

John Player
MOTORSPORT YEARBOOK 1973

EDITED BY BARRIE GILL



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Edited by Barrie Gill

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*Back cover photographs: The top drivers in the 1972 World Championship –
Top left: Colin Chapman and Emerson Fittipaldi. Top right: Jackie Stewart.
Centre, left to right: Denny Hulme, Jacky Ickx, Peter Revson. Bottom left: Clay
Regazzoni. Bottom right: François Cevert*

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FOREWORD

When John Player agreed last year to assist in the production of a motor racing and rallying compendium, we felt that such a book would fill a long-felt requirement of motor sport enthusiasts all over the world. The response has been greater than we had anticipated, and it therefore gives me considerable pleasure to be writing this introduction to the second edition of the *John Player Motorsport Yearbook 1973*, which gives full coverage of the 1972 season.

Motor racing and rallying are highly technical professions, in which the slide-rule and stop-watch play an indispensable part. Yet while the hard facts inside this book constitute the historical records of the sport, we hope that readers will want to visit the events themselves, to capture some of the unique atmosphere which turns a major motor sport event into such an exciting occasion.

We hope this book helps enthusiasts to enjoy their sport. If it does we shall be more than delighted.



G. A. Iden
Chairman and Managing Director.

John Player, Nottingham, England



Thumbs Up, You're Champion - The jubilant signal that told the world that Emerson Fittipaldi, crossing the line in a blur at Monza, was the new World Champion

PREFACE

There are, I suppose, three major types of books—not counting text books, of course. At one end of the scale there are the cherished tomes, often large and invariably expensive, which are placed with deliberation on coffee tables or strategic bookshelves. Then there are the ‘once-only’s’—the books we read but once and then discard, loan or simply store away until one day their rediscovery provides us with forgotten pleasure.

Sandwiched between these are the books which we use again and again—for entertainment, edification, reference, relaxation or even as refresher courses. When we planned the first *John Player Motorsport Yearbook*—some three years ago—we deliberately attempted to produce a book which would fit into the latter category.

We wanted a volume which would be *used* as well as being useful. A compact companion that could settle an argument, provide an exact fact or simply inspire a pleasant memory. But we wanted it to be more than a mere reference book. In television terms, we wanted to provide ‘instant-playbacks’ in print.

In our first volume, we provided précis of every World Championship Grand Prix ever held. In these pages you will find reports of every title battle in the equally colourful world of sports cars.

You will also find accounts of the machinery which has become legendary—the Alfas, the Connaughts, the Vanwalls and the Mercedes. And, to celebrate a year in which they won their eleventh Sports Car Championship, we take a long look at the phenomenon that is Ferrari.

But we haven’t spent all our time looking backwards. Emerson Fittipaldi, the youngest

World Champion in history, offers his views on some of his favourite circuits. We offer biographies not only of the Formula One challengers but also of the stars of other Formulae, many of whom could well be promoted to Grand Prix glories by 1974!

Of course, the whole of the 1972 season is reviewed, up to and including the RAC Rally. And, in the extra pages, you will find more information on the North American scene, the Formula Two world, and all the other Formulae, as well as a unique statistical section which should settle most arguments in pub, paddock or even Press Box.

Due to popular demand we have this year introduced an Index. For easy reference this is arranged under specific headings—Championships, Drivers, etc.

At a time when the popularity of motor racing is being probed and the alarmists are hitting the headlines, may we say that we firmly believe that much of the blame rests with the ‘mantle of exclusivity’ in which the sport has wrapped itself for so very long. It isn’t easy for the casual spectator to acquire the background knowledge which heightens the pleasure of watching any form of the sport. We can’t all share the privilege of listening to Denis Jenkinson in the small hours, as he grows more eloquent with every sip of Chianti!

We cannot guarantee that this book will instantly convert the disinterested or that it will revolutionise the reading habits of the committed. We cannot even swear that every one of the million-plus facts are correct—despite Doug Nye and D.S.J.

