. | 15 Attwood 1'31.7. |
| 16 Courage 1'32.3. | 17 Elford 1'33.0. | 18 Widdows 1'34.0. |
| 19 Moser 1'35.4. | 20 Bonnier 1'36.8. | |

Non-starters: T. Lanfranchi (BRM), L. Bianchi (Cooper-Alfa Romeo), and Tom Jones (Cooper-Maserati).

GERMAN GRAND PRIX (European G.P.)

Circuit: Nurburgring. *Date:* August 4. *Laps:* 14 (198.64 miles).

Results

- | | |
|--|--|
| 1 J. Stewart (Matra-Ford),
2hr 19min 03.2sec. 86.86mph. | 12 K. Ahrens (Brabham-Rep co),
13 laps. |
| 2 G. Hill (Lotus-Ford),
2hr 23min 06.4sec. | 13 B. McLaren (McLaren-Ford),
13 laps. |
| 3 J. Rindt (Brabham-Repco),
2hr 23min 12.6sec. | 14 R. Attwood (BRM), 13 laps. |
| 4 J. Ickx (Ferrari),
2hr 24min 58.4sec. | <i>Fastest lap:</i> Stewart (Matra-Ford),
9min 36.0sec. 88.67mph. |
| 5 J. Brabham (Brabham-Repco),
2hr 25min 24.3sec. | Retirements |
| 6 P. Rodriguez (BRM),
2hr 25min 28.2sec. | V. Elford (Cooper-BRM)
accident. Lap 1. |
| 7 D. Hulme (McLaren-Ford),
2hr 25min 34.2sec. | J. Surtees (Honda) engine.
Lap 4. |
| 8 P. Courage (BRM),
2hr 26min 59.6sec. | J. Siffert (Lotus-Ford)
ignition. Lap 7. |
| 9 D. Gurney (Eagle),
2hr 27min 16.9sec. | L. Bianchi (Cooper-BRM)
fuel tank. Lap 7. |
| 10 H. Hahne (BMW 2-litre),
2hr 29min 14.6sec. | J.-P. Beltoise (Matra) accident.
Lap 9. |
| 11 J. Oliver (Lotus-Ford), 13 laps. | C. Amon (Ferrari) accident.
Lap 12. |

Starting Grid (A)

- | | | |
|---------------------|-----------------------|----------------------|
| 1 Ickx 9'04.0. | 2 Amon 9'14.9. | 3 Rindt 9'31.9. |
| 4 Hill 9'46.0. | 5 Elford 9'53.0. | 6 Stewart 9'54.2. |
| 7 Surtees 9'57.8. | 8 Courage 10'00.1. | 9 Siffert 10'03.4. |
| 10 Gurney 10'13.9. | 11 Hulme 10'16.0. | 12 Beltoise 10'17.3. |
| 13 Oliver 10'18.7. | 14 Rodriguez 10'19.7. | 15 Brabham 10'23.1. |
| 16 McLaren 10'33.0. | 17 Ahrens 10'37.3. | 18 Hahne 10'42.9. |
| 19 Bianchi 10'46.6. | 20 Attwood 10'48.2. | |

Non-starters: S. Moser (Brabham-Repco), and J. Bonnier (McLaren-BRM).

ITALIAN GRAND PRIX

Circuit: Monza. *Date:* September 8. *Laps:* 68 (242 miles).

Results

- 1 D. Hulme (McLaren-Ford),
1hr 40min 14.8sec. 145.41mph.
- 2 J. Servoz-Gavin (Matra-Ford),
1hr 41min 43.2sec.
- 3 J. Ickx (Ferrari),
1hr 41min 43.4sec.
- 4 P. Courage (BRM), 67 laps.
- 5 J.-P. Beltoise (Matra), 66 laps.
- 6 J. Bonnier (McLaren-BRM),
64 laps.

Fastest lap: J. Oliver (Lotus-Ford),
1min 26.5sec. 148.69mph.

Retirements

- V. Elford (Cooper-BRM)
left track at Lesmo. Lap 2.
D. Bell (Ferrari) fuel pump. Lap 2.
C. Amon (Ferrari) spin and crash.
Lap 9.

- J. Surtees (Honda) crash. Lap 9.
G. Hill (Lotus-Ford) wheel sheared.
Lap 11.
D. Gurney (Eagle) oil pressure.
Lap 18.
P. Rodriguez (BRM) engine. Lap 18.
B. McLaren (McLaren-Ford)
oil. Lap 34.
J. Rindt (Brabham-Repco)
dropped valve. Lap 34.
J. Oliver (Lotus-Ford) gearbox.
Lap 40.
D. Hobbs (Honda) engine. Lap 40.
J. Stewart (Matra-Ford) engine.
Lap 40.
J. Brabham (Brabham-Repco)
oil pressure. Lap 57.
J. Siffert (Lotus-Ford)
suspension. Lap 59.

Starting Grid (C)

- | | | |
|--------------------------|--------------------|----------------------|
| 1 Surtees 1'26.07. | 2 McLaren 1'26.11. | 3 Amon 1'26'12. |
| 4 Ickx 1'26.41. | 5 G. Hill 1'26.57. | 6 Stewart 1'26.60. |
| 7 Hulme 1'26.61. | 8 Bell 1'26.90. | 9 Siffert 1'26.96. |
| 10 Rindt 1'27.3. | 11 Oliver 1'27.4. | 12 Gurney 1'27.61. |
| 13 Servoz-Gavin 1'27.63. | 14 Hobbs 1'27.7. | 15 Rodriguez 1'28.2. |
| 16 Brabham 1'28.8. | 17 Courage 1'29.1. | 18 Beltoise 1'29.3. |
| 19 Bonnier 1'30.55. | 20 Elford 1'31.3. | |

Non-starters: M. Andretti (Lotus-Ford), 1'27.2; B. Unser (BRM), 1'30.56.

Non-qualifiers: F. Gardner (BRM), 1'31.4; S. Moser (Brabham-Repco), 1'33.7.

Withdrawn: L. Bianchi and R. Widdows (Cooper-BRM).

CANADIAN GRAND PRIX

Circuit: Mont Tremblant. *Date:* September 22. *Laps:* 90 (238 miles).

Results

- 1 D. Hulme (McLaren-Ford),
2hr 27min 11.2sec. 97.25mph.
- 2 B. McLaren (McLaren-Ford),
89 laps.
- 3 P. Rodriguez (BRM), 88 laps.
- 4 G. Hill (Lotus-Ford), 86 laps.
- 5 V. Elford (Cooper-BRM),
86 laps.
- 6 J. Stewart (Matra-Ford), 83 laps.
- 7 L. Bianchi (Cooper-BRM),

56 laps. (Running at end, but
unclassified).

Fastest lap: J. Siffert (Lotus-Ford),
1min 35.1sec. 100.32mph.

Retirements

- J. Bonnier (McLaren-BRM)
metering unit. Lap 1.
J. Surtees (Honda) gearbox.
Lap 11.

W. Brack (Lotus-Ford) drive shaft. Lap 19.
P. Courage (BRM) gearbox. Lap 23.
D. Gurney (McLaren-Ford) radiator. Lap 30.
J. Siffert (Lotus-Ford) engine. Lap 30.
J. Brabham (Brabham-Repco) exhaust studs. Lap 32.
J. Oliver (Lotus-Ford) drive

shaft. Lap 33.
J. Rindt (Brabham-Repco) engine. Lap 40.
H. Pescarola (Matra) oil pressure. Lap 55.
J. Servoz-Gavin (Matra-Ford) crash. Lap 71.
C. Amon (Ferrari) transmission. Lap 73.
J.-P. Beltoise (Matra) gearbox. Lap 78.

Starting Grid (A)

- | | | |
|-------------------------|--------------------|----------------------|
| 1 Rindt 1'33-8. | 2 Amon 1'33-8. | 3 Siffert 1'34-5. |
| 4 Gurney 1'34-5. | 5 G. Hill 1'34-8. | 6 Hulme 1'34-9. |
| 7 Surtees 1'34-9. | 8 McLaren 1'35-0. | 9 Oliver 1'35-2. |
| 10 Brabham 1'35-4. | 11 Stewart 1'35-4. | 12 Rodriguez 1'35-7. |
| 13 Servoz-Gavin 1'36-6. | 14 Courage 1'37-3. | 15 Beltoise 1'38-7. |
| 16 Elford 1'39-4. | 17 Bonnier 1'39-6. | 18 Bianchi 1'40-5. |
| 19 Pescarola 1'41-2. | 20 Brack 1'41-2. | |

Non-starter : A. Pease (Eagle-Climax) 1'49-6.

UNITED STATES GRAND PRIX

Circuit : Watkins Glen. *Date* : October 6. *Laps* : 108 laps (248.4 miles).

Results

- 1 J. Stewart (Matra-Ford),
1hr 59min 20-29sec. 124-89mph.
- 2 G. Hill (Lotus-Ford),
1hr 59min 44-97sec.
- 3 J. Surtees (Honda), 107 laps.
- 4 D. Gurney (McLaren-Ford),
107 laps.
- 5 J. Siffert (Lotus-Ford), 105 laps.
- 6 B. McLaren (McLaren-Ford),
103 laps.
L. Bianchi (Cooper-BRM),
88 laps. (Finished, but
unclassified).

Fastest lap : J. Stewart (Matra-Ford), 1min 5-22sec. 126-96mph.

Retirements

- D. Bell (Ferrari) engine. Lap 15.
M. Andretti (Lotus-Ford) clutch.
Lap 33.

B. Unser (BRM) engine. Lap 36.
J.-P. Beltoise (Matra) driveshaft.
Lap 45.
C. Amon (Ferrari) water pump.
Lap 60.
J. Bonnier (McLaren-BRM)
ignition. Lap 63.
P. Rodriguez (BRM) suspension.
Lap 67.
V. Elford (Cooper-BRM)
camshaft. Lap 72.
J. Rindt (Brabham-Repco)
engine. Lap 74.
J. Brabham (Brabham-Repco)
cam follower. Lap 78.
D. Hulme (McLaren-Ford) crash.
Lap 93.
P. Courage (BRM) ran out of fuel.
Lap 94.

Starting Grid (I)

1 Andretti 1'04-20.	2 Stewart 1'04-27.	3 G. Hill 1'04-28.
4 Amon 1'04-37.	5 Hulme 1'05-47.	6 Rindt 1'04-81.
7 Gurney 1'05-22.	8 Brabham 1'05-25.	9 Surtees 1'05-32.
10 McLaren 1'05-69.	11 Rodriguez 1'06-10.	12 Siffert 1'06-17.
13 Beltoise 1'06-96.	14 Courage 1'07-02.	15 Bell 1'07-06.
16 Oliver*	17 Elford 1'08-53.	19 Bonnier 1'08-93.
19 B. Unser 1'09-60.	20 Bianchi 1'09-77.	

Non-starter: H. Pescarola (Matra), 1'10-43.

*Oliver (Lotus-Ford) crashed and did not start.

MEXICAN GRAND PRIX

Circuit: Mexico City. *Date*: November 3. *Laps*: 65 (201-94 miles).

Results

1 G. Hill (Lotus-Ford), 1 hr 56min 43-95sec. 103-806mph.	J. Ickx (Ferrari) engine. Lap 3.
2 B. McLaren (McLaren-Ford), 1 hr 58min 3-27sec.	D. Hulme (McLaren-Ford) crash. Lap 10.
3 J. Oliver (Lotus-Ford), 1 hr 58min 24-60sec.	J.-P. Beltoise (Matra) rear suspension. Lap 10.
4 P. Rodriguez (BRM), 1 hr 58min 25-04sec.	J. Surtees (Honda) overheating. Lap 19.
5 J. Bonnier (Honda), 64 laps.	M. Solana (Lotus-Ford) wing trouble. Lap 15.
6 J. Siffert (Lotus-Ford), 64 laps.	C. Amon (Ferrari) water pump. Lap 21.
7 J. Stewart (Matra-Ford), 64 laps.	P. Courage (BRM) engine. Lap 26.
8 V. Elford (Cooper-BRM), 63 laps.	L. Bianchi (Cooper-BRM) engine. Lap 22.
9 H. Pescarola (Matra), 62 laps.	D. Gurney (McLaren-Ford) lower rear wishbone. Lap 28.
<i>Fastest lap</i> : Siffert (Lotus-Ford), 1min 44-23sec. 107-316mph.	J. Servoz-Gavin (Matra-Ford) engine. Lap 55.
	J. Brabham (Brabham-Repco) oil pressure. Lap 59.

Retirements

J. Rindt (Brabham-Repco)
engine. Lap 2.

Starting Grid (I)

1 Siffert 1'45-22.	2 Amon 1'45-62.	3 G. Hill 1'46-01.
4 Hulme 1'46-04.	5 Gurney 1'46-29.	6 Surtees 1'46-49.
7 Stewart 1'46-69.	8 Brabham 1'46-80.	9 McLaren 1'47-00.
10 Rindt 1'47-07.	11 Solana 1'47-67.	12 Rodriguez 1'47-80.
13 Beltoise 1'48-38.	14 Oliver 1'48-44.	15 Ickx 1'49-24.
16 Servoz-Gavin 1'49-27.	17 Elford 1'49-48.	18 Bonnier 1'49-96.
19 Courage 1'50-28.	20 Pescarola 1-50'43.	21 Bianchi 1'50-57.

FINAL CHAMPIONSHIP POSITIONS

12

1	Graham Hill	<i>points</i> 48	13	Lodovico Scarfiotti	<i>points</i> 6
2	Jackie Stewart	36		Richard Attwood	6
3	Denny Hulme	33		Johnny Servoz-Gavin	6
4	Jacky Ickx	27		Jackie Oliver	6
5	Bruce McLaren	22	17	Vic Elford	5
6	Pedro Rodriguez	18		Lucien Bianchi	5
7	Jo Siffert	12	19	Brian Redman	4
	John Surtees	12		Piers Courage	4
9	Jean-Pierre Beltoise	11	21	Dan Gurney	3
10	Chris Amon	10		Joakim Bonnier	3
11	Jim Clark	9†	23	Silvio Moser	2
12	Jochen Rindt	8		Jack Brabham	2

†Killed at Hockenheim.

Champagne year for Stewart/Tyrrell/Matra-Ford—Wings storm after series of incidents—Hill notches up fifth win at Monaco—Belgian G.P. cancelled—Slipstream epic at Monza—Hill breaks both legs in crash at Watkins Glen—Wretched year for BRM and Ferrari.

That wee canny Scot, Jackie Stewart, one of the most polished and professional of all drivers, fulfilled all the promise he had shown in previous seasons, and won six events—the South African, Spanish, Dutch, French, British and Italian Grand Prix—to make it a champagne year for team manager Ken Tyrrell and Matra-Ford. Stewart completed the year with 63 points, 26 more than Jacky Ickx, who, driving for the Brabham team, was runner-up in the title stakes.

Eagle, Honda and Cooper had all withdrawn at the end of 1968, with the result that all the major teams with the exception of Ferrari boasted the new Ford Cosworth engines. Even Jack Brabham had forsaken his Repco motors.

As usual there were several notable team changes—the brilliant Austrian Jochen Rindt, reputed by many to be the fastest man on four wheels, left Brabham to join the Gold Leaf Team Lotus set-up, replacing Jackie Oliver, who had signed on with BRM. Rindt's vacated seat at Brabhams was filled by Ickx, and with Honda out of racing the 1964 World Champion, John Surtees took over the Number One spot with BRM.

Stewart humbled the opposition in the South African GP at Kyalami, leading from start to finish to take the chequered flag almost 20 seconds

ahead of Graham Hill in the Lotus-Ford. Swiss ace 'Seppi' Siffert in Rob Walker's Lotus-Ford was sandwiched in fourth place between Denny Hulme (McLaren-Lotus) who was third and Bruce McLaren (McLaren-Ford). The highest placed local was Sam Tingle, who finished eighth at the wheel of his Brabham-Repco, seven laps behind Stewart.

Both teams Brabhams suffered from 'wing' troubles and eventually retired. Mario Andretti, having a 'one-off' drive in one of the works entered Lotus-Fords, challenged Stewart briefly before being forced out with transmission failure.

The great 'wings' controversy, most cars had now sprouted aero-foils, came to a head in the Spanish Grand Prix on the Montjuich Park circuit outside Barcelona. Both works' Lotus drivers Rindt and Hill were involved in nasty crashes, the causes directly concerning their wings. Fortunately neither driver sustained serious injury and thankfully new crash barriers had stopped the cars from careering into the crowds.

Race winner was once again Jackie Stewart, but this was perhaps his luckiest win of the year, only taking the lead after those ahead had dropped out or been delayed. New Zealander, Chris Amon had put in a particularly fine performance and was well ahead before his Ferrari ran its bearings. Stewart inherited the lead and cruised to victory two laps in front of McLaren (McLaren-Ford). Jean-Pierre Beltoise piloted his Matra into third place ahead of Hulme (McLaren) and Surtees (BRM).

Wings were banned at Monte

Carlo, but much to many teams' disgust, not until practice had started. Graham Hill became the undisputed 'King' by collecting his fifth win on this picturesque, but car killer circuit. Stewart (Matra) and Amon (Ferrari) had set the pace, but both retired leaving Hill in a commanding lead.

Independents had a magnificent day. Piers Courage at the wheel of the Frank Williams entered Brabham-Ford, finished a brilliant second only 17 seconds behind Hill, while Jo Siffert in the dark blue Walker/Durlacher Lotus-Ford netted third. Dickie Attwood, the sensation of the 1968 race, was substituting for the injured Rindt, in the works Lotus-Ford and finished fourth ahead of the McLarens of McLaren and Hulme. All the works entries from Brabham, Matra and BRM retired.

The Belgian Grand Prix at Spa was cancelled because the organisers could not agree to carry out certain safety measures to the circuit.

Jochen Rindt had recovered from his Spanish GP accident in time for the Dutch race at Zandvoort, and after gaining pole spot in practice led the race until drive shaft failure sidelined the Lotus. Stewart went on to collect his third win of the year, finishing 25 seconds up on Siffert, who again had driven the Rob Walker Lotus-Ford with great verve following a poor start. Amon enjoyed more luck on this occasion and brought his Ferrari in third ahead of Hulme (McLaren-Ford), Ickx and Brabham (Brabham-Ford). Several cars boasted small aerofoils during the race.

Another copybook drive saw Stewart claim victory in the French Grand Prix at Clermont-Ferrand. But the hero of the day was un-

doubtedly team-mate Beltoise, who had fought wheel to wheel with Ickx's Brabham-Ford, snatching second place on the last lap by a fifth of a second. McLaren (McLaren-Ford) finished a steady fourth ahead of Vic Elford in Colin Crabbe's Antique Automobiles entered McLaren-Ford.

Jochen Rindt stopped during the race because he was feeling unwell; Brabham did not compete because he had been injured in a testing accident; and BRMs did not start because they were still 'uncompetitive.'

At the British Grand Prix on the Silverstone track, Stewart (Matra-Ford) and Rindt (Lotus Ford) who were 'neighbours' in Switzerland, enjoyed a breathtaking duel for much of the race, before the Austrian was forced into the pits to fix a loose wing on the Lotus. Rindt remained in second place but fell down to fourth when he ran short of fuel. However all credit to Stewart, who after an accident in practice, had to take over Beltoise's machine in the race.

Several teams suffered from fuel miscalculations. Ickx, who had driven his Brabham-Ford right through the field from 10th place coasted across the line to take second place, and both Hill and Siffert had to call into the pits to take on fuel in the closing stages. McLaren, after another neat drive, collected third place, while Piers Courage in the Frank Williams Brabham-Ford and Vic Elford in the Antique Automobiles McLaren-Ford, took fifth and sixth places behind Rindt. Surtees and Oliver retired their BRMs soon after the start and Amon, and Pedro Rodriguez in the Ferrari team also went out.

Lotus gave their new four-wheel

drive machine its second outing in the hands of John Miles and after a smooth drive it finished 10th, Derek Bell piloted a four-wheel drive McLaren, but went out after only five laps.

It was 'Jacksons' day at the Nurburgring. Jacky Ickx, who got off to a poor start relentlessly closed on the leaders headed by Stewart and on the seventh lap seized the lead and took the chequered flag almost a minute in front of the Scot, whose Matra was suffering from gearbox trouble. It gave Brabhams their first win of the season and Ickx's second ever grand prix victory. McLaren (McLaren) was third ahead of Hill (Lotus-Ford) and the first two in the Formula Two section, Henri Pescarola (Matra-Ford) and Dickie Attwood (Brabham-Ford). However fifth and sixth positions in the Formula One section were awarded to Siffert (Lotus-Ford) and Beltoise (Matra-Ford) even though they were not running at the end.

Mario Andretti, having another ride in one of the works Lotus-Fords, Elford (McLaren-Ford) and Courage (Brabham-Ford) were eliminated in first lap incidents..

Stewart assured himself of the world title after another slip-streaming epic in the Italian race at Monza—only one-fifth of a second covered the first four—Stewart (Matra-Ford), Rindt (Lotus-Ford), Beltoise (Matra-Ford) and McLaren (McLaren-Ford) at the finish. Piers Courage, who led the race at one stage, brought the Frank Williams Brabham-Ford in fifth and Rodriguez collected a point by securing sixth for Ferrari.

A convincing victory for Ickx (Brabham-Ford) in Canada was somewhat overshadowed after a slight error of judgement in the

early stages in which 'Jackson' struck Stewart's Matra while they duelled for the lead. Stewart was forced to retire. The 'old' man Jack Brabham made it one-two for the Brabham organisation, after taking second place from Rindt's Lotus-Ford by 5.8 seconds. Fourth, fifth and sixth places were occupied by Beltoise (Matra), McLaren (McLaren) and Servoz-Gavin (Matra).

Victory had eluded Austrian ace Jochen Rindt during his grand prix career, but at Watkins Glen (United States GP) he collected the winner's garland after an inspired drive, and finished almost a minute ahead of Piers Courage in the Frank Williams Brabham-Ford. John Surtees gave BRM its best performance of the year taking third place, but he was two laps behind the leaders. Stewart fought for the lead at the start but was forced out when the Matra developed engine trouble.

Graham Hill had a nasty accident just before the end, breaking both his legs, when his Lotus-Ford crashed and overturned. It looked as though it would be a long time before Graham would be behind the wheel again, but his determined fight against doctor's orders captured the hearts of all race fans and he was back in action at the 1970 opening Championship round in South Africa. An amazing recovery.

New Zealander Denny Hulme made a superb return to form in the Mexican Grand Prix and following an unruffled drive took his McLaren-Ford to a two and a half second victory over Ickx's Brabham-Ford. Jack Brabham was third ahead of Stewart (Matra), Beltoise (Matra) and Oliver (BRM).

During the year the death of former Ferrari driver, Willy Mairesse, of Belgium, was recorded. An inquest showed he had taken an

overdose of sleeping tablets and registered the cause of death as suicide. Mairesse had escaped death on many occasions, being

involved in several bad crashes but he was always a fighter striving for the major grand prix success that had eluded him . . .

SOUTH AFRICAN GRAND PRIX

Circuit: Kyalami. *Date:* March. 1. *Laps:* 80 (203 miles).

Results

- 1 J. Stewart (Matra-Ford),
1hr 50min 39.1sec. 110.62mph.
 - 2 G. Hill (Lotus-Ford),
1hr 50min 57.9sec.
 - 3 D. Hulme (McLaren-Ford),
1hr 51min 10.9sec.
 - 4 J. Siffert (Lotus-Ford),
1hr 51min 28.3sec.
 - 5 B. McLaren (McLaren-Ford),
79 laps.
 - 6 J. P. Beltoise (Matra-Ford),
78 laps.
 - 7 J. Oliver (BRM), 77 laps.
 - 8 S. Tingle (Brabham-Repco),
73 laps.
 - 9 P. de Klerk (Brabham-Repco),
67 laps running but unclassified.
- Fastest lap:* Stewart (Matra-Ford),
1min 21.6sec. 112.5mph.

Retirements

- B. van Rooyen (McLaren-Ford) brakes. Lap 12.
J. Ickx (Brabham-Ford) lost wing, Engine unstartable at pit stop. Lap 20.
M. Andretti (Lotus-Ford) gears. Lap 31.
J. Love (Lotus-Ford) ignition. Lap 31.
J. Brabham (Brabham-Ford) poor handling following aerofoil removal. Lap 32.
C. Amon (Ferrari) power loss. Lap 34.
P. Rodriguez (BRM) clutch. Lap 38.
J. Surtees (BRM) valve. Lap 40.
J. Rindt (Lotus-Ford) fuel pump. Lap 44.

* Starting Grid (C)

- | | | |
|---------------------|---------------------|-------------------------|
| 1 Brabham 1'20.0. | 2 Rindt 1'20.2. | 3 Hulme 1'20.3. |
| 4 Stewart 1'20.4. | 5 Amon 1'20.5. | 6 Andretti 1'20.8. |
| 7 G. Hill 1'21.1. | 8 McLaren 1'21.1. | 9 van Rooyen 1'21.8. |
| 10 Love 1'22.1. | 11 Beltoise 1'22.2. | 12 Siffert 1'22.2. |
| 13 Ickx 1'23.1. | 14 Oliver 1'24.1. | 15 P. Rodriguez 1'25.2. |
| 16 de Klerk 1'27.2. | 17 Tingle 1'50.4. | 18 Surtees no time |

SPANISH GRAND PRIX

Circuit: Barcelona Monjuich Park. *Date:* May 4. *Laps:* 90 (211.98 miles).

Results

- 1 J. Stewart (Matra-Ford),
2hr 16min 53.99sec. 93.89mph.
- 2 B. McLaren (McLaren-Ford),
88 laps.
- 3 J-P. Beltoise (Matra-Ford),
87 laps.
- 4 D. Hulme (McLaren-Ford),
87 laps.
- 5 J. Surtees (BRM), 84 laps.

- 6 J. Ickx (Brabham-Ford), 83 laps*
 - 7 P. Rodriguez (BRM), 73 laps*
- *Not running at finish.
Fastest lap: J. Rindt (Lotus-Ford),
1min 28.3sec. 96.03mph.

Retirements

- J. Oliver (BRM) oil pipe burst on line. Lap 2.

G. Hill (Lotus-Ford) accident. Lap 9.
P. Courage (Brabham-Ford) engine
Lap 19.
J. Rindt (Lotus-Ford) accident,
wing broke. Lap 20.
J. Siffert (Lotus-Ford) engine.
Lap 31.

J. Brabham (Brabham-Ford)
engine. Lap 52.
C. Amon (Ferrari), engine. Lap 57.
P. Rodriguez (BRM) engine.
Lap 74.
J. Ickx (Brabham-Ford) rear
wishbone. Lap 84.

Starting Grid (C)

- | | | |
|--------------------|----------------------|---------------------|
| 1 Rindt 1'25.7. | 2 Amon 1'26.2. | 3 G. Hill 1'26.6. |
| 4 Stewart 1'26.9. | 5 Brabham 1'27.8. | 6 Siffert 1'28.2. |
| 7 Ickx 1'28.4. | 8 Hulme 1'28.6. | 9 Surtees 1'28.9. |
| 10 Oliver 1'29.2. | 11 Courage 1'29.3. | 12 Beltoise 1'29.5. |
| 13 McLaren 1'29.7. | 14 Rodriguez 1'34.1. | |

MONACO GRAND PRIX

Circuit: Monte Carlo. *Date:* May 18. *Laps:* 80 (156.33 miles).

Results

- 1 G. Hill (Lotus-Ford),
1hr 56min 59.4sec. 80.18mph.
- 2 P. Courage (Brabham-Ford),
1hr 57min 16.7sec.
- 3 J. Siffert (Lotus-Ford),
1hr 57min 34.0sec.
- 4 R. Attwood (Lotus-Ford),
1hr 57min 52.3sec.
- 5 B. McLaren (McLaren-Ford),
79 laps.
- 6 D. Hulme (McLaren-Ford),
78 laps.
- 7 V. Elford (Cooper-Maserati),
74 laps.

Fastest lap: J. Stewart (Matra-Ford), 1min 25.1sec. 82.67mph.

Retirements

- J. Oliver (BRM) front wishbone.
Lap 1.
J. Surtees (BRM) accident—
gearbox. Lap 10.
J. Brabham (Brabham-Ford)
accident. Lap 10.
P. Rodriguez (BRM), engine.
Lap 16.
C. Amon (Ferrari) differential.
Lap 17.
S. Moser (Brabham-Ford) rear
upright. Lap 17.
J.-P. Beltoise (Matra-Ford) rear
upright. Lap 22.
J. Stewart (Matra-Ford) rear
upright. Lap 23.
J. Ickx (Brabham-Ford) rear
upright. Lap 49.

Starting Grid (H)

- | | | |
|--------------------|----------------------|--------------------|
| 1 Stewart 1'24.6. | 2 Amon 1'25.0. | 3 Beltoise 1'25.4. |
| 4 Hill 1'25.8. | 5 Siffert 1'26.0. | 6 Surtees 1'26.0. |
| 7 Ickx 1'26.3. | 8 Brabham 1'26.4. | 9 Courage 1'26.4. |
| 10 Attwood 1'26.5. | 11 McLaren 1'26.7. | 12 Hulme 1'26.8. |
| 13 Oliver 1'28.4. | 14 Rodriguez 1'30.5. | 15 Moser 1'30.5. |
| 16 Elford 1'32.8. | | |

DUTCH GRAND PRIX

Circuit: Zandvoort. *Date:* June 21. *Laps:* 90 (234.9 miles).

Results

- 1 J. Stewart (Matra-Ford),
2hr 6min 42.08sec. 111.04mph.
- 2 J. Siffert (Lotus-Ford),
2hr 7min 6.60sec.
- 3 C. Amon (Ferrari),
2hr 7min 12.59sec.
- 4 D. Hulme (McLaren-Ford),
2hr 7min 19.24sec.
- 5 J. Ickx (Brabham-Ford),
2hr 7min 19.75sec.
- 6 J. Brabham (Brabham-Ford),
2hr 7min 52.89sec.
- 7 G. Hill (Lotus-Ford), 88 laps.
- 8 J-P. Beltoise (Matra-Ford),
87 laps.

- 9 J. Surtees (BRM), 87 laps.
 - 10 V. Elford (McLaren-Ford), 84 laps.
- Fastest lap:* Stewart (Matra-Ford),
1min 22.94sec. 113.08mph.

Retirements

- J. Oliver (BRM) gearbox. Lap 10.
P. Courage (Brabham-Ford)
clutch. Lap 13.
J. Rindt (Lotus-Ford) driveshaft.
Lap 17.
B. McLaren (McLaren-Ford) stub
axle bolt. Lap 25.
S. Moser (Brabham-Ford) steering
and electrics. Lap 55.

Starting Grid (A)

- | | | |
|---------------------|----------------------|---------------------|
| 1 Rindt 1'20.85. | 2 Stewart 1'21.14. | 3 Hill 1'22.01. |
| 4 Amon 1'22.69. | 5 Ickx 1'22.85. | 6 McLaren 1'22.87. |
| 7 Hulme 1'23.07. | 8 Brabham 1'23.10. | 9 Courage 1'23.36. |
| 10 Siffert 1'23.94. | 11 Beltoise 1'24.44. | 12 Surtees 1'25.07. |
| 13 Oliver 1'25.11. | 14 Moser 1'26.50. | 15 Elford 1'28.47. |

FRENCH GRAND PRIX

Circuit: Clermont Ferrand. *Date:* July 6. *Laps:* 38 (190.19 miles).

Results

- 1 J. Stewart (Matra-Ford),
1hr 56min 47.4sec. 97.71mph.
- 2 J-P. Beltoise (Matra-Ford),
1hr 57min 44.5sec.
- 3 J. Ickx (Brabham-Ford),
1hr 57min 44.7sec.
- 4 B. McLaren (McLaren-Ford),
37 laps.
- 5 V. Elford (McLaren-Ford),
37 laps.
- 6 G. Hill (Lotus-Ford), 37 laps.
- 7 S. Moser (Brabham-Ford),
36 laps.
- 8 D. Hulme (McLaren-Ford),
35 laps.

- 9 J. Siffert (Lotus-Ford), 34 laps.
 - 10 C. Amon (Ferrari), 30 laps.*
- *Not running at finish.

Fastest lap: Stewart (Matra-Ford),
3min 02.7sec. 98.62mph.

Retirements

- J. Miles (Lotus-Ford) fuel pump.
Lap 2.
P. Courage (Brabham-Ford)
bodywork mountings. Lap 22.
J. Rindt (Lotus-Ford) sickness.
Lap 23.
C. Amon (Ferrari) engine. Lap 31.

Starting Grid (H)

- | | | |
|-------------------|--------------------|-------------------|
| 1 Stewart 3'00.6. | 2 Hulme 3'02.4. | 3 Rindt 3'02.5. |
| 4 Ickx 3'02.6. | 5 Beltoise 3'02.9. | 6 Amon 3'04.2. |
| 7 McLaren 3'05.5. | 8 Hill 3'05.9. | 9 Siffert 3'06.3. |

10 Elford 3'08.0.
13 Moser 3'14.6.

11 Courage 3'09.9.

12 Miles 3'12.8.

BRITISH GRAND PRIX

Circuit: Silverstone. *Date:* July 19. *Laps:* 84 (245.96 miles).

Results

- 1 J. Stewart (Matra-Ford),
1hr 55min 55.6sec. 127.25mph.
- 2 J. Ickx (Brabham-Ford), 83 laps.
- 3 B. McLaren (McLaren-Ford),
83 laps.
- 4 J. Rindt (Lotus-Ford), 83 laps.
- 5 P. Courage (Brabham-Ford),
83 laps.
- 6 V. Elford (McLaren-Ford),
82 laps.
- 7 G. Hill (Lotus-Ford), 82 laps.
- 8 J. Siffert (Lotus-Ford), 81 laps.
- 9 J-P. Beltoise (Matra-Ford),
78 laps.
- 10 J. Miles (Lotus-Ford), 75 laps.

Fastest lap: Stewart (Matra-Ford),
1min 21.3sec. 129.61mph.

Retirements

- J. Surtees (BRM) front suspension.
Lap 1.
D. Bell (McLaren-Ford)
suspension carrier. Lap 5.
J. Bonnier (Lotus-Ford) engine.
Lap 6.
J. Oliver (BRM) transmission.
Lap 20.
D. Hulme (McLaren-Ford) ignition.
Lap 27.
C. Amon (Ferrari) gearbox. Lap 45.
P. Rodriguez (Ferrari) engine.
Lap 61.

Starting Grid (A)

- | | | |
|--------------------|---------------------|--------------------|
| 1 Rindt 1'20.8. | 2 Stewart 1'21.2. | 3 Hulme 1'21.5. |
| 4 Ickx 1'21.6. | 5 Amon 1'21.9. | 6 Surtees 1'22.21. |
| 7 McLaren 1'22.6. | 8 Rodriguez 1'22.6. | 9 Siffert 1'22.7. |
| 10 Courage 1'22.9. | 11 Elford 1'23.3. | 12 G. Hill 1'23.6. |
| 13 Oliver 1'23.7. | 14 Miles 1'25.1. | 15 Bell 1'26.1. |
| 16 Bonnier 1'28.2. | 17 Beltoise 1'31.2. | |

Non-starters: D. Gurney (Brabham-Ford); B. Redman (Cosworth-Ford-4WD).

GERMAN GRAND PRIX

Circuit: Nurburgring. *Date:* August 3. *Laps:* 14 (198.64 miles).

Results

- | | |
|--|---|
| 1 J. Ickx (Brabham-Ford),
1hr 49min 55.4sec. 108.43mph. | 6 R. Attwood (Brabham-Ford F2),
13 laps. |
| 2 J. Stewart (Matra-Ford),
1hr 50min 53.1sec. | 7 K. Ahrens (Brabham-Ford F2),
13 laps. |
| 3 B. McLaren (McLaren-Ford),
1hr 53min 17.0sec. | 8 R. Stommelen (Lotus-Ford F2),
13 laps. |
| 4 G. Hill (Lotus-Ford),
1hr 53min 54.2sec. | 9 P. Westbury (Brabham-Ford F2)
13 laps. |
| 5 H. Pescarola (Matra-Ford F2),
1hr 58min 6.4sec. 100.9mph. | 10 X. Perrot (Brabham-Ford F2),
13 laps. |

J. Siffert (Lotus-Ford) classified 5th Formula 1, but not running at end.

J. P. Beltoise (Matra-Ford) classified 6th Formula 1, but not running at end. Both cars on 12 laps.

Fastest lap: Ickx (Brabham-Ford), 7min 43.8sec. 110-13mph.

Retirements

M. Andretti (Lotus-Ford 4Wd) accident. Lap 1.

V. Elford (McLaren-Ford) accident. Lap 1.

P. Courage (Brabham-Ford)

- 1 Ickx 7'42-1.
- 4 Siffert 7'50-3.
- 7 Courage 7'56-1.
- 10 Beltoise 8'00-3.
- 13 Oliver 8'16-2.

Starting Grid (A)

- | | |
|----------------------------|---------------------|
| 2 Stewart 7'42-4. | 3 Rindt 7'48-0. |
| 5 Hulme 7'52-8. | 6 Elford 7'54-8. |
| 8 McLaren 7'56-5. | 9 Hill 7'57-0. |
| 11 Surtees entry withdrawn | 12 Andretti 8'15-4. |
| 14 Bonnier 8'35-0. | |

Formula 2 Grid

- | | | |
|------------------------|------------------|---------------------|
| 1 Servoz-Gavin 8'11-1. | 2 Cevert 8'13-9. | 3 Pescarola 8'14-8. |
| 4 Westbury 8'20-0. | 5 Ahrens 8'23-2. | 6 Attwood 8'24-6. |
| 7 Stommelen 8'28-1. | 8 Perrot 8'35-4. | |

Non-starters: G. Mitter (BMW F2) killed in practice; H. Hahne (BMW F2) withdrawn; D. Quester (BMW F2) withdrawn; H. Herrmann (Lotus-Ford F2) and J. Surtees (BRM).

ITALIAN GRAND PRIX

Circuit: Monza. *Date*: September 7. *Laps*: 58 (242-95 miles).

Results

- | | |
|--|--|
| 1 J. Stewart (Matra-Ford),
1hr 39min 11.26sec. 146.96mph. | 9 G. Hill (Lotus-Ford), 63 laps.* |
| 2 J. Rindt (Lotus-Ford),
1hr 39min 11.34sec. | 10 J. Ickx (Brabham-Ford), 61 laps* |
| 3 J. P. Beltoise (Matra-Ford),
1hr 39min 11.43sec. | 11 J. Surtees (BRM), 60 laps. |
| 4 B. McLaren (McLaren-Ford),
1hr 39min 11.45sec. | *Not running at finish. |
| 5 P. Courage (Brabham-Ford),
1hr 39min 44.70sec. | <i>Fastest lap</i> : J. P. Beltoise (Matra-Ford), 1min 25.2sec. 150.96mph. |
| 6 P. Rodriguez (Ferrari), 66 laps. | |
| 7 D. Hulme (McLaren-Ford),
66 laps. | |
| 8 J. Siffert (Lotus-Ford), 64 laps.* | |

Retirements

J. Miles (Lotus-Ford) engine. Lap 4.

J. Brabham (Brabham-Ford) fuel pipe. Lap 7.

S. Moser (Brabham-Ford) fuel leaks. Lap 10.

J. Oliver (BRM) oil pressure.
Lap 49.
J. Ickx (Brabham-Ford) oil
pressure. Lap 62.

G. Hill (Lotus-Ford) drive shaft.
Lap 64.
J. Siffert (Lotus-Ford) piston.
Lap 65.

Starting Grid (H)

- | | | |
|---------------------|--------------------|-------------------------|
| 1 Rindt 1'25-48. | 2 Hulme 1'25-69. | 3 Stewart 1'25-82. |
| 4 Courage 1'26-48. | 5 McLaren 1'26-48. | 6 Beltoise 1'26-72. |
| 7 Brabham 1'26-90. | 8 Siffert 1'27-04. | 9 G. Hill 1'27-31. |
| 10 Surtees 1'27-40. | 11 Oliver 1'28-40. | 12 P. Rodriguez 1'28-47 |
| 13 Moser 1'28-51. | 14 Miles 1'30-56. | 15 Ickx 1'37-96. |
| 16 | | |

Non-starters: E. Brambilla (Ferrari) 1'30-86. Also C. Amon (Ferrari);
J. Servoz-Gavin (Matra-Ford), and J. Bonnier (Lotus-49B).

CANADIAN GRAND PRIX

Circuit: Mosport Park. *Date*: September 20. *Laps*: 90 (221.3 miles).

Results

- 1 J. Ickx (Brabham-Ford),
1hr 59min 25.7sec. 112.76mph.
 - 2 J. Brabham (Brabham-Ford),
2hr 0min 11.9sec.
 - 3 J. Rindt (Lotus-Ford),
2hr 0min 17.7sec.
 - 4 J. P. Beltoise (Matra-Ford),
89 laps.
 - 5 B. McLaren (McLaren-Ford),
87 laps.
 - 6 J. Servoz-Gavin (Matra-Ford),
84 laps.
 - 7 P. Lovely (Lotus-Ford), 81 laps.
- W. Brack (BRM), 80 laps. (Still
running at finish but unclassified).
Fastest lap: Ickx (Brabham-Ford),
1min 18.1sec. 114.78mph.