We can however, claim with certainty that the pages which follow are the work of men who love their motor sport more than they

would care to admit. This book is the distillation of many hours of argument, banter, reminiscence, consultation, recollection and—on occasions when we have revived our memories of great friends—not a little sadness.

It has been written and illustrated by a group of professional devotees whose passion

for the sport is unlimited. If these pages can pass on some of that fervour—then the mid-night oil will not have burned in vain.

**Barrie Gill,
March, 1973**

Acknowledgements

No work of this type would be possible without the enthusiastic co-operation of many organisations and individuals.

It is not possible to list them all, but special thanks must be recorded to:

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Andrew Marriott for his constant encouragement and research.

Doug Nye—for over-writing and accidentally creating a whole new chapter.

Our advertisers who helped to pay for it!

And, last but certainly not least, my wife Frankie who has not only fed the contributors but typed those interminable grids, results and retirements. Thank you, 'Super Typist'.

Our grateful acknowledgements are also due to the many sources consulted in the compilation of this book, particularly:

Motoring News

Autosport

The Autocar

The Motor

Motor Sport

The Motor Year Book

Autocourse

The Complete Encyclopaedia of Motorcars by N. Georgano

The Encyclopaedia of Motor Sport by N. Georgano

Power and Glory by William Court

The Grand Prix Car Vol I and II by Laurence Pomeroy

The Grand Prix Car 1954–1966 by L. J. K. Setright

Motor Racing by R. Howe

The Enzo Ferrari Story by Enzo Ferrari

Grand Prix Championship by Anthony Pritchard

Grand Prix by Louis Stanley

B.R.M. by Raymond Mays and Peter Roberts

The Racing Car Pocketbook by Denis Jenkinson

The Story of Lotus 1961–71 by Doug Nye

Jochen Rindt by Heinz Pruller

Such Sweet Thunder by John Blunsden and David Phipps

Castrol Rally Manual by Peter Browning

Tricks of the Rally Game by Gunnar Palm

Rali by Francisco Santos

Formula One

- The Year of the Young Pretender**
- The John Player Special Story**
- The World Championship 1972**
- The Constructors' Championship**
- The Non-Championship Races 1972**
- Keeping Track with the Champion**
- The Grand Prix Teams**
- The Championship Challengers**
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- Mechanical Milestones**
- The World Championship 1950-1971**
- The Grandes Epreuves**



Every Picture Tells a Story - Emerson Fittipaldi's expressive features reflect just how it feels to be the youngest ever World Champion

THE WORLD CHAMPIONSHIP 1972

Barrie Gill

The Year of the Young Pretender

Jackie Stewart said it first. Casting an expert eye over the budding talent in Formula Ford racing in 1970, he predicted: "By 1975, the World Champion will be a Formula Ford graduate". For once, his customary, immaculate timing let him down—by a margin of three years! But you could hardly expect even the erudite Scot to have speculated that he would lose *his* title to a youngster who had only quit the junior formula two and a half years before the sensational 1972 season.

In fact, there were few pundits at the start of a fascinating and—thankfully—safe series who would have included Emerson Fittipaldi in their list of prospective title candidates.

Team Lotus had just experienced their worst season on record—failing to win a Grand Prix for the first time since 1961. And Emerson Fittipaldi, the Brazilian who had flared into the headlines by winning the 1970 U.S. Grand Prix on only his fourth Championship outing, had only been placed in four races in 1971. He had suffered a nasty road accident and there were precious few clues that he was about to blossom into one of the world's most exciting drivers.

No, in January last year there were only three drivers favoured by the crystal-gazers: the monopolistic Stewart; the inconsistent Ickx and the oh-so-promising Peterson.

And it only took one Grand Prix—the Argentinian—to confirm most of the prophets in their belief that this was to be another Tyrrell year. Stewart may have been overshadowed in practice by the local heroics of Carlos Reutemann but, once the race began, it quickly became a royal blue benefit as before. The Scot took the lead on the first corner, gradually built up a commanding gap, set the fastest lap and won

by nearly half a minute. He was back on top of a title table which he had headed ever since May 18th 1971!