Retirements

S. Moser (Brabham-Ford) crash.
Lap 1.

J. Oliver (BRM) engine. Lap 3.
D. Hulme (McLaren-Ford)
distributor. Lap 10.
J. Cordts (Brabham-Climax) oil
leak. Lap 11.
P. Courage (Brabham-Ford) fuel
leak. Lap 14.
J. Surtees (BRM) engine. Lap 16.
A. Pease (Eagle-Climax) black
flag, insufficient speed. Lap 23.
J. Stewart (Matra-Ford) collision.
Lap 33.
P. Rodriguez (Ferrari) oil pressure.
Lap 38.
J. Miles (Lotus-Ford) gearbox.
Lap 41.
J. Siffert (Lotus-Ford) drive shaft.
Lap 41.
G. Hill (Lotus-Ford) camshaft.
Lap 43.

Starting Grid (A)

- | | | |
|----------------------|--------------------|-------------------------|
| 1 Ickx 1'17.4. | 2 Beltoise 1'17.9. | 3 Rindt 1'17.9. |
| 4 Stewart 1'17.9. | 5 Hulme 1'18.0. | 6 Brabham 1'18.0. |
| 7 G. Hill 1'18.3. | 8 Siffert 1'18.5. | 9 McLaren 1'18.5. |
| 10 Courage 1'19.5. | 11 Miles 1'20.0. | 12 Oliver 1'20.2. |
| 13 Rodriguez 1'20.5. | 14 Surtees 1'20.6. | 15 Servoz-Gavin 1'21.4. |
| 16 Lovely 1'22.9. | 17 Pease 1'28.5. | 18 Brack 1'28.7. |
| 19 Cordts 1'29.7. | 20 Moser 1'41.4. | |

UNITED STATES GRAND PRIX

Circuit: Watkins Glen. *Date:* October 5. *Laps:* 108 (248.4 miles).

Results

- 1 J. Rindt (Lotus-Ford),
1hr 57min 56.84sec. 126.36mph.
- 2 P. Courage (Brabham-Ford),
1hr 58min 43.83sec.
- 3 J. Surtees (BRM), 106 laps.
- 4 J. Brabham (Brabham-Ford),
106 laps.
- 5 P. Rodriguez (Ferrari), 101 laps.
- 6 S. Moser (Brabham-Ford),
98 laps.
- 7 J. Servoz-Gavin (Matra-Ford),
92 laps.

Fastest lap: Rindt (Lotus-Ford),
1min 4.34sec. 128.69mph.

Retirements

J. Siffert (Lotus-Ford) metering
unit. Lap 4.

M. Andretti (Lotus-Ford) rear
suspension. Lap 4.
J. Oliver (BRM) engine. Lap 24.
P. Lovely (Lotus-Ford) drive shaft.
Lap 26.
J. Stewart (Matra-Ford) engine.
Lap 36.
D. Hulme (McLaren-Ford) gear
selector. Lap 53.
J. P. Beltoise (Matra-Ford) engine.
Lap 73.
G. Eaton (BRM) engine. Lap 77.
J. Ickx (Brabham-Ford) engine.
Lap 78.
G. Hill (Lotus-Ford) accident.
Lap 91.

Starting Grid (I)

- | | | |
|----------------------|---------------------|-------------------------|
| 1 Rindt 1'03.62. | 2 Hulme 1'03.65. | 3 Stewart 1'03.77. |
| 4 G. Hill 1'04.05. | 5 Siffert 1'04.06. | 6 McLaren* 1'04.22. |
| 7 Beltoise 1'04.29. | 8 Ickx 1'04.32. | 9 Courage 1'04.58. |
| 10 Brabham 1'04.80. | 11 Surtees 1'05.06. | 12 Rodriguez 1'05.94. |
| 13 Andretti 1'06.52. | 14 Oliver 1'06.55. | 15 Servoz-Gavin 1'07.13 |
| 16 Lovely 1'07.55. | 17 Moser 1'08.20. | 18 Eaton 1'11.27. |

*Non-starter.

MEXICAN GRAND PRIX

Circuit: Mexico City. *Date:* October 19. *Laps:* 65 (201.94 miles).

Results

- 1 D. Hulme (McLaren-Ford),
1hr 54min 8.80sec. 106.15mph.
 - 2 J. Ickx (Brabham-Ford),
1hr 54min 11.36sec.
 - 3 J. Brabham (Brabham-Ford),
1hr 54min 47.28sec.
 - 4 J. Stewart (Matra-Ford),
1hr 54min 55.84sec.
 - 5 J. P. Beltoise (Matra-Ford),
1hr 55min 47.32sec.
 - 6 J. Oliver (BRM), 63 laps.
 - 7 P. Rodriguez (Ferrari), 63 laps.
 - 8 J. Servoz-Gavin (Matra-Ford),
63 laps.
 - 9 P. Lovely (Lotus-Ford), 62 laps.
 - 10 P. Courage (Brabham-Ford),
61 laps.
 - 11 S. Moser (Brabham-Ford),
60 laps (Not running at finish).
- Fastest lap:* Ickx (Brabham-Ford),
1min 43.05sec. 108.53mph.

Retirements

B. McLaren (McLaren-Ford) fuel
injection drive belt, warming-up
lap.
J. Miles (Lotus-Ford) fuel pump.
Lap 4.

J. Siffert (Lotus-Ford) accident,
collision with Courage. Lap 5.
G. Eaton (BRM) gearbox. Lap 7.
J. Rindt (Lotus-Ford) wishbone.

Lap 22.
J. Surtees (BRM) gearbox. Lap 54.
S. Moser (Brabham-Ford) fuel
leak. Lap 61.

Starting Grid (I)

- | | | |
|---------------------|--------------------------|-----------------------|
| 1 Brabham 1'42-90. | 2 Ickx 1'43-60. | 3 Stewart 1'43-67. |
| 4 Hulme 1'43-70. | 5 Siffert 1'43-81. | 6 Rindt 1'43-94. |
| 7 McLaren* 1'44-75. | 8 Beltoise 1'45-58. | 9 Courage 1'47-23. |
| 10 Surtees 1'47-29. | 11 Miles 1'47-76. | 12 Oliver 1'48-01. |
| 13 Moser 1'48-25. | 14 Servoz-Gavin 1'48-74. | 15 Rodriguez 1'49-46. |
| 16 Lovely 1'50-34. | 17 Eaton 1'52-30. | |

*Non-starter

FINAL CHAMPIONSHIP POSITIONS

	<i>points</i>		<i>points</i>	
1 Jackie Stewart	63	10 Jack Brabham	14	
2 Jacky Ickx	37	11 John Surtees	6	
3 Bruce McLaren	26	12 Chris Amon	4	
4 Jochen Rindt	22	13 Richard Attwood	3	
5 Jean-Pierre-Beltoise	21	Vic Elford	3	
6 Denis Hulme	20	Pedro Rodriguez	3	
7 Graham Hill	19	16 Johnny Servoz-Gavin	1	
8 Piers Courage	16	Silvio Moser	1	
9 Joseph Siffert	15	Jackie Oliver	1	

Championship awarded post-humously after tragic death of Jochen Rindt during practice for Italian Grand Prix—Courage dies at Zandvoort—McLaren killed testing Can-Am car—Ickx leads Ferrari come-back—Grand Prix victories for 'new-boys' Regazzoni and Fittipaldi—'Black Jack' Brabham retires at end of fine season—New cars from March, Tyrrell, Surtees and De Tomaso.

For the first time ever the winner of the World Championship crown was not present to receive the greatest accolade in motor sport. Jochen Rindt, after a pulsating season, succumbed to injuries received when his Lotus crashed during practice for the Italian Grand Prix at Monza in September. Perhaps the greatest tribute to the Austrian ace is the fact that he had amassed sufficient points before his untimely death to win the title . . . nobody would have wished for any other result.

Two more drivers lost their lives at the wheel. Bruce McLaren, the friendly New Zealander, who for more than a decade had given so much to the sport, died while testing one of his own Can-Am cars, and the young Briton, Piers Courage, who drove so well for Frank Williams, was killed when his de-Tomaso crashed during the Dutch Grand Prix.

The close season saw numerous changes; Ickx left Brabham and re-joined Ferrari along with new boys Clay Regazzoni, of Switzerland, and Ignazio Giunti, of Italy; Matra returned with a car boasting its own engine for Beltoise and Pescarola; Ken Tyrrell brought one

of the new March cars from Bicester for Stewart; Amon and Siffert headed the works March attack; Andretti drove an STP entered March; Colin Crabbe purchased a March for Swede Ronnie Peterson; Brabham decided to go it alone, although the German magazine Auto Motor und Sport ran a Brabham for Rolf Stommelen; and Lotus signed up John Miles as Number Two to Rindt.

Meanwhile Graham Hill had taken over Siffert's vacated seat in the Rob Walker team, who were running a Lotus 49C assisted with sponsorship from Brooke Bond Oxo; and the BRM organisation with Rodriguez, Oliver and the young Canadian George Eaton, were now backed by Yardley perfumes and were painted in brown, white and gold.

McLarens continued with McLaren and Hulme, plus an Alfa Romeo engined car for Italian driver Andrea de Adamich. At the beginning of the year Surtees piloted an ex-works McLaren, while he put the finishing touches to his own car the Surtees TS7. Frank Williams ordered a de Tomaso with a Ford engine for Piers Courage . . . yes, many changes had taken place.

The 44-year-old 'wily fox' Jack Brabham got off to a splendid start in South Africa. Coming through from a slow start he blasted his new Brabham-Ford BT33 into the lead at quarter-distance and was never seriously challenged. Stewart, who had taken the initiative in the new March-Ford, was forced down into third place at the end when Hulme thrust his way through into second spot in the McLaren-

Ford. Beltoise secured fourth position in the Matra-Simca (in recognition of the company's association with Chrysler), ahead of Miles (Lotus 49C) and the incredible Graham Hill (Lotus 49C), who had made an amazing recovery from his accident in the previous year's United States Grand Prix.

March Engineering led by Max Mosley, Alan Rees and Robin Herd found themselves in the grand prix winners arena sooner than expected. For in the Spanish Grand Prix at Jarama, Stewart, driving the Tyrrell entered March led from start to finish. The only challenge came from Brabham, who had worked his way up to second place after a spin. The Australian hounded the March waiting to pounce, but engine trouble intervened and the Brabham was wheeled away into the dead car park. McLaren (McLaren-Ford) finished second a lap behind the March and Mario Andretti in the STP March was third. Although still in considerable pain, Graham Hill collected fourth place in the Rob Walker Lotus.

Shortly after the start of the race Jackie Oliver's BRM left the track when a stub axle broke and crashed into Ickx's Ferrari. Both cars were completely destroyed, but neither driver sustained serious injury. The other works BRM driven by Rodriguez was called in and withdrawn.

The first of a series of misfortunes struck Jack Brabham, who was now being called 'Black Jack', at Monaco. In a sensational race, highlighted by Rindt's bid to catch the flying Aussie in the closing laps, Brabham made one of his rare errors, overshooting his braking on the last corner of the race. Rindt slipped through in his

Lotus to take an unexpected win. Brabham managed to extricate his car and secure second place in front of Pescarola (Matra-Simca), Hulme (McLaren-Ford) and Hill (Lotus 49C). Early race leaders had been Amon (March-Ford) and Stewart (March-Ford), but both retired.

After several dismal seasons BRM bounced back into the winners gallery thanks to the brilliant little Mexican Pedro Rodriguez, who crossed the line at Spa in the Belgian race 1.1 seconds ahead of Amon, whose March had harried the Bourne car throughout the race. It was BRMs first grand prix victory since 1966 and Rodriguez's second, his first being in South Africa back in 1967. Beltoise (Matra-Simca) finished third ahead of Ignazio Giunti, who was having his first Formula One race with Ferrari.

The McLaren team had withdrawn before the race as a mark of respect to Bruce McLaren, who had been killed a few days earlier, testing his Can-Am car.

Jochen Rindt gave the new Lotus 72 a terrific début and was virtually unchallenged as he streaked to victory in the Dutch race at Zandvoort. There was little joy in his victory though, for his friend Piers Courage died when his de Tomaso-Ford crashed and exploded into flames at quarter-distance. Stewart after a grand battle with Ickx's Ferrari, which was forced into the pits with a puncture, brought his March-Ford into second place. Ickx was third ahead of his new team-mate, Clay Regazzoni, who had made a most impressive début.

Other drivers making their grand prix début in the race were Peter Gethin, of Formula 5000 fame, deputising for Hulme, who had

injured himself while testing for the Indianapolis 500, and Frenchman Francois Cevert, the new Number Two in the Tyrrell team, replacing Johnny Servoz-Gavin, who had suddenly decided to hang up his helmet and retire. Both retired.

The first half of the French race at Clermont-Ferrand was dominated by a fantastic duel between Ickx's Flat-12 Ferrari and Beltoise's V-12 Matra. But the Ferrari dropped a valve and the Matra fell back after a puncture. Rindt roared through into the lead taking his Lotus 72 across the line seven seconds ahead of Amon's March. Former team-mates Brabham (Brabham-BT33) and Denny Hulme (McLaren-Ford) battled it out for a third place with the former snatching the position by less than a second. Henri Pescarola netted fifth place for Matra-Simca, in front of Dan Gurney, who was having a ride in a works McLaren-Ford.

It was Monaco all over again at Brands Hatch (British Grand Prix). Brabham, who had shadowed Rindt's Lotus for more than 60 laps, shrieked past the Austrian, built up a commanding lead and looked all set for victory. But with the chequered flag in sight the Brabham slowed down almost spluttering to a halt—it had run dry. A surprised Rindt swept by to win while Brabham crawled round to take second place. There was more drama to come. A protest was put in about the aerofoil height on Rindt's Lotus. It was accepted and Brabham was declared the winner. However following a meeting later in the evening the aerofoil was found to be in order and Rindt was once more proclaimed the victor. Quite a day and one almost forgets to mention that Hulme (McLaren-Ford) snatched third place ahead of a

very determined Regazzoni (Ferrari).

John Surtees's new Surtees TS7 made an impressive début before his engine expired. The meteoric rise to fame of the brilliant young Brazilian Emerson Fittipaldi was rewarded with a drive in the Team Lotus old 49C and he finished a steady eighth.

Because certain safety measures had not been carried out to the Nurburgring the German Grand Prix was staged on the Hockenheim track, where it will be remembered Jim Clark lost his life in 1968.

It was the scene of Jochen Rindt's last grand prix victory, which came after a race-long duel with Ickx's Ferrari, with the Austrian crossing the line seventh-tenths of a second in front of the Belgian. In the early stages Ickx, Regazzoni (Ferrari), Rindt and Siffert (March-Ford) had run nose to tail continuously swapping positions for the lead. Hulme piloted his McLaren-Ford into third place ahead of Lotus new boy Fittipaldi and Rolf Stommelen (Brabham-Ford).

The Prancing Horse stable staged a fantastic come-back in the Austrian Grand Prix. Ickx led a magnificent one-two with Regazzoni playing a splendid number two role. Rolf Stommelen was the star of the day battling his way through the field from 18th place to finish third in the German sponsored Brabham. Rodriguez and Oliver brought their BRMs in fourth and fifth. Mario Andretti escaped unhurt when the throttle jammed open on his STP March and crashed.

In Italy Regazzoni pulled off a phenomenal victory—a win in his first season of grand prix racing. But Jochen Rindt's death in practice for the Italian Grand Prix had cast a cloud over the proceedings. Nevertheless the Swiss driver's win was

a wonderful performance. The usual slipstreaming took place resolving itself in the following order—Stewart (March-Ford) second, Beltoise (Matra-Simca), Hulme (McLaren-Ford), Stommelen (Brabham-Ford) and a little further back Cevert (March-Ford). Several drivers had taken turns to lead the pack including the Yardley-BRMs of Rodriguez and Oliver. Lotus entries were withdrawn as a mark of respect to Jochen Rindt.

Ickx made it three in a row for Ferrari in Canada and once more Clay Regazzoni drove magnificently to finish second. In the early part of the race pole man on the starting grid Jackie Stewart put the new Tyrrell-Ford through its paces leading the race by a wide margin before a stub axle broke. Chris Amon piloted his March-Ford into third spot and was the only other driver to complete the full 90 laps. Rodriguez (BRM) was classified fourth while John Surtees gave his TS7 its first championship points by finishing fifth. Gethin scored his first points by taking sixth spot at the wheel of his McLaren-Ford.

Newcomers to grand Prix racing were certainly making their presence felt. And in the United States race it was the turn of the 23-year-old Brazilian Emerson Fittipaldi, driving the Gold Leaf Team Lotus,

to hit the headlines. Stewart led in the Tyrrell-Ford for three-quarters of the race before being sidelined with engine trouble, leaving Rodriguez (BRM) in a firm lead. But the BRM was forced to call into the pits to re-fuel just before the end letting the Brazilian, who had been up among the leaders, through into the lead. Rodriguez held on to his second place, while Reine Wisell, the Swedish star, taking part in his first grand prix grabbed third place in the second of the works' Lotus-Fords.

In Mexico Ickx, who had been the only driver in a position to overhaul Rindt's score, at the time when the Austrian died, drove to victory and became runner-up in the Championship. Regazzoni made it a Ferrari one-two and finished third in the title stakes. Hulme (McLaren-Ford), Amon (March-Ford) and Beltoise (Matra-Simca) finished third, fourth and fifth. Stewart again showed the power of the new Tyrrell-Ford until it retired.

The year ended with the announcement that Jack Brabham was retiring from grand prix racing. No tribute could be high enough for this quiet and friendly Australian who had done so much for motor sport since he first arrived in Britain way back in 1955. He will always rank as one of the finest drivers of all time—a great ambassador.

SOUTH AFRICAN GRAND PRIX

Circuit: Kyalami. *Date:* March 7. *Laps:* 80 (204 miles).

Results

- | | |
|--|--|
| 1 J. Brabham (Brabham-Ford BT33), 1hr 49min 34.6sec.
111.70mph. | 4 J. P. Beltoise (Matra-Simca MS120), 1hr 50min 47.7sec. |
| 2 D. Hulme (McLaren-Ford M14A), 1hr 49min 42.7sec. | 5 J. Miles (Lotus-Ford 49C), 79 laps. |
| 3 J. Stewart (Matra-Ford 701), 1hr 49min 51.7sec. | 6 G. Hill (Lotus-Ford 49C), 79 laps. |
| | 7 H. Pescarola (Matra-Simca MS 120), 78 laps. |
| | 8 J. Love (Lotus-Ford 49B), 78 laps. |

- 9 P. Rodriguez (BRM), 76 laps.
 10 J. Siffert (March-Ford 701),
 75 laps.
 11 P. de Klerk (Brabham-Ford
 BT 26), 75 laps.
 12 D. Charlton (Lotus-Ford 49C),
 73 laps*.
 13 J. Rindt (Lotus-Ford 49C),
 72 laps.*

*Not running at finish, but classified.

Fastest lap: J. Surtees (McLaren-Ford M7C) and J. Brabham (Brabham-Ford BT33), 1min 20.8sec. 113.614mph.

Retirements

C. Amon (March-Ford 701) overheating. Lap 14.
 J. Oliver (BRM) gear selectors.

- 1 Stewart 1'19.3.
 4 Rindt 1'19.9.
 7 Surtees 1'20.2.
 10 McLaren 1'20.3.
 13 Charlton 1'20.9.
 16 Rodriguez 1'21.3.
 19 G. Hill 1'21.6.
 22 Love 1'23.1.

Starting Grid (C)

- 2 Amon 1'19.3.
 5 Ickx 1'20.0.
 8 Beltoise 1'20.2.
 11 Andretti 1'20.5.
 14 Miles 1'21.0.
 17 Servoz-Gavin 1'21.4.
 20 Courage 1'22.0.
 23 Eaton 1'24.4.
 3 Brabham 1'19.6.
 6 Hulme 1'20.1.
 9 Siffert 1'20.2.
 12 Oliver 1'20.9.
 15 Stommelen 1'21.2.
 18 Pescarola 1'21.5.
 21 de Klerk 1'22.7.

- Lap 22.
 R. Stommelen (Brabham-Ford BT 33) engine. Lap 23.
 M. Andretti (March-Ford 701) overheating. Lap 26.
 B. McLaren (McLaren-Ford M14A) engine. Lap 39.
 P. Courage (De-Tomaso-Ford) suspension. Lap 39.
 J. Servoz-Gavin (March-Ford 701) engine. Lap 57.
 G. Eaton (BRM) engine. Lap 57.
 J. Surtees (McLaren-Ford M7C) engine. Lap 59.
 J. Ickx (Ferrari 312B) engine. Lap 60.
 J. Rindt (Lotus-Ford 49C) engine. Lap 72.
 D. Charlton (Lotus-Ford 49C) flat tyre. Lap 73.