In South Africa, Stewart was again the man-to-beat. He earned an outstanding pole position, grabbed the lead from Hulme on the second lap, and held it until the oil leaked away from his gearbox.

But, at Kyalami's dizzy heights, he didn't seem as invincible as he had appeared throughout 1971. Mike Hailwood's impertinent duelling set the crowd alight. And Denny Hulme roared back into form with his first win since Mexico 1969. The Yardley-McLaren took over at the top of the table. Suddenly the season looked far less of a certainty.

The Spanish Grand Prix merely added to the intrigue. Both Hulme and Stewart took the lead as expected—but they were both overhauled and the race became a tense duel between Fittipaldi and Ickx—a duel won hands down by the "new boy" to give the John Player Special its first taste of Grand Prix success. It was the first Lotus victory since October 1970 and the sheer confidence of the win alerted everyone to the fact that Colin Chapman's three-year-old design might be long-in-the-tooth theoretically—but in practice it was still as advanced as any car on the circuits.

Monaco didn't prove anything—except that fortune favours the brave. Jean-Pierre Beltoise won his first Grand Prix at his 49th attempt. The new Marlboro-B.R.M. equipe matched its flamboyant pre-race paraphernalia with some genuine achievement—and four drivers in four different types of car had won the first four races.

But Emerson Fittipaldi had scored first-three placings in three of them—and a South

American led the Championship for the first time since Fangio's glory days.

It took the Belgian Grand Prix to convince us that this wasn't to be a mere passing phase. Fittipaldi claimed pole position and led the race for all but seven laps. The only doubt that could be cast on his victory was that Jackie Stewart was absent—missing his first Grand Prix since France 1966—because of the world's most publicised ulcer.

The Scot returned for the Grand Prix at Clermont-Ferrand and, once Amon's jinx had struck again, beat Fittipaldi soundly into second place. It looked as if the old order was re-asserting itself. And the tension surrounding the British battle, the John Player Grand Prix at Brands Hatch, was almost tangible.

But Stewart crashed his new 005 car in practice and Jacky Ickx rushed into an immediate lead. It was the Ferrari's race until a tiny leak drained away his chances of a much-deserved victory. But his departure left the issue to be resolved in a straight fight between Fittipaldi and Stewart. And once again, the young pretender won the day.

Nurburgring saw Ickx dominate the daunting circuit from start-to-finish. Fittipaldi exited in flames, but he had always been ahead of Stewart. His retirement with his first mechanical failure since the Argentine *should* have meant a closing of the gap by the Champion, but in a final, desperate fling to pass the obdurate Regazzoni, Stewart threw away a certain third place in a highly controversial "coming-together".

He did everything in his power to make up for it in the Austrian Grand Prix, however, making one of the finest starts ever seen in a Grand Prix to lead for 23 tense laps. Then Fittipaldi fought his way past, built up a lead and finally duelled with great maturity to lead a most determined Hulme past the flag.

It was the Brazilian's most convincing performance and it meant that either Stewart or

Hulme had to win *all* three of the remaining races to prevent his taking the title.

Stewart's bid ended after just a few yards on the grid at Monza and the Brazilian went on to win his fifth Grand Prix and become the youngest World Champion in history. Though, once again, it was Ickx's race until an ignition fault halted him.

Stewart roared back into form in the dollar-laden North-American races and proved that the new Tyrrell had enormous potential. But it was too late. The clutch-failure on the start-line at Monza had robbed him of any chance of keeping his title, and it can't have helped to realise, in retrospect, that Fittipaldi emerged pointless from the last two races!

But that's motor-racing. And Emerson Fittipaldi had done more than enough already not only to win the title—but to prove to the world that he was a worthy victor.

He had won no fewer than *nine* major Formula One races in his John Player Special—five Grands Prix, the Race of Champions, the GKN/Daily Express Trophy Race, Vallelunga's Republic Grand Prix and the Rothmans 50,000. He also earned two second places and a third placing in Championship races and won four Formula Two races. And all this in what was only his *second* full season in a Grand Prix car!

Many thousands of words have been written about Colin Chapman's genius for design. He must also be credited with an uncanny flair for picking *people*. In 1970, before Emerson had raced a Formula One car in anger, Colin told me: "He is a future World Champion. He has all the natural ability, the right temperament, the will to win—and he's a fantastic person too".

On this occasion, Colin's crystal ball was shining with a far more accurate glow than Jackie Stewart's. The slim Brazilian with the infectious grin and the glorious accent more than lived up to Colin's hopes.

But he would be the first to admit that the team exceeded anyone's wildest dreams in 1972.



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JOHN PLAYER PICTURE LIBRARY

Fighting Fit – Fully recovered from his ulcer, Jackie Stewart tried everything he knew to win the Austrian Grand Prix but Fittipaldi stormed past and went on to triumph yet again

After a disastrous year, they picked themselves up from the floor, started from scratch with intensive tyre-testing and detail development and—through sheer grim-faced effort—put their house into winning order.

They made two notable mistakes in the early part of the year: fitting a rejected part in the Argentinian Grand Prix and making a bad practice lapse when they failed to tighten a wheel before the South African battle. But they learned their lessons. And the dedication and discipline of the mechanics—even when faced with a bad transporter crash, or last-minute petrol leaks—was an object lesson to every pit.

It remains to be seen whether the expensive acquisition of Ronnie Peterson will be a good thing or not. Teams have tried to run two “number ones” before—and failed abysmally. The 1973 Championship could be decided by the success or failure of this new venture.

But 1972 remains the year in which Lotus blossomed under new colours—and made it a

black and golden year for Britain. Although technically, of course, 1972 will *not* be remembered as a golden year for motor-racing. The Championship was won by a 1969 car and a 1967 engine.

But what a car—and what an engine. When Jackie Stewart took the victory flag at Watkins Glen, the Ford-Cosworth V-8 had won its 51st Grand Prix. Emerson’s Championship was the *fifth* successive Championship earned by a Ford-powered car.

Somehow, it was fitting that it should be won in a Chapman car. For we wonder if—in the midst of the euphoric celebrations—Colin gave a moment to reflect on a dinner party with Walter Hayes of Ford way back in the “dark” of 1965.

It was a private get-together at Colin’s old home at Hadley Wood in Hertfordshire. Coventry Climax had already announced that they were withdrawing from motor racing. And the Lotus, Cooper and Brabham teams found themselves without a power-pack.

Colin spoke forcibly and with passion that evening. He underlined the part which motor racing successes had played in boosting the British Motor Industry's image abroad. He spoke eloquently about the balance of payments, national pride, prestige and the danger of capitulating to Italy and Ferrari once the three-litre Formula began in 1966.

Little did he know, but he was preaching to a man already converted to the national and the motor sport cause. It was a grim time for British racing teams. The Society of Motor Manufacturers and Traders had even approached the Government to ask them to "do a de Gaulle" and back a British engine in the interest of national prestige. Never have Whitehall ears proved so deaf and obtuse. They simply didn't understand the problem.

Walter Hayes decided to go it alone. He not only had the faith—but the courage of his convictions. And he was lucky enough to find men in high places of similar calibre. Harley Copp, then Ford's engineering boss, liked the idea. Stanley Gillen, just appointed Ford of Britain's Managing Director, backed it with a grant of £100,000. And, last but not least, Keith Duckworth agreed to build the engine.

The contract was signed on June 23rd 1966. On the 4th of June, 1967, Graham Hill and Jim Clark entered Lotus-Fords for the first time in the Dutch Grand Prix. Graham earned pole position but retired—in the lead. Jimmy took the lead on lap 16 and held it to the flag. He also set the fastest lap.