SPANISH GRAND PRIX

Circuit: Jarama. *Date:* April 19. *Laps:* 90 (190.15 miles).

Results

- 1 J. Stewart (March-Ford 701),
 2hr 10min 58.2sec. 87.21mph.
 2 B. McLaren (McLaren-Ford M14A)
 89 laps.
 3 M. Andretti (March-Ford 701),
 89 laps.
 4 G. Hill (Lotus-Ford 49C), 89 laps.
 5 J. Servoz-Gavin (March-Ford
 701), 88 laps.

Fastest lap: J. Brabham (Brabham-Ford BT 33), 1min 24.3sec. 90.33mph.

Retirements

J. Ickx (Ferrari 312B) accident. Lap 1.
 J. Oliver (BRM P153) accident. Lap 1.
 P. Rodriguez (BRM P153)

withdrawn following Oliver's accident. Lap 5.
 J. Rindt (Lotus-Ford 72) engine. Lap 10.
 D. Hulme (McLaren-Ford M14A) rotor arm shaft. Lap 11.
 C. Amon (March-Ford 701) clutch and engine. Lap 11.
 J. P. Beltoise (Matra-Simca MS 120) engine. Lap 32.
 H. Pescarola (Matra-Simca MS 120) con-rod. Lap 34.
 R. Stommelen (Brabham-Ford BT 33) engine. Lap 44.
 J. Brabham (Brabham-Ford BT 33) engine. Lap 62.
 J. Surtees (McLaren-Ford M7C) gearbox. Lap 77.

Starting Grid (C)

- | | | |
|---------------------|--------------------------|---------------------|
| 1 Rindt 1'23-9. | 2 Hulme 1'24-1. | 3 Stewart 1'24-2. |
| 4 Beltoise 1'24-46. | 5 Rodriguez 1'24-5. | 6 Amon 1'24-65. |
| 7 Ickx 1'24-7. | 8 Rindt 1'24-8. | 9 Pescarola 1'24-9. |
| 10 Oliver 1'25-0. | 11 McLaren 1'25-0. | 12 Surtees 1'25-2. |
| 13 Courage 1'25-4. | 14 Servoz-Gavin 1'25-46. | 15 G. Hill 1'25-54. |
| 16 Andretti 1'25-7. | 17 Stommelen 1'25-1. | |

Times for grid places were taken from sessions not counting for qualification and do not therefore bear any relation to overall practice times. Organisers annulled early practice times.

Non-starters and non-qualifiers: P. Courage (De Tomaso-Ford) crashed in practice. His place was taken by R. Stommelen (Brabham-Ford), A. de Adamich (McLaren-Alfa Romeo) 1'25-15, G. Eaton (BRM P153) 1'26-4, J. Miles (Lotus-Ford 49C and 72) 1'25-3, J. Siffert (March-Ford 701) 1'25-3, A. Soler-Roig (Lotus-Ford 49C) 1'25-8.

Entered but did not arrive: W. Bickel (BRM V12), P. Lovely (Lotus 49).

MONACO GRAND PRIX

Circuit: Monte Carlo. *Date:* May 10. *Laps:* 80 (156-33 miles).

Results

- 1 J. Rindt (Lotus-Ford 49C), 1hr 54min 36-6sec. 81-84mph.
- 2 J. Brabham (Brabham-Ford BT 33), 1hr 54min 59-7sec.
- 3 H. Pescarola (Matra-Simca MS 120), 1hr 55min 28-0sec.
- 4 D. Hulme (McLaren-Ford M14A), 1hr 56min 04-9sec.
- 5 G. Hill (Lotus-Ford 49C), 79 laps.
- 6 P. Rodriguez (BRM P153), 78 laps.
- 7 R. Peterson (March-Ford 701), 78 laps.
- 8 J. Siffert (March-Ford 701), 76 laps

Also running at finish:

P. Courage (de Tomaso-Ford) 58 laps, but not classified.

Fastest lap: J. Rindt (Lotus-Ford 49C), 1min 23-2sec. 84-56mph.

Retirements

- J. Ickx (Ferrari 312B) drive shaft. Lap 12.
J. Surtees (McLaren-Ford M7C) oil pressure. Lap 15.
B. McLaren (McLaren-Ford M14A) accident. Lap 20.
J. P. Beltoise (Matra-Simca MS 120) crown wheel and pinion. Lap 22.
J. Oliver (BRM P153) engine. Lap 43.
J. Stewart (March-Ford 701) engine. Lap 59.
C. Amon (March-Ford 701) suspension wishbone. Lap 61.

Starting Grid (H)

- | | | |
|----------------------|---------------------|--------------------|
| 1 Stewart 1'24-0. | 2 Amon 1'24-6. | 3 Hulme 1'25-1. |
| 4 Brabham 1'25-4. | 5 Ickx 1'25-5. | 6 Beltoise 1'25-6. |
| 7 Pescarola 1'25-7. | 8 Rindt 1'25-9. | 9 Courage 1'26-1. |
| 10 McLaren 1'26-1. | 11 Siffert 1'26-2. | 12 |
| 13 Peterson 1'26-8. | 14 Surtees 1'27-4. | 15 Oliver 1'27-5. |
| 16 Rodriguez 1'27-8. | 17 G. Hill 1'26-8.* | |

*Graham Hill used Miles' car in race and was thus relegated to back of grid.

Non-starters and non-qualifiers were: R. Stommelen (Brabham-Ford BT33) 1'26-9, J. Servoz-Gavin (March-Ford 701) 1'26-9, J. Miles (Lotus-Ford 49C and 72) 1'28-7, A. de Adamich (McLaren-Alfa) 1'27-6, G. Eaton (BRM P153) 1'29-3.

BELGIAN GRAND PRIX

Circuit: Spa-Francorchamps. *Date:* June 7. *Laps:* 28 (245.32 miles).

Results

- 1 P. Rodriguez (BRM P153),
1hr 38min 9.9sec. 149.94mph.
- 2 C. Amon (March-Ford 701),
1hr 38min 11.0sec.
- 3 J. P. Beltoise (Matra-Simca
MS 120), 1hr 39min 53.6sec.
- 4 I. Giunti (Ferrari 312B),
1hr 40min 48.4sec.
- 5 R. Stommelen (Brabham-Ford
BT 33), 1hr 41min 41.7sec.
- 6 H. Pescarola (Matra-Simca
MS 120), 27 laps.*
- 7 J. Siffert (March-Ford 701),
26 laps.*
- 8 J. Ickx (Ferrari 312B),
26 laps.
R. Peterson (March-Ford 701),
20 laps (Running at finish but not
classified).

*Not running at finish, but classified.

Fastest lap: C. Amon (March-Ford
701), 3min 27.4sec. 152.07mph.

Retirements

- D. Bell (Brabham-Ford BT 26)
gearchange linkage. Lap 1.
P. Courage (De Tomaso-Ford)
oil pressure. Lap 4.
J. Oliver (BRM P153) engine.
Lap 7.
J. Rindt (Lotus-Ford 49C)
engine. Lap 11.
J. Miles (Lotus-Ford 72) flat tyre,
gear selection, injection. Lap 13.
J. Stewart (March-Ford 701)
engine. Lap 14.
J. Brabham (Brabham-Ford BT 33)
flywheel and clutch. Lap 19.
G. Hill (Lotus-Ford 49C) engine.
Lap 20.

Starting Grid (C)

- | | | |
|---------------------|----------------------|------------------------|
| 1 Stewart 3'28.0. | 2 Rindt 3'30.1. | 3 Amon 3'30.3. |
| 4 Ickx 3'30.7. | 5 Brabham 3'31.5. | 6 P. Rodriguez 3'31.6. |
| 7 Stommelen 3'32.0. | 8 Giunti 3'32.4. | 9 Peterson 3'32.8. |
| 10 Siffert 3'32.9. | 11 Beltoise 3'32.9. | 12 Courage 3'33.0. |
| 13 Miles 3'33.8. | 14 Oliver 3'34.2. | 15 Bell 3'36.2. |
| 16 G. Hill 3'37.0. | 17 Pescarola 3'37.1. | |

Non-starters: A. Soler Roig (Lotus-Ford 72), 3'52.7. (completed insufficient practice laps); G. Eaton (BRM P153); S. Moser (Bellasi-Ford) and J. Surtees (McLaren-Ford M7C).

DUTCH GRAND PRIX

Circuit: Zandvoort. *Date:* June 21. *Laps:* 80 (208.8 miles).

Results

- 1 J. Rindt (Lotus-Ford 72),
1hr 50min 43.41sec. 112.95mph.
- 2 J. Stewart (March-Ford 701),
1hr 51min 13.41sec.
- 3 J. Ickx (Ferrari 312B), 79 laps.
- 4 C. Regazzoni (Ferrari 312 B),
79 laps.
- 5 J. P. Beltoise (Matra-Simca
MS120), 79 laps.
- 6 J. Surtees (McLaren-Ford M7C),
79 laps.
- 7 J. Miles (Lotus-Ford 72), 78 laps.
- 8 H. Pescarola (Matra-Simca
MS120), 78 laps.
- 9 R. Peterson (March-Ford 701),
78 laps.
- 10 P. Rodriguez (BRM P153),
77 laps.

11 J. Brabham (Brabham-Ford BT 33), 76 laps.

12 G. Hill (Lotus-Ford 49C), 71 laps. (unclassified).

Fastest lap: Ickx (Ferrari), 1min 19.23 sec. 118.38mph.

Retirements

C. Amon (March-Ford 701) clutch went on line.

D. Gurney (McLaren-Ford M14A) timing gear. Lap 3.

P. Gethin (McLaren-Ford M14A)

spin, steering. Lap 19.

J. Siffert (March-Ford 701) engine. Lap 23.

P. Courage (De Tomaso-Ford) accident. Lap 23.*

J. Oliver (BRM P153) con-rod. Lap 24.

G. Eaton (BRM P153) oil tank. Lap 27.

F. Cevert (March-Ford 701) con-rod. Lap 32.

*Piers Courage died as a result of his accident.

Starting Grid (A)

1 Rindt 1'18-50.

4 Amon 1'19-25.

7 Rodriguez 1'20-07.

10 Beltoise 1'20-38.

13 Pescarola 1'20-89.

16 Peterson 1'21-24.

19 Gurney 1'21-36.

2 Stewart 1'18-73.

5 Oliver 1'19-30.

8 Miles 1'20-24.

11 Gethin 1'20-41.

14 Surtees 1'21-18.

17 Siffert 1'21-27.

20 G. Hill 1'21-75.

3 Ickx 1'18-93.

6 Regazzoni 1'19-48.

9 Courage 1'20-32.

12 Brabham 1'20-76.

15 Cevert 1'21-18.

18 Eaton 1'21-35.

Non-qualifiers: R. Stommelen (Brabham-Ford BT33), 1'22-34; A. de Adamich (McLaren-Alfa M14D), 1'21-36; S. Moser (Bellasi-Ford), 1'24-29; P. Lovely (Lotus-Ford 49C), 1'23-37.

FRENCH GRAND PRIX

Circuit: Clermont-Ferrand. *Date:* July 5. *Laps:* 38 (190.19 miles).

Results

1 J. Rindt (Lotus-Ford 72), 1hr 55min 57.0sec. 98.42mph.

2 C. Amon (March-Ford 701), 1hr 56min 4.61sec.

3 J. Brabham (Brabham-Ford BT 33), 1hr 56min 41.83sec.

4 D. Hulme (McLaren-Ford M14D), 1hr 56min 42.66sec.

5 H. Pescarola (Matra-Simca MS120), 1hr 57min 16.42sec.

6 D. Gurney (McLaren-Ford M14A), 1hr 57min 16.65sec.

7 R. Stommelen (Brabham-Ford BT33), 1hr 58min 17.16sec.

8 J. Miles (Lotus-Ford 72), 1hr 58min 44.17sec.

9 J. Stewart (March-Ford 701), 1hr 59min 06.61sec.

10 G. Hill (Lotus-Ford 49C), 37 laps.

11 F. Cevert (March-Ford 701), 37 laps.

12 G. Eaton (BRM P153), 36 laps.

13 J. P. Beltoise (Matra Simca MS 120), 35 laps.

14 I. Giunti (Ferrari 312B), 35 laps.

15 A. de Adamich (McLaren-Alfa M7D), 29 laps.

Fastest lap: Brabham (Brabham-Ford BT 33), 3min 00.75sec. 99.68mph.

Retirements

J. Oliver (BRM P153) engine. Lap 6.

P. Rodriguez (BRM P153) gears. Lap 7.

J. Ickx (Ferrari 312B) valve. Lap 17.

R. Peterson (March-Ford 701) crown wheel and pinion. Lap 18.

J. Siffert (March-Ford 701) accident. Lap 24.

Starting Grid (H)

- | | | |
|-----------------------|-----------------------|------------------------|
| 1 Ickx 2'58-22. | 2 Beltoise 2'58-70. | 3 Amon 2'59-14. |
| 4 Stewart 2'59-24. | 5 Brabham 2'59-67. | 6 Rindt 2'59-74. |
| 7 Hulme 3'00-42. | 8 Pescarola 3'00-59. | 9 Peterson 3'01-21. |
| 10 Rodriguez 3'01-29. | 11 Giunti 3'01-85. | 12 Oliver 3'02-77. |
| 13 Cevert 3'02-87. | 14 Stommelen 3'03-41. | 15 de Adamich 3'03-48. |
| 16 Siffert 3'03-78. | 17 Gurney 3'04-04. | 18 Miles 3'04-16. |
| 19 Eaton 3'04-92. | 20 Hill 3'07-84. | |

Non-qualifiers: A. Soler-Roig (Lotus-Ford 49C) 3'14-49, S. Moser (Bellasi-Ford) 3'12-31 and P. Lovely (Lotus-Ford 49B) 3'15-58.

BRITISH GRAND PRIX

Circuit: Brands Hatch. *Date:* July 19. *Laps:* 80 (212 miles).

Results

- 1 J. Rindt (Lotus-Ford 72), 1hr 57min 2-0sec. 108-69mph.
- 2 J. Brabham (Brabham-Ford BT 33), 1hr 57min 34-9sec.
- 3 D. Hulme (McLaren-Ford M14A/D), 1hr 57min 56-4sec.
- 4 C. Regazzoni (Ferrari 312B), 1hr 57min 56-8sec.
- 5 C. Amon (March-Ford 701), 79 laps.
- 6 G. Hill (Lotus-Ford 49C), 79 laps.
- 7 F. Cevert (March Ford-701), 79 laps.
- 8 E. Fittipaldi (Lotus-Ford 79C), 78 laps.
- 9 R. Peterson (March-Ford 701), 72 laps.
- 10 P. Lovely (Lotus-Ford 49B), 69 laps.

Fastest lap: Brabham (Brabham-Ford BT 33), 1min 25-9sec. 111-06mph.

Retirements

- J. Ickx (Ferrari 312B) differential. Lap 7.
G. Eaton (BRM P153) oil pressure. Lap 11.
J. Miles (Lotus-Ford 72) engine. Lap 16.
J. Siffert (March-Ford 701) rear suspension bracket. Lap 20.
M. Andretti (March-Ford 701) rear suspension bracket. Lap 22.
J. P. Beltoise (Matra-Simca MS 120) front wheel. Lap 25.
H. Pescarola (Matra-Simca MS 120) accident. Lap 24.
J. Surtees (Surtees-Ford TS7) oil pressure. Lap 52.
J. Stewart (March-Ford 701) clutch. Lap 53.
J. Oliver (BRM P153) engine. Lap 55.
P. Rodríguez (BRM P153) accident. Lap 59.
D. Gurney (McLaren-Ford M14A) overheating. Lap 61.

Starting Grid (A)

- | | | |
|---------------------|--------------------|------------------------|
| 1 Rindt 1'24-8. | 2 Brabham 1'24-8. | 3 Ickx 1'25-1. |
| 4 Oliver 1'25-6. | 5 Hulme 1'25-6. | 6 Regazzoni 1'25-8. |
| 7 Miles 1'25-9. | 8 Stewart 1'26-0. | 9 Andretti 1'26-2. |
| 10 Beltoise 1'26-5. | 11 Gurney 1'26-6. | 12 Pescarola 1'26-7. |
| 13 Peterson 1'26-8. | 14 Cevert 1'26-8. | 15 Rodriguez 1'26-9. |
| 16 Eaton 1'26-9. | 17 Amon 1'27-0. | 18 de Adamich 1'27-1.* |
| 19 Surtees 1'27-7. | 20 Siffert 1'28-0. | 21 Fittipaldi 1'28-1. |
| 22 G. Hill 1'28-4. | 23 Lovely 1'30-3. | |

**Non-starters:* R. Stommelen (Brabham-Ford BT33), 1'26-3 (spares could not be got in time for start). B. Redman (De Tomaso-Ford).

GERMAN GRAND PRIX

Circuit: Hockenheim. Date: August 2. Laps: 50 (210.89 miles).

Results

- 1 J. Rindt (Lotus-Ford 72),
1hr 42min 00.3sec. 123.90mph.
- 2 J. Ickx (Ferrari 312B),
1hr 42min 01.0sec.
- 3 D. Hulme (McLaren-Ford M14A),
1hr 43min 22.1sec.
- 4 E. Fittipaldi (Lotus-Ford 49C),
1hr 43min 55.4sec.
- 5 R. Stommelen (Brabham-Ford
BT 33), 49 laps.
- 6 H. Pescarola (Matra-Simca
MS 120), 49 laps.
- 7 F. Cevert (March-Ford 701),
49 laps.
- 8 J. Siffert (March-Ford 701),
47 laps.*
- 9 J. Surtees (Surtees-Ford TS7),
46 laps.*

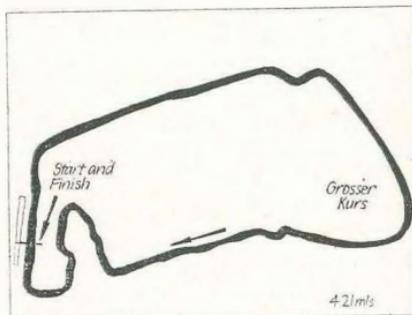
*Not running at end, but classified.

Fastest lap: Ickx (Ferrari 312B),
2min 00.5sec. 126.02mph.

Retirements

- P. Gethin (McLaren-Ford M14A)
engine. Lap 4.
J. P. Beltoise (Matra-Simca MS120)
wishbone. Lap 5.
J. Brabham (Brabham-Ford BT33)
oil union. Lap 5.
J. Oliver (BRM P153) engine. Lap 6.
P. Rodriguez (BRM P153)

- engine. Lap 8.
R. Peterson (March-Ford 701)
engine. Lap 12.
M. Andretti (March-Ford 701)
gearbox. Lap 16.
J. Stewart (March-Ford 701)
engine. Lap 21.
J. Miles (Lotus-Ford 72) engine.
Lap 25.
C. Regazzoni (Ferrari 312B)
gearbox. Lap 31.
C. Amon (March-Ford 701)
engine. Lap 35.
G. Hill (Lotus-Ford 49C) engine.
Lap 38.
J. Surtees (Surtees-Ford TS7)
engine. Lap 47.
J. Siffert (March-Ford 701)
engine. Lap 48.



Starting Grid (H)

- | | | |
|-----------------------|----------------------|---------------------|
| 1 Ickx 1'59.5. | 2 Rindt 1'59.7. | 3 Regazzoni 1'59.8. |
| 4 Siffert 2'00.0. | 5 Pescarola 2'00.5. | 6 Amon 2'00.9. |
| 7 Stewart 2'01.0. | 8 Rodriguez 2'01.1. | 9 Andretti 2'01.5. |
| 10 Miles 2'01.6. | 11 Stommelen 2'01.6. | 12 Brabham 2'02.0. |
| 13 Fittipaldi 2'02.0. | 14 Cevert 2'02.1. | 15 Surtees 2'02.1. |
| 16 Hulme 2'02.1. | 17 Gethin 2'02.2. | 18 Oliver 2'02.3. |
| 19 Peterson 2'02.4. | 20 Hill 2'03.0. | 21 Beltoise 2'05.2. |

Non-qualifiers: A. de Adamich (McLaren-Alfa) 2'03.0, B. Redman (de Tomaso Ford) 2'02.7, H. Hahne (March-Ford 701) 2'07.1, and S Moser (Bellasi-Ford) 2'03.0.

AUSTRIAN GRAND PRIX

Circuit: Oesterreichring. Zeltweg. Date: August 16. Laps: 60 (220 miles).