The new Ford engine had arrived. And it, and the Lotus 49-Ford joined the illustrious ranks of Maserati and Mercedes, as a car that won "first time out".

The rest of the story continues to read like a fairy-tale. Jim Clark went on to win the British, U.S. and Mexican Grands Prix and he finished third in the Championship. In 1968, Graham Hill gave the Ford engine its first World Championship. Jackie Stewart, Jochen Rindt, Jackie Stewart again and now, Emerson

Fittipaldi continued the winning sequence.

In fact, the first three cars in the 1972 Championship were all Ford-powered. The 12-cylinder brigade only won two Grands Prix—B.R.M. at Monaco and Ferrari at Nurburgring. Of course, Ford runners far outnumbered their multi-cylinder rivals—but perhaps the real success lies in the improvements made to the Ford-Cosworth for 1972. Over 460 b.h.p. were claimed for an engine that began its life offering a mere 380 b.h.p. And reliability was much improved with the redesigned valve train.

There *should* have been three victories for the Ferrari flat-12 but, in a year when their sports cars achieved almost impossible reliability, the Grand Prix cars were plagued with nonsensical gremlins like the radiator leak at Brands Hatch, the puncture at Clermont, the ignition at Monza and the hiccuping fuel problems at the Osterreicherung.

In fact, Jacky Ickx *must* vie with Chris Amon for the title of unluckiest driver of the year. He lost two second places, at Nivelles and Clermont with footling problems and was the moral victor at Brands and Monza.

The Chris Amon saga is, of course, now reaching melodramatic proportions. Twice his car refused to start on time: in the Argentine and at the Nurburgring. He lost the French Grand Prix to a puncture and high placings at Kyalami, Monaco, Belgium and Monza to vibration, visors, petrol shortage and brake pads respectively. He has now been racing for ten seasons and has contested 83 Grands Prix without a win.

Ironically, his former flat-mates Mike Hailwood and Peter Revson had their finest seasons. Mike Hailwood should have won the International Trophy Race and could have won at both Kyalami and Monza.

Peter Revson returned to Grand Prix racing after seven years' absence and not only brought poise and polish to the circuits, but acted as the catalyst to bring the best out of his "big bear" team-mate Denny Hulme.

Despite Beltoise's Monaco win, these seven drivers—Fittipaldi, Stewart, Ickx, Amon, Hailwood, Hulme and Revson—were the only drivers who, freak circumstances apart, could reasonably be expected to win a Grand Prix. Four of them did. Three of them nearly did.

In contrast, the sensation of 1971—Sweden's Ronnie Peterson—had an abject year. March probably did more to advance the technical cause than any equipe with their 721X with its new ideas of weight distribution. Unfortunately, the simple mechanics of the gearbox failed them and they deserve full marks for rushing out their compromise 721G car.

B.R.M.'s new P180 was no more of a success, only winning for the first time in the last race of the season at Brands Hatch.

But Derek Gardner's new Tyrrell—despite two practice crashes and an early vibration problem—turned up trumps in the North American races.

Perhaps the Surtees TS9B should earn the accolades as runner-up for the best new car of the year, while the Tecno and the Connew deserve hearty applause as the bravest efforts of the season. McLarens were as meticulous as ever. There were too many B.R.M.s. The Matra concern should be ashamed of themselves for their inconsistency and lack of logical development. Brabhams lost Tauranac, but found a new ace driver in Reutemann.

It was a hectic, varied, ever-changing season with new stars thankfully emerging to outshine the old brigade. Yet it wasn't the results or the rewards that really made it memorable. 1972 will always be remembered as the *safe* season.

Only the personable Helmut Marko was hurt in a Grand Prix, by a freak accident that robs motor racing of one of its most promising young men. The danger of loose rubble on a circuit was cruelly underlined and new visor materials are already being designed to try to avoid a repetition.

Despite the wails of the traditionalists, the

Armco at Clermont and Nurburgring *did* save drivers from very nasty accidents indeed, and François Cevert in particular has cause to be grateful.

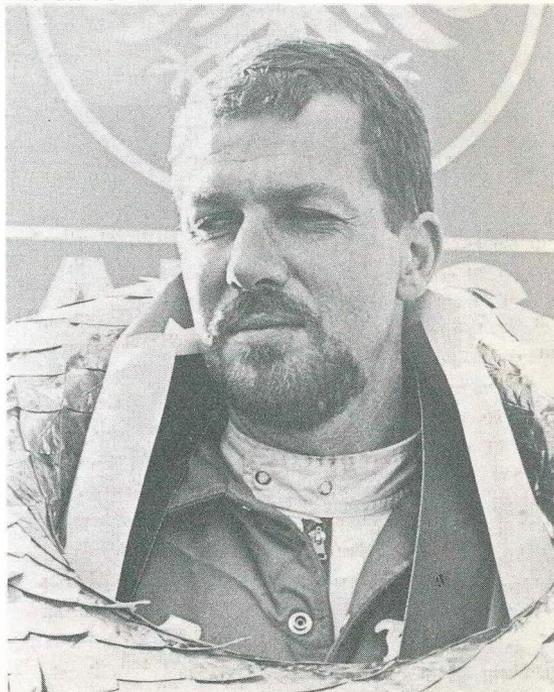
Nivelles provided a testing time for the drivers in complete safety. The Brands Hatch improvements were a blessing.

But, sadly, the man who was the catalyst for this slow but essential change of attitude is no longer with us. Jo Bonnier, President of the GPDA, died at Le Mans.

It was a cruel, illogical blow. But the greatest tribute that can be paid to the gentle Swede is that his efforts—which made him the target for much abuse—helped to make motor racing safer for his friends and rivals. There could be no more permanent or more fitting memorial.

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The late Jo Bonnier





*Exchanging
Confidences –
Colin Chapman
and Emerson
at Nurburgring*

THE JOHN PLAYER SPECIAL STORY

Mike Doodson

Background to a Championship

There are hundreds of ingredients in the make-up of a successful Grand Prix team. Sometimes we forget the hours of all-night work over drawing boards and work benches, laborious and difficult car preparation, calculated risk and compromises on the part of the team management. They all come to a head, of course, when the cars are ready to go on to the grid, the chief mechanic pats his driver on the helmet to say, "OK, it's up to you," and suddenly the curtain goes up on the part that the public pays to watch.

But what turns an unsuccessful team into a successful one? Peter Warr, Competitions Manager of Team Lotus, thinks he knows—as well he should. After all, in 1971, Team Lotus didn't win a single Formula One race, and then suddenly in 1972, there they were, in the forefront of all the ballyhoo and publicity because of their Grand Prix successes.

Not surprisingly Warr denies that 1971 was basically unsuccessful. "For a start," he says, "we had a driver (Emerson Fittipaldi) in his first full season of Grand Prix motor racing, driving at circuits he'd never been to before. Then in the middle of the season he had a very nasty road accident, and when he came back to racing he still had a cracked chest bone three-quarters of an inch from his heart."

But surely there's something more than the recovery of the driver, something in the very spirit of the team, that gives it the vital spark to win again? Warr agrees: "I think what happened in 1972 was that we reinvested in the thing that was most important to us, and that was—experience. We had the benefit of the personnel throughout the company who were more experienced than they were in 1971 in the jobs they have to do."

Warr, 34 years old, is the man who's answerable to Colin Chapman for the day-to-day running of John Player Team Lotus. It's a demanding job which, he says, "requires a lot of work, a lot of experience and an understanding wife". He's lucky in all three respects, and notably in his own racing experience. For five years, while selling Lotus sports cars for Chapman from the old factory at Cheshunt, Warr used to catch the midnight boat from Dover most Fridays during the summer to race in Formula Junior.