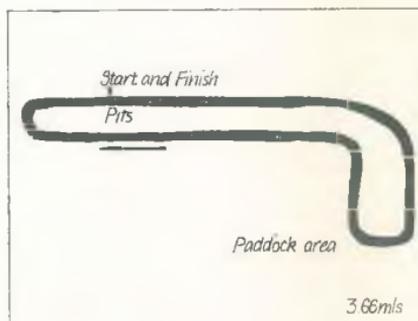
Results

- 1 J. Ickx (Ferrari 312B),
1hr 42min 17.32sec. 129.27mph.
- 2 C. Regazzoni (Ferrari 312B),
1hr 42min 17.93sec.
- 3 R. Stommelen (Brabham-Ford
BT33), 1hr 43min 45.20sec.
- 4 P. Rodriguez (BRM P153),
59 laps.
- 5 J. Oliver (BRM P153), 59 laps.
- 6 J. P. Beltoise (Matra-Simca
MS120), 59 laps.
- 7 I. Giunti (Ferrari 312B),
59 laps.
- 8 C. Amon (March-Ford 701),
59 laps.
- 9 J. Siffert (March-Ford 701),
59 laps.
- 10 P. Gethin (McLaren-Ford
M14A), 59 laps.
- 11 G. Eaton (BRM P153),
58 laps.
- 12 A. de Adamich (McLaren-Alfa
M14D), 57 laps.
- 13 J. Brabham (Brabham-Ford
BT33), 56 laps.
- 14 H. Pescarola (Matra-Simca
MS120), 56 laps.
- 15 E. Fittipaldi (Lotus-Ford 49C),
55 laps.

Fastest lap: Ickx and Regazzoni
(Ferraris 312B), 1min 40.4sec.
131.70mph.

Retirements

- F. Cevert (March-Ford 701)
engine. Lap 1.
J. Miles (Lotus-Ford 72C)
broken front shaft, Lap 5.
J. Stewart (March-Ford 701)
split fuel line. Lap 8.
M. Andretti (March-Ford 701)
accident. Lap 14.
S. Moser (Bellasi-Ford) radiator.
Lap 14.
J. Rindt (Lotus-Ford 72C)
engine. Lap 22.
T. Schenken (De Tomaso-Ford)
engine. Lap 26.
J. Surtees (Surtees-Ford TS7)
engine. Lap 28.
D. Hulme (McLaren-Ford M14A)
engine. Lap 31.



Starting Grid (K)

- | | | |
|------------------------|-----------------------|------------------------|
| 1 Rindt 1'39.23. | 2 Regazzoni 1'39.70. | 3 Ickx 1'39.86. |
| 4 Stewart 1'40.15. | 5 Giunti 1'40.21. | 6 Amon 1'40.60. |
| 7 Beltoise 1'40.81. | 8 Brabham 1'40.81. | 9 Cevert 1'40.89. |
| 10 Miles 1'41.46. | 11 Hulme 1'41.49. | 12 Surtees 1'41.49. |
| 13 Pescarola 1'41.70. | 14 Oliver 1'41.73. | 15 de Adamich 1'41.82. |
| 16 Fittipaldi 1'41.86. | 17 Stommelen 1'42.09. | 18 Andretti 1'42.28. |
| 19 Schenken 1'42.41. | 20 Siffert 1'42.56. | 21 Gethin 1'42.79. |
| 22 Rodriguez 1'43.19. | 23 Eaton 1'45.0. | 24 Moser 1'45.64. |

ITALIAN GRAND PRIX

Circuit: Monza. *Date:* September 6. *Laps:* 68 (242 miles).

Results

- 1 C. Regazzoni (Ferrari 312B),
1hr 39min 6.88sec. 147.07mph.
- 2 J. Stewart (March-Ford 701),
1hr 39min 12.61sec.
- 3 J. P. Beltoise (Matra-Simca
MS120), 1hr 39min 12.68sec.
- 4 D. Hulme (McLaren-Ford M14A),
1hr 39min 13.03sec.
- 5 R. Stommelen (Brabham-Ford
BT33), 1hr 39min 13.29sec.
- 6 F. Cevert (March-Ford 701),
1hr 40min 10.34sec.
- 7 C. Amon (March-Ford 701),
67 laps.
- 8 A. de Adamich (McLaren-Alfa
M14D), 61 laps.
- 9 P. Gethin (McLaren-Ford M14A),
60 laps.

Fastest lap: Regazzoni (Ferrari 312B), 1min 25.2sec. 150.96mph.

Retirements

- J. Surtees (Surtees-Ford TS7) electrics. Lap 1.
J. Siffert (March-Ford 701) engine. Lap 3.
P. Rodriguez (BRM P153) engine. Lap 13.
H. Pescarola (Matra-Simca MS120) engine. Lap 15.
I. Giunti (Ferrari 312B) overheating. Lap 15.
T. Schenken (De Tomaso-Ford) engine. Lap 18.
G. Eaton (BRM P153) overheating. Lap 22.
J. Ickx (Ferrari 312B) transmission. Lap 26.
J. Brabham (Brabham-Ford BT33) accident. Lap 32.
R. Peterson (March-Ford 701) engine. Lap 36.
J. Oliver (BRM P153) engine. Lap 37.

Starting Grid (F)

- | | | |
|----------------------|-----------------------|------------------------|
| 1 Ickx 1'24.14. | 2 Rodriguez 1'24.36. | 3 Regazzoni 1'24.39. |
| 4 Stewart 1'24.73. | 5 Giunti 1'24.74. | 6 Oliver 1'24.77. |
| 7 Siffert 1'25.09. | 8 Brabham 1'25.39. | 9 Hulme 1'25.47. |
| 10 Surtees 2'25.56. | 11 Cevert 1'25.56. | 12 de Adamich 1'25.91. |
| 13 Peterson 1'25.93. | 14 Beltoise 1'26.01. | 15 Pescarola 1'26.04. |
| 16 Gethin 1'26.19. | 17 Stommelen 1'26.60. | 18 Amon 1'26.67. |
| 19 Schenken 1'26.67. | 20 Eaton 1'27.15. | |

Non-starters: J. Rindt (Lotus 72C) 1'25.71 (killed in practice). Rest of Lotus entries withdrawn following accident.

J. Miles (Lotus 72C) 1'26.51. E. Fittipaldi (Lotus 72C) 1'28.38. G. Hill (Lotus 72C) 1'26.38.

J. Stewart (Tyrrell-Ford) 1'26.81. (Stewart drove regular March-Ford in the race.)

Non-qualifiers: J. Bonnier (McLaren-Ford M7C) 1'28.07; 'Nanni' Galli (McLaren-Alfa Romeo M7D) 1'28.59; S. Moser (Bellasi-Ford) 1'28.61.

CANADIAN GRAND PRIX

Circuit: Mont Tremblant. *Date:* September 20. *Laps:* 90 (238 miles).

Results

- 1 J. Ickx (Ferrari 312B),
2hr 21min 18.4sec. 101.27mph.
- 2 C. Regazzoni (Ferrari 312B),
2hr 21min 33.2sec.

- 3 C. Amon (March-Ford 701),
2hr 22min 16.3sec.
- 4 P. Rodriguez (BRM P153),
89 laps.
- 5 J. Surtees (Surtees-Ford TS7),
89 laps.
- 6 P. Gethin (McLaren-Ford
M14A), 88 laps.
- 7 H. Pescarola (Matra-Simca
MS120), 87 laps.
- 8 J. P. Beltoise (Matra-Simca
MS120), 85 laps.
- 9 F. Cevert (March-Ford 701),
85 laps.
- 10 G. Eaton (BRM P153), 85 laps.
T. Schenken (De Tomaso-Ford),
79 laps.*
G. Hill (Lotus-Ford 72C),
77 laps.*
R. Peterson (March-Ford 701),
65 laps.*

J. Oliver (BRM P153),
52 laps.*

*Still running at finish, but unclassified.

Fastest lap: C. Regazzoni (Ferrari
312B), 1min 32.2sec. 103.47mph.

Retirements

J. Siffert (March-Ford 701)
engine. Lap 22.

R. Stommelen (Brabham-Ford
BT33) steering. Lap 23.

J. Stewart (Tyrrell-Ford)
broken stub axle. Lap 31.

J. Brabham (Brabham-Ford BT33)
oil leak. Lap 57.

D. Hulme (McLaren-Ford M14A)
flywheel. Lap 59.

A. de Adamich (McLaren-Alfa
M14D) oil pressure. Lap 69.

Starting Grid (I)

- | | | |
|---------------------|---------------------|-----------------------|
| 1 Stewart 1'31.5. | 2 Ickx 1'31.6. | 3 Regazzoni 1'31.9. |
| 4 Cevert 1'32.4. | 5 Surtees 1'32.6. | 6 Amon 1'32.6. |
| 7 Rodriguez 1'32.7. | 8 Pescarola 1'32.9. | 9 Eaton 1'32.9. |
| 10 Oliver 1'33.1. | 11 Gethin 1'33.2. | 12 de Adamich 1'33.2. |
| 13 Beltoise 1'33.4. | 14 Siffert 1'33.5. | 15 Hulme 1'33.9. |
| 16 Peterson 1'34.4. | 17 Schenken 1'34.6. | 18 Stommelen 1'34.7. |
| 19 Brabham 1'35.4. | 20 G. Hill 1'35.8. | |

UNITED STATES GRAND PRIX

Circuit: Watkins Glen. *Date:* October 4. *Laps:* 108 (248 miles).

Results

- | | |
|---|--|
| 1 E. Fittipaldi (Lotus-Ford 72C),
1hr 57min 32.79sec. 126.79mph. | 9 J. Siffert (March-Ford 701),
105 laps. |
| 2 P. Rodriguez (BRM P153),
1hr 58min 9.18sec. | 10 J. Brabham (Brabham-Ford
BT33), 105 laps. |
| 3 R. Wisell (Lotus-Ford 72C),
1hr 58min 17.96sec. | 11 R. Peterson (March-Ford 701),
104 laps. |
| 4 J. Ickx (Ferrari 312B), 107 laps. | 12 R. Stommelen (Brabham-Ford
BT33), 104 laps. |
| 5 C. Amon (March-Ford 701),
107 laps. | 13 C. Regazzoni (Ferrari 312B),
101 laps. |
| 6 D. Bell (Surtees-Ford TS7),
107 laps. | 14 P. Gethin (McLaren-Ford M14A),
100 laps. |
| 7 D. Hulme (McLaren-Ford M14A),
106 laps. | <i>Fastest lap:</i> Ickx (Ferrari 312B),
1min 2.74sec. 131.97mph. |
| 8 H. Pescarola (Matra-Simca
MS120), 105 laps. | |

Retirements

J. Surtees (Surtees-Ford TS7) engine. Lap 7.

G. Eaton (BRM P153) engine. Lap 11.

J. Oliver (BRM P153) engine. Lap 15.

G. Hutchison (Brabham-Ford BT26) fuel tank. Lap 22.

J. P. Beltoise (Matra-Simca MS120) handling. Lap 28.

J. Bonnier (McLaren-Ford M7C) water pipe. Lap 51.

T. Schenken (De Tomaso-Ford) rear suspension. Lap 62.

F. Cevert (March-Ford 701) rear wheel. Lap 63.

G. Hill (Lotus-Ford 72C) clutch. Lap 73.

J. Stewart (Tyrrell-Ford) engine. Lap 83.

Starting Grid (I)

1 Ickx 1'03-07.	2 Stewart 1'03-62.	3 Fittipaldi 1'03-67.
4 Rodriguez 1'04-18.	5 Amon 1'04-23.	6 Regazzoni 1'04-30.
7 Oliver 1'04-37.	8 Surtees 1'04-52.	9 Wisell 1'04-79.
10 G. Hill 1'04-81.	11 Hulme 1'04-84.	12 Pescarola 1'05-00.
13 Bell 1'05-00.	14 Eaton 1'05-14.	15 Peterson 1'05-18.
16 Brabham 1'05-29.	17 Cevert 1'05-30.	18 Beltoise 1'05-44.
19 Stommelen 1'05-77.	20 Schenken 1'06-08.	21 Gethin 1'06-12.
22 Hutchison 1'06-22.	23 Siffert 1'06-23.	24 Bonnier 1'06-46.

Non-qualifiers: P. Westbury (BRM P153) 1'07-20; P. Lovely (Lotus-Ford 49B) 1'07-45; A. de Adamich (McLaren-Alfa M14D) 1'12-24.

MEXICAN GRAND PRIX

Circuit: Mexico City. *Date:* October 25. *Laps:* 65 (201-94 miles).

Results

- 1 J. Ickx (Ferrari 312B), 1hr 53min 28-36sec. 106-78mph.
- 2 C. Regazzoni (Ferrari 312B), 1hr 53min 53-00sec.
- 3 D. Hulme (McLaren-Ford M14A), 1hr 54min 14-33sec.
- 4 C. Amon (March-Ford 701), 1hr 54min 15-41sec.
- 5 J. P. Beltoise (Matra-Simca MS120), 1hr 54min 18-47sec.
- 6 P. Rodriguez (BRM P153), 1hr 54min 53-12sec.
- 7 J. Oliver (BRM P153), 64 laps.
- 8 J. Surtees (Surtees-Ford TS7), 64 laps.
- 9 H. Pescarola (Matra-Simca MS120), 61 laps.
- 10 R. Wisell (Lotus-Ford 72C), 56 laps.

Fastest lap: Ickx (Ferrari 312B), 1min 43-11sec. 108-49mph.

Retirements

- E. Fittipaldi (Lotus-Ford 72C) engine. Lap 1.
J. Siffert (March-Ford 701) engine. Lap 3.
G. Hill (Lotus-Ford 72C) overheating. Lap 4.
F. Cevert (March-Ford 701) engine. Lap 8.
R. Stommelen (Brabham-Ford BT33) fuel system. Lap 15.
P. Gethin (McLaren-Ford M14A) engine. Lap 27.
J. Stewart (Tyrrell-Ford) front suspension. Lap 33.
J. Brabham (Brabham-Ford BT33) engine. Lap 52.

Starting Grid (1)

1 Regazzoni 1'41-86.	2 Stewart 1'41-88.	3 Ickx 1'42-41.
4 Brabham 1'43-57.	5 Amon 1'43-71.	6 Beltoise 1'43-82.
7 Rodriguez 1'44-01.	8 G. Hill 1'44-13.	9 Cevert 1'44-21.
10 Gethin 1'44-46.	11 Pescarola 1'44-55.	12 Wisell 1'44-59.
13 Oliver 1'44-70.	14 Hulme 1'44-95.	15 Surtees 1'45-03.
16 Siffert 1'46-15.	17 Stommelen 1'46-30.	18 Fittipaldi 1'48-13.

FINAL CHAMPIONSHIP POSITIONS

13

1 Jochen Rindt†	<i>points</i> 45	14 Bruce McLaren†	<i>points</i> 6
2 Jacky Ickx	40	15 Mario Andretti	4
3 Clay Regazzoni	33	Reine Wisell	4
4 Denny Hulme	27	17 Ignazio Giunti	3
5 Jack Brabham	25	John Surtees	3
Jackie Stewart	25	19 John Miles	2
7 Chris Amon	23	Jackie Oliver	2
Pedro Rodriguez	23	Johnny-Servoz Gavin	2
9 Jean-Pierre Beltoise	16	22 Derek Bell	1
10 Emerson Fittipaldi	12	Francois Cevert	1
11 Rolf Stommelen	10	Peter Gethin	1
12 Henri Pescarola	8	Dan Gurney	1
13 Graham Hill	7		

†Jochen Rindt, who died at Monza while practicing for the Italian Grand Prix was awarded the World Championship posthumously.
Bruce McLaren died while testing a car for the Can-Am series.

Stewart / Cevert / Tyrrell dominate series with seven wins in 11 grand prix—Ronnie Peterson 'discovery' of year—Death of Pedro Rodriguez in minor sports car race—New 'stars' shine—First Championship victories for Andretti, Gethin and Cevert—Mixed season for Ferrari—Matra out of luck—Jo Siffert dies in 'victory race' crash.

Ken Tyrrell has always had an eye for picking good drivers and few people would disagree that in 1971 his choice of Jackie Stewart and Francois Cevert was not a magnificent combination. Stewart with six wins became World Champion for the second time, he also won the title in 1969; while Cevert with one victory, two seconds and a third was third in the title stakes. Indeed a golden year for Tyrrell, the one time Formula three racer, and now one of the world's greatest team managers.

The 'discovery' of the year was undoubtedly the young fair-haired Swedish driver, Ronnie Peterson, number one in the works STP-March team. He followed up a memorable drive in the Monaco Grand Prix where he finished second to Stewart with three more second places in the British, Italian and Canadian events and was runner-up in the Championship.

It could be said that 1971 was the year of the 'new boys'. For apart from Cevert and Peterson some superb performances were put up by Emerson Fittipaldi (Lotus), Peter Gethin (McLaren and BRM), Tim Schenken (Brabham) and Howden Ganley (BRM).

At the start of the year the teams were made up as follows: Ferrari

retained Jacky Ickx and the star of 1970, Clay Regazzoni together with Mario Andretti, when free from his USA commitments; Yardley-BRM—re-signed Pedro Rodriguez and secured the services of Jo 'Seppi' Siffert and new-boy Ganley; Elf Tyrrell—Stewart and Cevert; STP-March—Peterson, Andrea de Adamich and Alex Soler-Roig; Gold Leaf Team Lotus—Fittipaldi and Reine Wisell; McLaren—Denny Hulme and Gethin; Brooke Bond Oxo/Rob Walker Surtees—John Surtees and in the 'Auto Motor und Sport' sponsored machine Rolf Stommelen; Brabham—Graham Hill and Schenken; Matra-Simca—Chris Amon and Jean-Pierre Beltoise; and Henri Pescarola signed on with Frank Williams to drive his March-Ford.

Before the season got under way the up-and-coming Ferrari driver Ignazio Giunti, of Italy, was killed in the Argentine and unfortunately the organisers laid the blame at the feet of Jean-Pierre Beltoise, who was suspended from racing for part of the year. It would appear that the Frenchman was harshly dealt with and it is perhaps best not to pursue the matter any further.

However in the death of Giunti, motor racing had lost another fine driver.

The Italian-born American Mario Andretti started the season off on the right note with a fine win for Ferrari in the South African GP at Kyalami, finishing 20.9 seconds in front of Stewart's Tyrrell-Ford. It was Andretti's first grand prix victory. The 'discovery' of 1970 Gianclaudio 'Clay' Regazzoni (Ferrari), who led during the opening laps, finished third ahead of Wisell

(Lotus-Ford), Amon (Matra-Simca) and Hulme (McLaren-Ford).

With only five laps to go it looked as though Hulme, the 1967 World Champion, was going to collect the victor's laurels, but a radius arm started to break away from the car and he dropped back down the field. Stewart had started as favourite and was on pole grid position, but the car did not perform too well and he only inherited second spot after those ahead struck trouble.

The BRM challenge failed to materialise, Siffert, Rodriguez and Ganley all retiring; Brian Redman, who had emigrated to South Africa (he soon returned to British shores) enjoyed a welcome outing in one of the Surtees team cars and finished seventh; while Graham Hill having his first drive for Brabham was ninth. The highest placed works March was that of Ronnie Peterson's in 10th place.

Jackie Stewart and Ken Tyrrell really began their onslaught on the Championship at the Spanish GP. The Swiss resident Scot gave the Tyrrell its first grand prix victory after being hounded all the way by Jacky Ickx's Ferrari — only 3.4 seconds separated the two cars at the finish. Chris Amon kept up with the leaders for much of the race and brought his Matra-Simca into third place ahead of Rodriguez (BRM), Hulme (McLaren-Ford) and Beltoise (Matra-Simca). It is interesting to note that this was Stewart's third Spanish GP win in succession.

It was a bad day for March and Lotus as none of their entries finished in the reckonings; Graham Hill retired the works number one Brabham after only six laps with damaged steering following a first lap tête-à-tête; and John Surtees could do no better than bring his own brainchild in higher than 11th

several laps behind the leaders.

The narrow streets of Monte Carlo echoed the sound of Stewart's Tyrrell-Ford as it powered its way to a magnificent win completely dominating the Monaco GP from start to finish. But the star of the day was the young blond Swede Ronnie Peterson, whose cut and thrust driving, saw him force his way past the battling Siffert (BRM) and Ickx (Ferrari) to take second place in the works March-Ford 711. Ickx secured third place after Siffert retired with engine trouble 20 laps from the finish. A consistent drive from Hulme (McLaren-Ford) was rewarded with fourth place ahead of Fittipaldi (Lotus-Ford), Stommelen and Surtees (Surtees-Fords).

The big shock in practice came from Andretti, who failed to qualify in the works Ferrari. Much of practice was run in the wet and in the only dry session his car ran into trouble—thus ruining his chances to improve his championship position. Only 18 of the 23 entries were allowed to start.

Graham Hill, the one-time undisputed 'King of Monte Carlo' wrote off his Brabham BT34 at Tabac on the second lap of the race, but fortunately was unhurt. Regazzoni was also eliminated when his Ferrari was involved in a minor collision.

Stewart was never in the picture during the Dutch GP at Zandvoort, trailing throughout to finish a lowly 11th. But Jacky Ickx was in superb form and his exhibition of wet weather driving earned him a great victory for Ferrari after a race-long duel with another wet-weather expert Pedro Rodriguez (BRM) who finished second only 6.9 seconds adrift. Regazzoni (Ferrari) finished third a lap down,

while Peterson followed up his Monaco success with a fourth.

John Surtees brought his car into fifth spot, ahead of Siffert (BRM) and Howden Ganley (BRM). Dutchman Gijs van Lennep made an impressive grand prix debut in his 'hire-a-car' deal Surtees and finished eighth.

The Lotus camp had its fair share of troubles. Dave Walker, the Australian driver of Formula 3 fame, having a first GP outing pranged one of the Lotus 72s in practice—the one due to have been driven by South African Dave Charlton in the race (Emerson Fittipaldi was recovering from a road accident), and then in the opening stages of the race Walker crashed the Lotus-Turbine which was also making its GP debut. Before the race incident Walker showed a great deal of promise and was working his way through the field. Meanwhile Reine Wisell in the other Lotus was disqualified for reversing into the pits—a sad day indeed for Colin Chapman.

Two other drivers were making their grand prix start debuts—Skip Barber in the Gene Mason Racing March-Ford, who finished 14th, and Nanni Galli, of Italy, in the works March-Alfa Romeo, who retired after an incident with Cevert's Tyrrell.

The venue for the French GP was the new Paul Ricard circuit near Marseilles. Here Stewart consolidated his championship position with a great win and Francois Cevert made it a Tyrrell one-two much to the delight of the home crowds. Fittipaldi, who had recovered from his accident, was third in the Lotus-Ford 72D after a sensational drive through the field—he only just failed to catch Cevert. Siffert (BRM) finished fourth

only three seconds behind the Lotus and Amon brought his Matra into fifth.

Ferrari experienced a bad day with Ickx out after five laps and Regazzoni forced into the dead car park after a spin while holding second place. None of the works Marchs or Frank Williams' entry for Pescarola finished.

Formula One debutants on this occasion were Frenchmen Francois Mazet and Jean Max, both in hire deal March-Ford 701s. They were classified 13th and 14th respectively many laps in arrears.

Only a week before the British GP at Silverstone the world learned of the death of the popular Mexican Pedro Rodriguez in a crash during a minor sports car race in Germany. A brilliant driver, particularly in long distance sports car races and in the wet, Rodriguez always gave of his best.

After the two Ferraris of Regazzoni and Ickx led initially Stewart took over his familiar role at the head of the field reeling off the laps almost monotonously to take the chequered flag over half a minute in front of Peterson (March-Ford). Fittipaldi drove another well judged race to bring his Lotus-Ford into third place in front of Pescarola (March-Ford), Stommelen (Surtees-Ford) and Surtees.

Excellent performances were put up by Siffert (BRM), Tim Schenken (Brabham-Ford) and Ganley (BRM) before mechanical bothers forced them out of the running. Both Ferraris retired, as did the entire McLaren team.

Graham Hill in the 'Lobster Claw' Brabham had the misfortune of never leaving the start line after Jackie Oliver having his first grand prix drive since the 1970 Mexican race in a McLaren-Ford ran into

the back of his car. The incident appeared to have been caused by some confusion over the start flag.

Making his grand prix debut was young Mike Beuttler in the impressively sounding Clarke-Mordaunt-Guthrie entered March-Ford. He was sidelined with engine trouble after 22 laps.

Elf Team Tyrrell scored another one-two in the German GP at the Nurburgring—Stewart winning from Cevert, who set up the fastest lap at over 116mph. Main excitement involved the tussle between Regazzoni (Ferrari), who finished third, Cevert, and Siffert (BRM) whose machine was forced out with coil trouble soon after the half way stage. Andretti (Ferrari) was fourth, Peterson (March-Ford) fifth and Schenken (Brabham-Ford) collected his first ever championship points by finishing sixth.

Poor Graham Hill was again left on the start line—the throttle linkage had fallen off the Brabham. He started half a lap down, but worked his way up into ninth place at the finish.

Hopes that Ickx would give Stewart a run for his money in the championship stakes took another jolt when the Belgian retired after only two laps when he ran off the road and damaged the Ferrari's suspension.

Vic Elford, top sports car and rally driver, was co-opted into the BRM team for the race—his first grand prix drive since he was eliminated in a first lap accident while driving Colin Crabbe's Antique Automobiles entered McLaren-Ford in the German race in 1969. However he could do no better than finish 11th.

Jackie Stewart crashed his Tyrrell during the Austrian GP, but became World Champion for the

second time, because his nearest and only real challenger Jacky Ickx also failed to score. The winner of the race after a superb drive was Jo Siffert, who gave BRM their first grand prix win since Rodriguez's victory at Spa in 1970. It was Siffert's second grand prix win, his first being in Rob Walker's Lotus-Ford in the British GP, 1968.

It was another successful day for the 'new boys'. Fittipaldi (Lotus-Ford) finished second, Schenken (Brabham-Ford) third, Wisell (Lotus Ford) fourth and Pescarola (March-Ford) was sixth. 'Veteran' Graham Hill brought his Brabham-Ford in fifth.

Two Austrians Dr Helmut Marko and Niki Lauda were having their first Formula 1 drives. Marko driving for BRM finished 11th after a steady run, while Lauda in the 'rented' March-Ford retired after 20 laps with handling problems.

Peter Gethin, who had been having a far from happy time with McLaren had left the team and joined BRM. He finished 10th. Jackie Oliver, who had re-joined McLarens for the race was ninth.

Both Ferraris (Ickx and Regazzoni) and Tyrrells (Stewart and Cevert) retired. And Matra, who were experiencing an abortive season decided to give the race a miss while they carried out tests.

The 'new boys' stole the limelight in the slipstreamer special at Monza (Italian GP). At the finish the first five cars in the order Gethin (BRM), Peterson (March-Ford), Cevert (Tyrrell-Ford), Mike Hailwood (Surtees-Ford) and Howden Ganley (BRM) were separated by 0.61 of a second! Nothing short of sensational. Perhaps the unluckiest driver was Chris Amon, the amiable New Zealander, who was still looking for the grand prix victory which

so far had eluded him. With only a few laps to go he looked a likely winner but his visor came adrift and he fell back to bring the Matra across the line in sixth place.

Although 'Mike the Bike' Hailwood is referred to as one of the new boys it is not strictly correct. For it will be remembered he competed in grand prix races back in 1964-65, his last event being at the wheel of a Lotus-BRM in the Monaco GP, 1965.

Ferrari supporters, and there are literally thousands at Monza, were in for a disappointment—both cars retired, although at one stage Regazzoni led the race, Stewart (Tyrrell-Ford) also failed to complete the distance, as did Hill (classified 11th) and Schenken in the works Brabhams.

'Big' Silvio Moser gave his Bellasi-Ford its first grand prix start of the year, but retired with a broken shock absorber after five laps; Jo Bonnier, the 'veteran' Swedish ace piloted his old McLaren-Ford M7C into 10th place; and Jean-Pierre Jarier having his first GP outing in the ex-Hubert Hahne silver March-Ford 701 'was 11th and last.

Heavy mist and rain during the Canadian GP at Mosport Park, Ontario, resulted in the chequered flag being held out after only 64 laps of the scheduled 80 laps. But there was no doubt about the winner—Jackie Stewart (Tyrrell-Ford). But for much of the race he was involved in a fantastic duel with second placeman Ronnie Peterson, whose March-Ford nosed ahead on several occasions.

Into third place came American ace, Mark Donohue, who was making his grand prix debut in the Penske/White Sunoco entered McLaren-Ford, while Denny Hulme

in the works McLaren worked his way up into fourth place after a poor start.

The Ferrari Scuderia were again out of luck. Regazzoni was eliminated after fire broke out in his car; Ickx was eighth and Andretti having one of his 'occasional' rides when USAC commitments allow, was 13th. Both Brabhams went out in the opening stages; the highest placed Surtees was 'Big John' Surtees himself in 11th place; the highest placed BRM Siffert ninth; and the highest placed Matra-Simca, Amon in 10th place.

Jean-Pierre Beltoise was competing for the first time since his suspension but retired his Matra-Simca after striking a guard rail while battling with Peterson's March-Ford.

The curtain on the 1971 season fell at the United States Grand Prix held on a much improved Watkins Glen circuit at the beginning of October and the result was a well deserved win for Francois Cevert, who had been a worthy number-two in the Tyrrell team. It was Cevert's first grand prix victory and the first by a Frenchman since Le Petoulet, Maurice Trintignant won the Monaco Grand Prix in 1958.

Cevert took over the lead after team leader Stewart was forced down the field with tyre wear problems on the 14th lap. And then he staved off an attack from Ickx's Ferrari, which eventually dropped out with electrical and oil leak troubles in the closing stages, to win by 40 seconds from Jo Siffert's BRM. Ronnie Peterson capped a magnificent year by bringing his March-Ford in third ahead of Howden Ganley (BRM), Stewart (Tyrrell-Ford) and Regazzoni (Ferrari).

In 1970 another 'newcomer'

Emerson Fittipaldi had won the race for Lotus. But although Fittipaldi had clocked second fastest time in practice he was out of luck on this occasion and was classified 19th, 10 laps behind the leaders, meanwhile Wisell in the other Lotus crashed after only five laps.

BRM reliability was shown in their results with all five cars finishing the race—Siffert (2nd), Ganley (4th), Gethin (9th), Marko (13th) and John Cannon, having his first grand prix ride (in place of fellow Canadian George Eaton) who finished 14th.

Mark Donohue, who had driven so ably in the Canadian race was forced to drive in an important USAC race at Trenton, and had to hand over his drive in the Penske/White McLaren to David Hobbs, who finished 10th; Mario Andretti also missed another outing with Ferrari for the same reason.

As well as Cannon grand prix debuts were made by American ace Sam Posey (Surtees-Ford) who retired after 15 laps with engine trouble, and England's Chris Craft (Brabham-Ford) who was sidelined with tyre and engine problems after 30 tours.

A welcome return to the grand prix scene was made by American Peter Revson, who was given a seat in the third Tyrrell (the first time three Tyrrells had started a grand prix). But he went out after only one lap with clutch trouble.

The season ended on a sad note with the death of the popular Swiss star Jo 'Seppi' Siffert, who died when his BRM crashed during a special 'victory' Formula One race to mark the successes of Stewart/Covert/Tyrrell at Brands Hatch in October. Siffert like Pedro Rodriguez, who had been killed earlier in the year, was a superb driver, particularly in long distance sports car races. He always drove to win and his driving style on occasions had been likened to the great Juan Manuel Fangio.

After 22 seasons the World Championship is still very much alive with more and more drivers being given an opportunity to have a crack at the coveted world title—Grand Prix Racing and the World Drivers Championship has gone through many different phases and will inevitably continue to do so in the years to come. That's what makes it such a great and interesting sport.

SOUTH AFRICAN GRAND PRIX

Circuit: Kyalami, Date: March 6. Laps: 79 (201.45 miles).

Results

- | | |
|--|---|
| 1 M. Andretti (Ferrari),
1hr 47min 35.5sec. 112.362mph. | 78 laps. |
| 2 J. Stewart (Tyrrell-Ford),
1hr 47min 56.4sec. | 7 B. Redman (Surtees-Ford),
78 laps. |
| 3 C. Regazzoni (Ferrari),
1hr 48min 6.9sec. | 8 J. Ickx (Ferrari), 78 laps. |
| 4 R. Wisell (Lotus-Ford),
1hr 48min 44.9sec. | 9 G. Hill (Brabham-Ford),
77 laps. |
| 5 C. Amon (Matra-Simca), 78 laps. | 10 R. Peterson (March-Ford),
77 laps. |
| 6 D. Hulme (McLaren-Ford), | 11 H. Pescarola (March-Ford),
77 laps. |

12 R. Stommelen (Surtees-Ford),
77 laps.

13 A. de Adamich (March-Alfa
Romeo), 75 laps.

Fastest lap: M. Andretti (Ferrari),
1min 20.3sec. 114.321mph.

Retirements

A. Soler-Roig (March-Ford)
blown engine. Lap 5.

J. Bonnier (McLaren-Ford)
suspension. 5 laps.

P. Gethin (McLaren-Ford) fuel
blockage. 7 laps.

J. Pretorius (Brabham-Ford)
engine. 22 laps.

J. Siffert (BRM) engine. 31 laps.

D. Charlton (Brabham-Ford)
engine. 31 laps.

J. Love (March-Ford) transmission.
33 laps.

P. Rodriguez (BRM) overheating.
33 laps.

H. Ganley (BRM) heat exhaustion.
42 laps.

F. Cevert (Tyrrell-Ford) crash.
47 laps.

E. Fittipaldi (Lotus-Ford)
engine. Lap 58.

J. Surtees (Surtees-Ford)
transmission. Lap 58.

Starting Grid (C)

1 Stewart 1'17.8.

4 Andretti 1'19.0.

7 Hulme 1'19.1.

10 Rodriguez 1'19.3.

13 Peterson 1'19.9.

16 Siffert 1'20.2.

19 Hill 1'20.5.

22 de Adamich 1'22.2.

25 Soler-Roig 1'25.8.

2 Amon 1'18.4.

5 Fittipaldi 1'19.1.

8 Ickx 1'19.2.

11 Gethin 1'19.6.

14 Wisell 1'19.9.

17 Redman 1'20.2.

20 Pretorius 1'21.7.

23 Bonnier 1'22.3.

2 Regazzoni 1'18.7.

6 Surtees 1'19.1.

9 Cevert 1'19.2.

12 Charlton 1'19.8.

15 Stommelen 1'20.1.

18 Pescarola 1'20.2.

21 Love 1'21.9.

24 Ganley 1'23.7.

SPANISH GRAND PRIX

Circuit: Montjuich, Barcelona. *Date*: April 18. *Laps*: 75 (176.62 miles).

Results

1 J. Stewart (Tyrrell-Ford),
1hr 49min 3.4sec. 97.19mph.

2 J. Ickx (Ferrari 312B1),
1hr 49min 6.8sec.

3 C. Amon (Matra-Simca MS120B),
1hr 50min 1.5sec.

4 P. Rodriguez (BRM P160),
1hr 50min 21.3sec.

5 D. Hulme (McLaren-Ford M19A),
1hr 50min 30.4sec.

6 J. P. Beltoise (Matra-Simca
MS120B), 74 laps.

7 F. Cevert (Tyrrell-Ford), 74 laps.

8 P. Gethin (McLaren-Ford M14A),
73 laps.

9 T. Schenken (Brabham-Ford
BT33), 72 laps.

10 H. Ganley (BRM P153), 71 laps.

11 J. Surtees (Surtees-Ford TS9),
67 laps.

12 R. Wisell (Lotus-Ford 72C),
58 laps.

Fastest lap: J. Ickx (Ferrari),
1min 25.1sec. 99.64mph.

Retirements

G. Hill (Brabham-Ford BT34)
steering after accident. Lap 6.

J. Siffert (BRM P160) gear linkage.
Lap 6.

R. Stommelen (Surtees-Ford TS9)
fuel pressure. Lap 10.

C. Regazzoni (Ferrari 312B1)
engine damage, lean mixture.
Lap 14.

R. Peterson (March-Ford 711),

ignition. Lap 25.
A. de Adamich (March-Alfa Romeo 711) ignition. Lap 27.
A. Soler-Roig (March-Ford 711) broken fuel line. Lap 47.
M. Andretti (Ferrari 312B1)

fuel pump and oil pressure. Lap 51.
H. Pescarola (March-Ford 711) rear wing collapse and car refused to re-start. Lap 54.
E. Fittipaldi (Lotus-Ford 72C) suspension. Lap 55.

Starting Grid (A)

- | | | |
|----------------------|-----------------------|-----------------------|
| 1 Ickx 1'25-9. | 2 Regazzoni 1'26-0. | 3 Amon 1'26-0. |
| 4 Stewart 1'26-2. | 5 Rodriguez 1'26-5. | 6 Beltoise 1'26-6. |
| 7 Gethin 1'26-8. | 8 Andretti 1'26-9. | 9 Hulme 1'27-1. |
| 10 Siffert 1'27-3. | 11 Pescarola 1'27-5. | 12 Cevert 1'27-7. |
| 13 Peterson 1'27-8. | 14 Fittipaldi 1'27-9. | 15 Hill 1'28-4. |
| 16 Wisell 1'28-6. | 17 Ganley 1'28-6. | 18 de Adamich 1'29-5. |
| 19 Stommelen 1'29-6. | 20 Soler-Roig 1'29-8. | 21 Schenken 1'30-6. |
| 22 Surtees 1'30-8. | | |

MONACO GRAND PRIX

Circuit: Monte Carlo. *Date:* May 23. *Laps:* 80 (156-33 miles).

Results

- 1 J. Stewart (Tyrrell-Ford), 1hr 52min 21-3sec. 83-49mph.
- 2 R. Peterson (March-Ford 711), 1hr 52min 46-9sec.
- 3 J. Ickx (Ferrari 312 B2), 1hr 53min 14-6sec.
- 4 D. Hulme (McLaren-Ford M19A), 1hr 53min 28-0sec.
- 5 E. Fittipaldi (Lotus-Ford 72D), 79 laps.
- 6 R. Stommelen (Surtees-Ford TS9), 79 laps.
- 7 J. Surtees (Surtees-Ford TS9), 79 laps.
- 8 H. Pescarola (March-Ford 711), 77 laps.
- 9 P. Rodriguez (BRM P160), 76 laps.
- 10 T. Schenken (Brabham-Ford BT33), 76 laps.

1min 22-2sec. 85-58mph.

Retirements

G. Hill (Brabham-Ford BT34) accident—struck tabac wall. Lap 2.
F. Cevert (Tyrrell-Ford) struck barrier, damaged suspension and wheel. Lap 6.
R. Wisell (Lotus-Ford 72C) rear hub bearing. Lap 22.
P. Gethin (McLaren-Ford M14A) front suspension damaged when car hit chicane. Lap 23.
C. Regazzoni (Ferrari 312 B2) accident at chicane. Lap 25.
C. Amon (Matra-Simca MS 120B) crown wheel and pinion. Lap 46.
J. P. Beltoise (Matra-Simca MS 120B) crown wheel and pinion. Lap 48.
J. Siffert (BRM P160) engine. Lap 59.

Fastest lap: Stewart (Tyrrell-Ford),

Starting Grid (C)

- | | | |
|--------------------|----------------------|-------------------|
| 1 Stewart 1'23-2. | 2 Ickx 1'24-4. | 3 Siffert 1'24-8. |
| 4 Amon 1'24-8. | 5 Rodriguez 1'25-1. | 6 Hulme 1'25-3. |
| 7 Beltoise 1'25-6. | 8 Peterson 1'25-8. | 9 Hill 1'26-0. |
| 10 Surtees 1'26-0. | 11 Regazzoni 1'26-1. | 12 Wisell 1'26-7. |

- 13 Pescarola 1'26-7. 14 Gethin 1'26-9. 15 Cevert 1'27-2.
 16 Stommelen 1'27-2. 17 Fittipaldi 1'27-7. 18 Schenken 1'28-3.

Non-starters: (By reason of failing to qualify for one of the 18 places on the starting grid) H. Ganley (BRM P153), 1min 28-8sec.; M. Andretti (Ferrari 312B1), 1min 29-1sec.; N. Galli (March-Alfa Romeo 711), 1min 34-6sec.; A. Soler-Roig (March-Ford 711), 1min 44-4sec.; S. Barber (March-Ford 711), 2min 48-6sec.

DUTCH GRAND PRIX

Circuit: Zandvoort. *Date:* June 20. *Laps:* 70 (182-70 miles).