He was successful, too. But, in spite of some excellent results—including one victory at the Nurburgring, of which he is very proud—he decided that he wasn't good enough to get any further. Warr is realistic about his own abilities, but he certainly knows how to pack a lot into his busy life. He counts himself lucky to get two full working days a week in his open-plan office at Hethel, but he is nevertheless very much in control of the tiny 25-strong workforce which keeps the Formula One John Player Specials in their winning ways.

The Monday after a big race is always important at the factory. Everyone involved gathers round Warr, and item by item he goes through all the things that went wrong—or right—at the circuit. The Lotus camp has 20 years of experience in top-line racing, but they're not too proud to realise that they can learn more. Bouquets are handed out, knuckles are rapped. No-one's work escapes scrutiny! "I think that Colin Chapman has stopped thinking about racing in terms of individual race successes," says Warr. "Instead, he probably sees things in terms of individual championships. It's my job to make sure that he'll be able to do so for a long time to come!"

But when Warr and Chapman get their heads together at the start of a season, race planning has to take second place to the simple priority of financial budgeting. The 1972 season was the first of three years during which Team Lotus was assured of the support of John Player and Sons, under a new contract, and this made a big difference to the racing before the season started. "1971 was, by its very nature, a bit of an 'economy' year," says Warr, "and when you're in an economy year you can't do as well as when you're not. So Players have really helped us by making up their minds—you'll remember that in 1971 we were on a one-year contract and we didn't know how we were going to finish up at the end of the season. In 1972, we knew from the beginning that we were on a three-year contract, and we were able to make plans much further ahead than would otherwise have been the case. And one thing that has helped us is that normally you pay in the following year for an economy year. If we achieved anything in 1972, it was because we managed to be careful enough and plan enough to avoid paying for our economy year in 1971."

The Lotus "housekeeping" makes interesting reading, and Warr has its details at his fingertips as readily as the stop-watch he carries at all the races. "Today a Formula One season costs about £360,000. If you bear in mind that we have about 18 events, and we run two cars, that's 36 car-starts, which means that every time you put a car on the start line for a Formula One race, then it's going to cost you about £10,000 to do it. That will give you some idea of the costs involved.

Our budgets are made up in a fairly simple way: we know how much it costs to go racing for a season, and you have to estimate—based on experience—because you don't know how many shunts you're going to have. We estimate what's available from our sponsors—which is considerably less than what the season costs—and we have to try to earn the rest in winnings.

Of course, it's much easier if you're winning, because you're not scratching around for extra half seconds on lap times, and spending a lot of money on development. But of course your income is much higher than if you don't win, so you've got more money to spend on rebuilds, overhauls and spare parts. And, once you're on a winning streak, then it's much easier to stay there than to fight your way onto it in the first place."

Team Lotus was not faced in the winter with the job of building new cars. The existing Lotus 72s changed their name to John Player Specials. They were painted black and gold and the team bought two brand-new engines from Cosworth. That was only part of the 1972 story: racing cars don't sit on their stands in the workshop for very long. Not at John Player Team Lotus. Warr knew that basically, in spite of a disappointing season in 1971, the John Player Specials were the most advanced cars in racing. His job—and that of Emerson Fittipaldi and Dave Walker—was to consolidate the car's advantages with the help of the crew and turn the corner to success.

Part of the formula was the rôle played by Firestone, whose tyres have shod works Lotus cars exclusively since 1964. Jackie Stewart and Ken Tyrrell had shown during 1971 that tyre testing is very important to the success of the team. But every mile run on the track costs money, and 1971 had been Team Lotus's "economy" year. There was to be no skimping in 1972—tyre testing was to be the key to success.