Results

- | | |
|--|--|
| 1 J. Ickx (Ferrari 312 B2),
1hr 56min 20-09sec. 94-06mph. | 15 P. Gethin (McLaren-Ford M19A),
60 laps. |
| 2 P. Rodriguez (BRM P160),
1hr 56min 28-08sec. | <i>Fastest lap:</i> J. Ickx (Ferrari),
1min 34-95sec. 98-78mph. |
| 3 C. Regazzoni (Ferrari 312 B2),
69 laps. | Retirements |
| 4 R. Peterson (March-Ford 711),
68 laps. | C. Amon (Matra-Simca MS 120B)
spin, damaged radiator. Lap 2. |
| 5 J. Surtees (Surtees-Ford TS9),
68 laps. | M. Andretti (Ferrari 312B1)
fuel pump. Lap 4. |
| 6 J. Siffert (BRM P160),
68 laps. | D. Walker (Lotus-Turbine 56B)
went off road at Tarzan. Lap 6. |
| 7 H. Ganley (BRM P153),
66 laps. | N. Galli (March-Alfa Romeo 711)
incident with Cevert (Tyrrell-Ford).
Lap 8. |
| 8 G. van Lennep (Surtees-Ford
TS7), 65 laps. | R. Wisell (Lotus-Ford 72D)
reversed into pits (disqualified).
Lap 6. |
| 9 J. P. Beltoise (Matra-Simca
MS 120B), 65 laps. | R. Stommelen (Surtees-Ford TS9)
push started following spin
(disqualified). Lap 19. |
| 10 G. Hill (Brabham-Ford BT34),
65 laps. | F. Cevert (Tyrrell-Ford) suspension.
Lap 34. |
| 11 J. Stewart (Tyrrell-Ford),
65 laps. | T. Schenken (Brabham-Ford BT33)
suspension following incident with
Pescarola (March-Ford). Lap 39. |
| 12 D. Hulme (McLaren-Ford M19A),
63 laps. | A. Soler-Roig (March-Ford 711)
engine. Lap 58. |
| 13 H. Pescarola (March-Ford 711),
62 laps. | |
| 14 S. Barber (March-Ford 711),
60 laps. | |

Starting Grid (A)

- | | | |
|-----------------------|------------------------|------------------------|
| 1 Ickx 1'17-42. | 2 Rodriguez 1'17-46. | 3 Stewart 1'17-64. |
| 4 Regazzoni 1'17-98. | 5 Amon 1'18-46. | 6 Wisell 1'18-70. |
| 7 Surtees 1'18-71. | 8 Siffert 1'18-91. | 9 Ganley 1'19-09. |
| 10 Stommelen 1'19-11. | 11 Beltoise 1'19-16. | 12 Cevert 1'19-54. |
| 13 Peterson 1'19-73. | 14 Hulme 1'19-74. | 15 Pescarola 1'20-01. |
| 16 Hill 1'20-07. | 17 Soler-Roig 1'20-26. | 18 Andretti 1'20-32. |
| 19 Schenken 1'20-35. | 20 Galli 1'20-61. | 21 van Lennep 1'20-79. |
| 22 Walker 1'21-83. | 23 Gethin 1'22-07. | 24 Barber 1'22-19. |

Dave Charlton was due to drive one of the Gold Leaf Team Lotus 72Ds but he did not get his drive following a pre-race incident in which Dave Walker damaged the suspension on the car. Charlton was down to drive to replace Emerson Fittipaldi, who was still recovering from a road accident.

FRENCH GRAND PRIX

Circuit: Paul Ricard. *Date:* July 4. *Laps:* 55 (198.22 miles).

Results

- 1 J. Stewart (Tyrrell-Ford),
1hr 46min 41.68sec. 111.66mph.
- 2 F. Cevert (Tyrrell-Ford),
1hr 47min 09.80sec.
- 3 E. Fittipaldi (Lotus-Ford 72D),
1hr 47min 15.75sec.
- 4 J. Siffert (BRM P160),
1hr 47min 18.85sec.
- 5 C. Amon (Matra-Simca MS120B),
1hr 47min 22.76sec.
- 6 R. Wisell (Lotus-Ford 72D),
1hr 47min 57.70sec.
- 7 J. P. Beltoise (Matra-Simca
MS120B), 1hr 47min 58.61sec.
- 8 J. Surtees (Surtees-Ford TS9),
1hr 48min 06.59sec.
- 9 P. Gethin (McLaren-Ford
M19A), 54 laps.
- 10 H. Ganley (BRM P153), 54 laps.
- 11 R. Stommelen (Surtees-Ford
TS9), 53 laps.
- 12 T. Schenken (Brabham-Ford
BT33), 50 laps.*
- 13 F. Mazet (March-Ford 701),
50 laps.
- 14 J. Max (March-Ford 701),
46 laps.

*Tim Schenken was not running at finish.
Fastest lap: J. Stewart (Tyrrell-Ford), 1min 54.09sec. 113.91mph.

Retirements

A. Soler-Roig (March-Ford 711)
fuel pump. Lap 4.
J. Ickx (Ferrari 312B2) engine.
Lap 5.
D. Hulme (McLaren-Ford M19A)
ignition. Lap 16.
R. Peterson (March-Alfa Romeo
711) engine. Lap 20.
C. Regazzoni (Ferrari 312B2)
accident. spun on oil. Lap 21.
P. Rodriguez (BRM P160)
ignition. Lap 28.
A. de Adamich (March-Alfa
Romeo 711) engine. Lap 32.
G. Hill (Brabham-Ford BT34)
engine. Lap 35.
H. Pescarola (March-Ford 711)
gearbox. Lap 45.
T. Schenken (Brabham-Ford BT33)
engine. Lap 50.

Starting Grid (A)

- | | | |
|-----------------------|------------------------|------------------------|
| 1 Stewart 1'50-71. | 2 Regazzoni 1'51-53. | 3 Ickx 1'51-88. |
| 4 Hill 1'52-32. | 5 Rodriguez 1'52-46. | 6 Siffert 1'52-50. |
| 7 Cevert 1'52-69. | 8 Beltoise 1'52-92. | 9 Amon 1'52-94. |
| 10 Stommelen 1'53-10. | 11 Hulme 1'53-24. | 12 Peterson 1'53-36. |
| 13 Surtees 1'53-57. | 14 Schenken 1'53-58. | 15 Wisell 1'53-75. |
| 16 Ganley 1'53-77. | 17 Fittipaldi 1'54-22. | 18 Pescarola 1'54-27. |
| 19 Gethin 1'54-90. | 20 de Adamich 1'56-17. | 21 Soler-Roig 1'57-07. |
| 22 Max 1'59-79. | 23 Mazet 2'00-51. | |

Non-starters: N. Galli (March-Ford 711), 1'55-52.

BRITISH GRAND PRIX

Circuit: Silverstone. *Date:* July 17. *Laps:* 68 (199.04 miles).

Results

- 1 J. Stewart (Tyrrell-Ford),
1hr 31min 31.5sec. 130.48mph.
- 2 R. Peterson (March-Ford 711),
1hr 32min 07.6sec.
- 3 E. Fittipaldi (Lotus-Ford 72D),
1hr 32min 22.0sec.
- 4 H. Pescarola (March-Ford 711),
67 laps.
- 5 R. Stommelen (Surtees-Ford
TS9), 67 laps.
- 6 J. Surtees (Surtees-Ford TS9),
67 laps.
- 7 J. P. Beltoise (Matra-Simca
MS 120B), 66 laps.
- 8 H. Ganley (BRM P153), 66 laps.
- 9 J. Siffert (BRM P160), 66 laps.
- 10 F. Cevert (Tyrrell-Ford), 65 laps.
- 11 N. Galli (March-Ford 711),
65 laps.
- 12 T. Schenken (Brabham-Ford
BT33), 63 laps.*
R. Wisell (Lotus-Turbine T56B),
57 laps.†
A. de Adamich (March-Alfa
Romeo 711), 56 laps.†

*Not running at finish, but classified.

†Running at finish, but not classified.

Fastest lap: J. Stewart (Tyrrell-Ford), 1min 19.9sec. 131.88mph.

Retirements

- G. Hill (Brabham-Ford BT34)
start line incident with Oliver, broke
radius rod.
J. Oliver (McLaren-Ford M14A)
start line incident, broke top link
D. Charlton (Lotus-Ford 72D)
engine. Lap 2.
M. Beuttler (March-Ford 711)
engine. Lap 22.
D. Bell (Surtees-Ford TS9)
suspension. Lap 24.
D. Hulme (McLaren-Ford M19A)
engine. Lap 32.
C. Amon (Matra-Simca MS120B)
engine. Lap 36.
C. Regazzoni (Ferrari 312 B2)
engine. Lap 49.
J. Ickx (Ferrari 312 B2) engine.
Lap 52.
P. Gethin (McLaren-Ford M19A)
engine. Lap 54.
T. Schenken (Brabham-Ford BT33)
gearbox. Lap 63.

Starting Grid (A)

- | | | |
|----------------------|----------------------|-----------------------|
| 1 Regazzoni 1'18.1. | 2 Stewart 1'18.1. | 3 Siffert 1'18.2. |
| 4 Fittipaldi 1'18.3. | 5 Peterson 1'19.0. | 6 Ickx 1'19.5. |
| 7 Schenken 1'19.5. | 8 Hulme 1'19.6. | 9 Amon 1'19.7. |
| 10 Cevert 1'19.8. | 11 Ganley 1'19.84. | 12 Stommelen 1'19.88. |
| 13 Charlton 1'20.05. | 14 Gethin 1'20.10. | 15 Beltoise 1'20.2. |
| 16 Hill 1'20.3. | 17 Pescarola 1'20.5. | 18 Surtees 1'20.61. |
| 19 Wisell 1'20.66. | 20 Beuttler 1'20.7. | 21 Galli 1'20.9. |
| 22 Oliver 1'21.0. | 23 Bell 1'22.3. | 24 de Adamich 1'23.2. |

GERMAN GRAND PRIX

Circuit: Nurburgring. *Date:* August 1. *Laps:* 12 (170.27 miles).

Results

- 1 J. Stewart (Tyrrell-Ford),
1hr 29min 15.7sec. 114.46mph.
- 2 F. Cevert (Tyrrell-Ford),
1hr 29min 45.8sec.
- 3 C. Regazzoni (Ferrari 312 B2),
1hr 29min 52.8sec.
- 4 M. Andretti (Ferrari 312 B2),
1hr 31min 20.7sec.

- 5 R. Peterson (March-Ford 711),
1hr 31min 44.8sec.
- 6 T. Schenken (Brabham-Ford
BT33), 1hr 32min 14.3sec.
- 7 J. Surtees (Surtees-Ford TS9),
1hr 32min 34.7sec.
- 8 R. Wisell (Lotus-Ford 72D),
1hr 35min 47.4sec.
- 9 G. Hill (Brabham-Ford BT34),
1hr 35min 52.7sec.
- 10 R. Stommelen (Surtees-Ford
TS9), 11 laps.
- 11 V. Elford (BRM P160), 11 laps.
- 12 N. Galli (March-Alfa Romeo 711),
10 laps.

Fastest lap: F. Cevert (Tyrrell-Ford), 7min 20.1sec. 116.07mph.

Retirements

J. Ickx (Ferrari 312 B2) damaged rear suspension when he went off

road. Lap 2.
H. Ganley (BRM P153) engine. Lap 3.
A. de Adamich (March-Alfa Romeo 711) fuel injection. Lap 3.
M. Beuttler (March-Ford 711) disqualified for wrong entry to pits. Lap 4.
D. Hulme (McLaren-Ford M19A) fuel leak. Lap 4.
H. Pescarola (March-Ford 711) suspension. Lap 6.
P. Gethin (McLaren-Ford M19A) went off road and damaged suspension. Lap 6.
J. Siffert (BRM P160) coil. Lap 7.
C. Amon (Matra-Simca MS 120B) accident. suspension. Lap 7.
E. Fittipaldi (Lotus-Ford 72D) oil leak. Lap 9.

Starting Grid (I)

- | | | |
|----------------------|-----------------------|----------------------|
| 1 Stewart 7'19.0. | 2 Ickx 7'19.2. | 3 Siffert 7'22.4. |
| 4 Regazzoni 7'22.7. | 5 Cevert 7'23.4. | 6 Hulme 7'26.0. |
| 7 Peterson 7'26.5. | 8 Fittipaldi 7'27.5. | 9 Schenken 7'29.8. |
| 10 Pescarola 7'30.3. | 11 Andretti 7'31.7. | 12 Stommelen 7'34.7. |
| 13 Hill 7'36.1. | 14 Ganley 7'36.6. | 15 Surtees 7'36.7. |
| 16 Amon 7'37.3. | 17 Wisell 7'39.96. | 18 Elford 7'39.98. |
| 19 Gethin 7'41.4. | 20 de Adamich 7'41.7. | 21 Galli 7'47.6. |
| 22 Beuttler 7'52.6. | | |

Did not qualify: J. Bonnier (McLaren-Ford M7C), 8'17.0; Helmut Marko also drove Jo Bonnier's car in practice.

AUSTRIAN GRAND PRIX

Circuit: Oesterreichring, Zeltweg. *Date*: August 15. *Laps*: 54 (198.34 miles).

Results

- 1 J. Siffert (BRM P160),
1hr 30min 23.91sec. 132.3mph.
- 2 E. Fittipaldi (Lotus-Ford 72D),
1hr 30min 28.03sec.
- 3 T. Schenken (Brabham-Ford
BT33), 1hr 30min 43.68sec.
- 4 R. Wisell (Lotus-Ford 72D),
1hr 30min 55.78sec.
- 5 G. Hill (Brabham-Ford BT34),
1hr 31min 12.34sec.
- 6 H. Pescarola (March-Ford 711),
1hr 31min 48.42sec.
- 7 R. Stommelen (Surtees-Ford
TS9), 1hr 32min 01.33sec.
- 8 R. Peterson (March-Ford 711),
53 laps.
- 9 J. Oliver (McLaren-Ford M19A),
53 laps.
- 10 P. Gethin (BRM P160), 52 laps.
- 11 H. Marko (BRM P153), 52 laps.
- 12 N. Galli (March-Alfa Romeo 711),
51 laps.
M. Beuttler (March-Ford 711),
44 laps.*

*Running at finish, but unclassified.

Fastest lap: J. Siffert (BRM P160),
1min 38.47sec. 134.39mph.

Retirements

D. Hulme (McLaren-Ford M19A)
engine, 6 laps.

H. Ganley (BRM P160) electrics.
6 laps.

C. Regazzoni (Ferrari 312 B2)
engine, 9 laps.

J. Surtees (Surtees-Ford TS9)
engine, 12 laps.

N. Lauda (March-Ford 711)
handling, 20 laps.

J. Ickx (Ferrari 312 B2) engine.
31 laps.

J. Stewart (Tyrrell-Ford)
accident, drive shaft, 35 laps.

F. Cevert (Tyrrell-Ford) engine.
42 laps.

Starting Grid (H)

1 Siffert 1'37.44.

4 Regazzoni 1'37.90.

7 Schenken 1'38.64.

10 Wisell 1'38.95.

13 Pescarola 1'39.09.

16 Gethin 1'39.67.

19 Beuttler 1'41.46.

22 Oliver 1'44.22.

2 Stewart 1'37.65.

5 Fittipaldi 1'37.90.

8 Hill 1'38.70.

11 Peterson 1'39.01.

14 Ganley 1'39.46.

17 Marko 1'39.80.

20 Bonnier 1'41.66.*

3 Cevert 1'37.86.

6 Ickx 1'38.27.

9 Hulme 1'38.88.

12 Stommelen 1'39.08.

15 Galli 1'39.54.

18 Surtees 1'40.37.

21 Lauda 1'43.68.

**Non-starter:* Jo Bonnier's machine was a McLaren-Ford M7C.

ITALIAN GRAND PRIX

Circuit: Monza. *Date:* September 5. *Laps:* 55 (196.35 miles).

Results

1 P. Gethin (BRM P160),

1hr 18min 12.60 sec. 150.76mph.

2 R. Peterson (March-Ford 711),

1hr 18min 12.61 sec.

3 F. Cevert (Tyrrell-Ford),

1hr 18min 12.69 sec.

4 M. Hailwood (Surtees-Ford TS9),

1hr 18min 12.78 sec.

5 H. Ganley (BRM P160),

1hr 18min 13.21 sec.

6 C. Amon (Matra-Simca
MS120B), 1hr 18min 44.96 sec.

7 J. Oliver (McLaren-Ford M14A),

1hr 19min 37.43 sec.

8 E. Fittipaldi (Lotus-Turbine
T56B), 54 laps.

9 J. Siffert (BRM P160), 53 laps.

10 J. Bonnier (McLaren-Ford

M7C), 51 laps.

11 G. Hill (Brabham-Ford BT34),

47 laps.*

12 J.P. Jarier (March-Ford 701),

47 laps.

Fastest lap: H. Pescarola (March-
Ford 711), 1min 23.8 sec. 153.49 mph

*Not running at finish.

Retirements

H. Marko (BRM P153) engine.
3 laps.

J. Surtees (Surtees-Ford TS9)
engine, 3 laps.

T. Schenken (Brabham-Ford
BT33) suspension, 5 laps.

S. Moser (Bellasi-Ford) shock
absorber broken, 5 laps.

N. Galli (March-Ford 711)
electrics, 11 laps.

J. Ickx (Ferrari 312 B1) engine.
15 laps.

J. Stewart (Tyrrell-Ford) broken
con-rod, 15 laps.

C. Regazzoni (Ferrari 312 B2)
engine, 17 laps.

A. de Adamich (March-Alfa Romeo 711) engine. 33 laps.
H. Pescarola (March-Ford 711) suspension. 40 laps.

M. Beuttler (March-Ford 711) engine. 41 laps.
G. Hill (Brabham-Ford BT34) gearbox. 47 laps.

Starting Grid

- | | | |
|-----------------------|------------------------|------------------------|
| 1 Amon 1'22-40. | 2 Ickx 1'22-82. | 3 Siffert 1'23-03. |
| 4 Ganley 1'23-15. | 5 Cevert 1'23-41. | 6 Peterson 1'23-46. |
| 7 Stewart 1'23-49. | 8 Regazzoni 1'23-69. | 9 Schenken 1'23-73. |
| 10 Pescarola 1'23-77. | 11 Gethin 1'23-88. | 12 Marko 1'23-96. |
| 13 Oliver 1'24-09. | 14 Hill 1'24-27. | 15 Surtees 1'24-45. |
| 16 Beuttler 1'25-01. | 17 Hailwood 1'25-17. | 18 Fittipaldi 1'25-18. |
| 19 Galli 1'25-19. | 20 de Adamich 1'25-78. | 21 Bonnier 1'26-14. |
| 22 Moser 1'26-54. | 23 Stommelen 1'27-92.* | 24 Jarier 1'28-19. |

*Non-starters: C. Pace (March-Ford 701), H. Muller (Lotus-Ford 72C).

CANADIAN GRAND PRIX

Circuit: Mosport Park, Ontario. Date: September 19. Laps: 64 (157-38 miles)

Results

- | | |
|--|---|
| 1 J. Stewart (Tyrrell-Ford),
1hr 55min 12-9sec. 81-97mph. | 14 P. Gethin (BRM P160), 59 laps. |
| 2 R. Peterson (March-Ford 711),
1hr 55min 51-2sec. | 15 G. Eaton (BRM P160), 59 laps. |
| 3 M. Donohue (McLaren-Ford
M19A), 1hr 56min 48-7sec. | 16 N. Galli (March-Ford 711),
57 laps. |
| 4 D. Hulme (McLaren-Ford M19A),
63 laps. | M. Beuttler (March-Ford 711),
56 laps.* |
| 5 R. Wisell (Lotus-Ford 72D),
63 laps. | P. Lovely (Lotus-Ford 69),
55 laps.* |
| 6 F. Cevert (Tyrrell-Ford),
62 laps. | *Running at finish but unclassified. |
| 7 E. Fittipaldi (Lotus-Ford 72D),
62 laps. | <i>Fastest lap</i> : D. Hulme (McLaren-
Ford M19A), 1min 43-5sec.
85-53mph. |
| 8 J. Ickx (Ferrari 312B2),
62 laps. | |
| 9 J. Siffert (BRM P160), 61 laps. | |
| 10 C. Amon (Matra-Simca
MS120B), 61 laps. | |
| 11 J. Surtees (Surtees-Ford TS9),
60 laps. | |
| 12 H. Marko (BRM P153), 60 laps. | |
| 13 M. Andretti (Ferrari 312 B2),
60 laps. | |

Retirements

T. Schenken (Brabham-Ford BT33) ignition. 1 lap completed.
G. Hill (Brabham-Ford BT34) accident. 2 laps.
C. Regazzoni (Ferrari 312 B2) S. Barber (March-Ford 711) engine. 14 laps.
J.P. Beltoise (Matra-Simca MS120B) accident. 15 laps.
R. Stommelen (Surtees-Ford TS9) engine. 26 laps.

Starting Grid

- | | | |
|----------------------|-------------------|--------------------|
| 1 Stewart 1'15-3 | 2 Siffert 1'15-5. | 3 Cevert 1'15-7. |
| 4 Fittipaldi 1'16-1. | 5 Amon 1'16-1. | 6 Peterson 1'16-2. |
| 7 Wisell 1'16-3. | 8 Donohue 1'16-3. | 9 Ganley 1'16-3. |

- | | | |
|---------------------|----------------------|-----------------------|
| 10 Hulme 1'16.4. | 11 Beltoise 1'16.5. | 12 Ickx 1'16.5. |
| 13 Andretti 1'16.9. | 14 Surtees 1'17.1. | 15 Hill 1'17.2. |
| 16 Gethin 1'17.2. | 17 Schenken 1'17.4. | 18 Regazzoni 1'17.5. |
| 19 Marko 1'17.8. | 20 Galli 1'18.2. | 21 Eaton 1'18.4. |
| 22 Beuttler 1'18.5. | 23 Stommelen 1'18.8. | 24 Pescarola 1'21.9.* |
| 25 Barber 1'19.8. | 26 Lovely 1'21.1. | |

*Non-starter: Chris Craft (Brabham-Ford BT33) 1'20.3.

UNITED STATES GRAND PRIX

Circuit: Watkins Glen. Date: October 3. Laps: 59 (199-243 miles).

Results

- | | |
|---|---|
| 1 F. Cevert (Tyrrell-Ford),
1hr 43min 51.991sec. 115.092mph. | 18 S. Barber (March-Ford 711),
52 laps. |
| 2 J. Siffert (BRM P160),
1hr 44min 32.053sec. | 19 E. Fittipaldi (Lotus-Ford 72D),
49 laps. |
| 3 R. Peterson (March-Ford 711),
1hr 44min 36.061sec. | 20 P. Lovely (Lotus-Ford 69), 49 laps
*Not running at finish. |
| 4 H. Ganley (BRM P160),
1hr 44min 48.740sec. | <i>Fastest lap:</i> J. Ickx (Ferrari 312 B1),
1min 43.47sec. 117.495mph. |
| 5 J. Stewart (Tyrrell-Ford),
1hr 44min 51.994sec. | Retirements |
| 6 C. Regazzoni (Ferrari 312 B2),
1hr 45min 08.417sec. | P. Revson (Tyrrell-Ford) clutch. 1 lap. |
| 7 G. Hill (Brabham-Ford BT34),
58 laps. | R. Wisell (Lotus-Ford 72D)
brakes-accident. 5 laps. |
| 8 J.P. Beltoise (Matra-Simca
MS120B), 58 laps. | N. Galli (March-Ford 711)
suspension and damaged radiator.
11 laps. |
| 9 P. Gethin (BRM 160), 58 laps. | S. Posey (Surtees-Ford TS9)
engine. 15 laps. |
| 10 D. Hobbs (McLaren-Ford M19A)
58 laps. | H. Pescarola (March-Ford 711)
engine. 23 laps. |
| 11 A. de Adamich (March-Alfa
Romeo), 57 laps. | C. Craft (Brabham-Ford BT33)
tyre and engine. 30 laps. |
| 12 C. Amon (Matra-Simca MS120B),
57 laps. | T. Schenken (Brabham-Ford BT33)
engine. 41 laps. |
| 13 H. Marko (BRM P160), 57 laps. | D. Hulme (McLaren-Ford M19A)
accident. 47 laps. |
| 14 J. Cannon (BRM (P153),
56 laps. | J. Ickx (Ferrari 312 B1) electrics.
49 laps. |
| 15 M. Hailwood (Surtees-Ford
TS9), 54 laps* | J. Bonnier (McLaren-Ford M7C)
engine. 54 laps. |
| 16 J. Bonnier (McLaren-Ford
M7C), 54 laps.* | M. Hailwood (Surtees-Ford TS9)
accident. 54 laps. |
| 17 J. Surtees (Surtees-Ford TS9),
54 laps. | |

Starting Grid

- | | | |
|-----------------------|------------------------|---------------------|
| 1 Stewart 1'42.642. | 2 Fittipaldi 1'42.659. | 3 Hulme 1'42.925. |
| 4 Regazzoni 1'43.002. | 5 Cevert 1'43.152. | 6 Siffert 1'43.468. |
| 7 Ickx 1'43.843. | 8 Amon 1'43.970. | 9 Wisell 1'44.024. |
| 10 Beltoise 1'44.067. | 11 Peterson 1'44.193. | 12 Ganley 1'44.430. |

- | | | |
|-----------------------------|-------------------------------|-------------------------------|
| 13 Surtees 1'44-908. | 14 Hailwood 1'45-094. | 15 Schenken 1'45-110. |
| 16 Marko 1'45-204. | 17 Posey 1'45-267. | 18 Hill 1'45-448. |
| 19 Revson 1'45-515. | 20 Pescarola 1'45-568. | 21 Gethin 1'45-729. |
| 22 Cannon 1'47-471. | 23 Barber 1'47-673. | 24 de Adamich 1'47-952 |
| 25 Craft 1'48-698. | 26 Bonnier 1'49-391. | 27 Lovely 1'52-140. |

Non-starters: Gijs van Lennep (Surtees-Ford TS9) 1'48-029., did not start because Sam Posey who was also entered to drive same car was quicker in practice.

Mark Donohue (McLaren-Ford M19A) 1'45-378. He had to take part in race at Trenton, which had been postponed. David Hobbs took over his machine entered by Roger Penske-Kirk F. White.

Mario Andretti (Ferrari 312 B2) 1'43-195. Like Donohue he had to take part in race at Trenton.

WORLD CHAMPIONSHIP FINAL PLACINGS

	<i>points</i>		<i>points</i>
1 Jackie Stewart	62	Reine Wisell	9
2 Ronnie Peterson	33	Denny Hulme	9
3 Francois Cevert	26	14 Tim Schenken	5
4 Jacky Ickx	19	Howden Ganley	5
Joseph Siffert	19†	16 Mark Donohue	4
6 Emerson Fittipaldi	16	Henri Pescarola	4
7 Clay Regazzoni	13	18 Mike Hailwood	3
8 Mario Andretti	12	John Surtees	3
9 Peter Gethin	9	Rolf Stommelen	3
Pedro Rodriguez	9†	21 Graham Hill	2
Chris Amon	9	22 Jean-Pierre Beltoise	1

†Deceased.

World Championship of Manufacturers

Just as points are awarded to drivers competing in the World Championship series, the FIA decided in 1958 to introduce a Manufacturers' Championship. In 1958 and 1959 8, 6, 4, 3 and 2 points respectively were given for the first

- 1958:** 1. Vanwall (48 points),
2. Ferrari (40), 3. Cooper (31).
1959: 1. Cooper (40 points),
2. Ferrari (32), 3. BRM (19).
1960: 1. Cooper (40 points),
2. Lotus (32), 3. Ferrari (24).
1961: 1. Ferrari (40), 2. Lotus (32),
3. Porsche (22).
1962: 1. BRM (42), 2. Lotus (36),
3. Cooper (29).
1963: 1. Lotus (54), 2. BRM (36),
3. Brabham (28).
1964: 1. Ferrari (45), 2. BRM (42),
3. Lotus (38).

five places. In 1960 an additional point was awarded for sixth place; while in 1962 points for the winning car were increased from 8 to 9. The points are only awarded to the highest placed car of each make. The results to-date are as follows:

- 1965:** 1. Lotus (54), 2. BRM (45),
3. Brabham (27).
1966: 1. Brabham (42),
2. Ferrari (31), 3. Cooper (30).
1967: 1. Brabham (67), 2. Lotus (44),
3. Cooper (28).
1968: 1. Lotus (64), 2. Matra (47),
3. McLaren (46).
1969: 1. Matra (66), 2. Brabham (51),
3. Lotus (44).
1970: 1. Lotus (59), 2. Ferrari (52),
3. March (48).
1971: 1. Tyrrell-Ford (73), 2. BRM
(36), 3. March-Ford (34).

Grand Prix Drivers (1950-1971)

This alphabetical list of all drivers, who have competed in one or more World Championship events during the period 1950 to 1971, inclusive, does not include names of drivers, who were entered for a Grand Prix,

- Abecassis, George (Great Britain).
Adamich, Andrea de (Italy).
Adolf, Kurt (Germany).
Ahrens, Kurt (Germany).
ALLISON, Cliff (Great Britain).
AMON, Chris (New Zealand).
ANDERSON, R. 'Bob' A. (Great Britain).
ANDRETTI, Mario (Italy) (GPW).
ARUNDELL, Peter (Great Britain).
ASCARI, Alberto (Italy) (WC 1952, 1953. GPW).

but for various reasons, did not start. Names in capitals have all scored points in the Championship tables. (WC19): World Championship and year or years in brackets. (GPW): Grand Prix Winner.

- Ashdown, Peter (Great Britain).
Ashmore, Gerry (Great Britain).
Aston, Bill (Great Britain).
ATTWOOD, Richard 'Dick'
(Great Britain).

- BAGHETTI, Giancarlo (Italy)
(GPW).
Balsa, Marcel (France).
BANDINI, Lorenzo (Italy) (GPW).
Barber, Bob (Great Britain).
Barber, Skip (United States).

Barth, Edgar (Germany).
 Bassi, Giorgio (Italy).
 Bauer, E. (German).
 BAYOL, Elie (France).
 BEAUFORT, Carel Godin de
 (Holland).
 Beauman, Don (Great Britain).
 BEHRA, Jean (France).
 BELL, Derek (Great Britain).
 BELTOISE, Jean-Pierre (France).
 Berger, George (France).
 Beuttler, Mike (Great Britain).
 BIANCHI, Lucien (Belgium).
 Biondetti, Clemente (Italy).
 'BIRA' Prince Birabongse (Siam).
 Birger, Pablo (Argentina).
 Blanchard, Harry (United States).
 Blokdyk, Trevor (South Africa).
 BONDURANT, Bob (United States).
 BONETTO, Felice (Italy).
 BONNIER, Joakim (Sweden)
 (GPW).
 Bonomi, Roberto (Argentina).
 Bortha, Luki (South Africa).
 BRABHAM, Jack (Australia)
 (WC 1959, 1960, 1966. GPW).
 Brack, Bill (Canada).
 Brandon, Eric (Great Britain).
 Branca, Toni (Switzerland).
 Bridger, Tom (Great Britain).
 Brien, Robert O' (United States).
 Bristow, Chris (Great Britain).
 Broeker, Peter (Canada).
 BROOKS, Tony (Great Britain)
 (GPW).
 Brown, Alan (Great Britain).
 Brudes, Adolf (Germany).
 Bucci, Clemar (Argentina).
 Bueb, Ivor (Great Britain).
 Burgess, Ian (Great Britain).
 BUCKNAM, Ronnie (United
 States).
 Bussinello, Roberto (Italy).

 CABIANCA, Giulio (Italy).
 Cabral, Mario (Portugal).
 Cade, Phil (United States).
 Campbell-Jones, John (Great
 Britain).
 CAMPOS, Benedicto (Argentina).

 Cannon, John (Canada).
 Cantoni, Heitel (Uruguay).
 Carini, Piero (Italy).
 CASTELLOTTI, Eugenio (Italy).
 Caze, Robert La (Morocco).
 CEVERT, Francois (France) (GPW).
 CHABOUD, Eugene (France).
 Chamberlain, Jay (United States).
 Charrington, Robin Montgomerie
 (Great Britain).
 Chimeri, Ettore (Argentina).
 CHIRON, Louis (Monoco).
 Claes, Johnny (Belgium).
 CLARK, Jim (Great Britain)
 (WC 1963, 1965 GPW).
 COLLINS, Peter (Great Britain)
 (GPW).
 Collomb, Bernard (France).
 Comotti, G. (Italy).
 Constantine, George (United
 States).
 Cordts, John (Canada).
 COURAGE, Piers (Great Britain).
 Craft, Chris (Great Britain).
 Creus, A. (Argentina).
 Crook, Anthony (Great Britain).
 Crossley, Geoffrey (Great Britain).
 Cruz, Schwelm (Argentina).

 Daigh, Chuck (United States).
 Daponte, Jorge (Italy).
 DONOHUE, Mark (United States).
 Davis, Colin (Great Britain).
 Downing, Ken (Great Britain).
 Drake, Phil (United States).
 Drogo, Piero (Venezuela).

 Eaton, George (Canada).
 ELFORD, Vic (Great Britain).
 England, Paul (Australia).
 Emery, Paul (Great Britain).
 ETANCELIN, Philippe (France).

 FAIRMAN, Jack (Great Britain).
 FAGIOLI, Luigi (Italy).
 FANGIO, Juan Manuel (Argentina)
 (WC 1951, 1954, 55, 56, 57. GPW).
 FARINA, Giuseppe (Italy) (WC
 1950. GPW).
 FILIPPIS, Maria Teresa de (Italy).
 FISCHER, Rudolf (Switzerland).

- Fisher, Mike (Canada).
 FITTIPALDI, Emerson (Brazil)
 (GPW).
 Fitzau—(Germany).
 Flinterman, Jan (Holland).
 FLOCKHART, Ron (Great Britain).
 Fotheringham-Parker, Philip
 (Great Britain).
 Fraser, Herbert Mackay (United
 States).
 FRERE, Paul (Belgium).
 Fry, Joe (Great Britain).
- Galli, Nanni (Italy).
 GALVEZ, Oscar (Argentina).
 Gamble, Fred (United States).
 GANLEY, Howden (New Zealand).
 Gardner, Frank (Australia).
 Gaze, Tony (Australia).
 'Geki' (Italy).
 GENDEBIEN, Olivier (Belgium).
 Gerard, Bob (Great Britain).
 GERINI, Gerino (Italy).
 GETHIN, Peter (Great Britain)
 (GPW).
 Gibson, Dick (Great Britain).
 GINTHER, Richie (United States)
 (GPW).
 GIRAUD-CABANTEOUS, Yves
 (France).
 GIUNTI, Ignazio (Italy).
 GODIA, Francesco (Spain).
 Goethals, C. (Belgium).
 GONZALEZ, Jose Froilan
 (Argentina) (GPW).
 Gordini, Aldo (France).
 GOULD, Horace (Great Britain).
 GRAFFENRIED, Baron Emmanuel
 de (Switzerland).
 Greene, Keith (Great Britain).
 GREGORY, Masten (United States).
 Grignard, Georges (France).
 Guelfi, Andre (France).
 GURNEY, Dan (United States)
 (GPW).
- Hahne, Hubert (Germany).
 HAILWOOD, Mike (Great Britain).
 Halford, Bruce (Great Britain).
 HALL, Jim (United States).
 Hamilton, Duncan (Great Britain).
- Hampshire, David (Great Britain).
 HANGSEN, Walt (United States).
 Harris, (South Africa).
 Harrison, Cuth (Great Britain).
 Hart, Brian (Great Britain).
 Hawkins, Paul (Australia).
 HAWTHORN, John Michael
 (Great Britain) (WC 1958. GPW).
 Heath, John (Great Britain).
 Heeks, Willi (Germany).
 Helfrich, Theo (Germany).
 HERRMANN, Hans (Germany).
 HILL, Graham (Great Britain)
 (WC 1962, 1968. GPW).
 HILL, Phil (United States) WC
 1961. GPW).
 Hirt, Peter (Switzerland).
 Hobbs, David (Great Britain).
 Huchinson, Gus (United States).
 HULME, Denis (New Zealand)
 (WC 1967 GPW).
- ICKX, Jacky (Belgium) (GPW).
 Iglesias, Jesus (Argentina).
 IRELAND, Innes (Great Britain)
 (GPW).
 IRWIN, Chris (Great Britain).
- James, John (Great Britain).
 Jarier, Jean-Pierre (France).
 Johnson, Leslie (Great Britain).
 Johnstone, Bruce (South Africa).
- Karch (Germany).
 Kelly, Joe (Ireland).
 Klerk, Peter de (South Africa).
 KLING, Karl (Germany).
 Klodwig, Ernst (Germany).
 Krause, E. (Germany).
- LANDI, Chico (Brazil).
 LANG, Herrmann (Germany).
 Laretto, Rodriguez (Argentina).
 Lauda, Niki (Austria).
 Lawrence, Chris (Great Britain).
 Lawton, George (New Zealand).
 Laurent, Roger (Belgium).
 LEDERLE, Neville (South Africa).
 Legat, Andre (Belgium).
 Lennep, Gijs van (Holland).

Leston, Les (Great Britain).
LEWIS, Jack (Great Britain).
LEWIS-EVANS, Stuart
(Great Britain).
Levegh, Pierre (France).
LIGIER, Guy (France).
Lippi, Roberto (Italy).
Lof, Van Der (Holland).
Loof, Ernst (Germany).
Louveau, Henri (France).
LOVE, John (South Africa).
Lovely, Pete (United States).
Loyer, Roger (France).
Lucas, Jean (France).

MacDowell, Mike (Great Britain).
McAlpine, Kenneth (Great Britain).
MCLAREN, Bruce (New Zealand)
(GPW).
Macklin, Lance (Great Britain).
MAGGS, Tony (South Africa).
MAGLIOLI, Umberto (Italy).
Mairesse, Guy (France).
MAIRESSE, Willy (Belgium).
MANTOVANI, Sergio (Italy).
MANZON, Robert (France).
MARIMON, Onofre (Argentina).
Marko, Helmut (Austria).
Marr, Leslie (Great Britain).
Marsh, Tony (Great Britain).
Martin, Eugene (France).
Max, Jean (France).
May, Michael (Switzerland).
Mayer, Tim (New Zealand).
Mazet, Francois (France).
MENDITEGUY, Carlos (Argentina).
MIERES, Roberto (Argentina).
MILES, John (Great Britain).
Milhoux, Andre (Belgium).
MITTER, Gerhard (Germany).
MOSER, Silvio (Switzerland).
MOSS, Stirling (Great Britain)
(GPW).
Munaron, Gino (Italy).
Murray, David (Great Britain).
MUSSO, Luigi (Italy).

Nacke (Germany).
Natili, Nasimo (Italy).
Naylor, Brian (Great Britain).

Neidermayer, Helmut (Germany).
Niemann, Brausch (South Africa).
Nixon, George (Great Britain).
Nuckey, Rodney (Great Britain).

OLIVER, Jackie (Great Britain).
Owen, Arthur (Jersey).
Orey, Fritz D' (Brazil).

Pagani, N. (Italy).
PARKES, Michael (Great Britain).
PARNELL, Reg (Great Britain).
Parnell, Tim (Great Britain).
Pease, Al (United States).
Penske, Roger (United States).
PERDISA, Cesare (Italy).
PESCAROLA, Henri (France).
Perrot, Xavier (Switzerland).
Peters (Germany).
PETERSON, Ronnie (Sweden).
Picard, Francoise (France).
Pieterse, Ernest (South Africa).
Pietsch, Paul (Germany).
PILETTE, Andre (Belgium).
Piotti, Luigi (Italy).
Piper, David (Great Britain).
Pirocchi, Renato (Italy).
Pollet, Jacques (France).
Pon, Ben (Holland).
POORE, Dennis (Great Britain).
PORTAGO, Alfonso De (Spain).
Posey, Sam (United States).
Pozzi, Charles (France).
Pretorius, Jackie (South Africa).
Prophet, David (South Africa).

Quester, Dieter (Germany).

Raby, Ian (Great Britain).
RAMOS, Hernando Da Silva
(Brazil).
REDMAN, Brian (Great Britain).
Rees, Alan (Great Britain).
REGAZZONI, Clay (Switzerland)
(GPW).
Reventlow, Lance (United States).
Revson, Peter (United States).
Rhodes, John (Great Britain).
Riess, Fritz (Germany).
RINDT, Jochen (Austria) (WC
1970. GPW).

Rislew-Pritchard, John (Great Britain).
 Robinson, Philip (Great Britain).
 RODRIGUEZ, Pedro (Mexico) (GPW).
 RODRIGUEZ, Ricardo (Mexico).
 Rol, Franco (Italy).
 Rolt, Tony (Great Britain).
 Rooyen, Basil van (South Africa).
 ROSIER, Louis (France).
 Ruby, Lloyd (United States).
 Ruttman, Troy (United States).
 Ryan, Peter (Canada).

Said, Bob (United States).
 SALVADORI, Roy (Great Britain).
 SANESI, Consalvo (Italy).
 SCARFIOTTI, Lodovico (Italy) (GPW).
 SCARLATTI, Giorgio (Italy).
 SCHELL, Harry O'Reilly (Franco-American).
 SCHENKEN, Tim (Australia).
 Scherrer, Albert (Switzerland).
 Schiller, H. (Switzerland).
 Schlessler, Jo (France).
 Schoeller, Rudolf (Switzerland).
 Scott-Brown, Archie (Great Britain).
 Scotti, Piero (Italy).
 Seidel, Wolfgang (Germany).
 SERAFINI, Dorino (Italy).
 Serrurier, Doug (South Africa).
 Settember, Tony (United States).
 Sharp, Hap (United States).
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 Stewart, Ian (Great Britain).

Stewart, Jimmy (Great Britain).
 STEWART Jackie, (Great Britain), (WC 1969, 1971. GPW).
 STOMMELEN, Rolf (Germany).
 Stuck, Hans von (Germany).
 SURTEES, John (Great Britain) (WC 1964. GPW).
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TARUFFI, Piero (Italy) (GPW).
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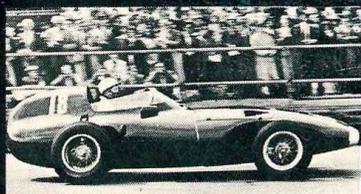
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