If you've ever watched a Grand Prix team testing tyres, you have probably found it a boring process. Everything has to be carefully considered, and the driver has to have time to reflect on the relative advantages of different types of tyre. And the tyres—well, they don't *look* different from each other—but there are literally hundreds of combinations of construction and rubber to try. Emerson, fortunately, likes tyre testing. "You have time to have a



The Thoughtful Ones – Winning can be a worrying business. Colin Chapman, Peter Warr and Emerson Fittipaldi the Big Three of the John Player Lotus equipe, working it all out at Clermont

Coke, and to think about the performance of the car," he says. "There is no one waving flags at you to say it's the end of the session, and everyone is very relaxed."

Don't be fooled by the relaxation of a team testing tyres at, say, Kyalami. While he rests up at the end of the day, Warr is busy analysing the results of the tests. And of course, what's good for Kyalami may not be good for anywhere else. Some circuits, like Zandvoort for instance, require a totally different type of rubber. "But races this year have been decided by having the right tyres on," says Warr. "We are very grateful to Firestone, not so much for the financial help that they gave us, but for the vast resources of research and development which they put at our disposal, with a view to coming up with the most competitive tyre at any circuit. This is one of the reasons for going to a circuit in advance, so that you know the best

rubber to wear when you get there for the race.

"And, if we've been testing tyres in advance, when we arrive for practice the mechanics know which gear ratios to put in the gearbox, how to set the wings and what shock absorber settings to wind on the car. When we begin official practice like that, we can start immediately to try for a good time."

There have been times when Lotus have needed the co-operation of Firestone, and they have got it. "To give you an example, the tyres which we used at Brands Hatch for the John Player Grand Prix were produced in six working days, between Clermont and the start of practice at Brands. That really was quick work."

Even when Firestone announced its retirement from European racing, and fell significantly behind in the tyre race in the six weeks that went past before they "reconsidered", the



Happiness is Floral – Silverstone gets the full radiance of that Brazilian beam after Emerson's triumph in the GKN/Daily Express Trophy Race

company bounced back at Brands Hatch with a new tyre that had not only caught up with the opposition but also overtaken it.

Equally, Warr is enthusiastic about the practical support which he has received from the team's fuel and oil sponsor, Texaco. "Although they too give us some financial support, what's more valuable with a company like that is the technical support and back-up which they can give as well. The fact that Texaco is a worldwide organisation with influence everywhere has made our passage much easier with customs, and air charters, and getting space on cargo planes. Money alone can't buy that sort of help."

Quite obviously, more had taken place at Team Lotus during the winter of 1971-72 than a quick colour spray with black and gold paint. Needless to say, this astonishing colour scheme created an enormous amount of interest, and not only among racing fans. One rather worried lady wrote a letter to one of the racing magazines suggesting that black was a "dangerous" colour because it would be difficult to spot in a rear view mirror.

The first person to prove the falsehood of

the theory was none other than Jackie Stewart. In the first race of the season, at Buenos Aires in Argentina, his Tyrrell's mirrors were full of black and gold John Player Special for the early laps. Stewart went on to win the race. Emerson retired when a suspension arm broke—it had been bent in a rather violent start—and people said, "Fragile Lotus breaks again". In fact, a mechanic had mistakenly fitted an outdated part, something which escaped from the stores by mistake! Someone's knuckles were rapped when they all got back to Hethel. Another lesson was learned.

But the corner had indeed been turned, and the story of the rest of the year—with its black and gold victories, its high moments of triumph—is told elsewhere in this book. Emotionally, it was magnificent, but technically it all came down to development, and the hard work put in by the people at Hethel and on the tracks.

Peter Warr has it summed up. "I'm not going to tell you what invisible changes have been made to the car, because to do so would be to tell everyone what we worked at all year! But our real aims were to improve the handling of the car, to regain some of the aerodynamic efficiency which we had in 1970 but seemed to have lost somewhere along the line in 1971. Most of all, we aimed to make the car *reliable*.

"We changed some parts to make them easier to maintain, to make it easier for the mechanics to take them apart and screw them together again. Other parts were changed so that they would have a longer life between overhauls and replacement.

"But the real area which I think has been of most value to us in 1972 has been in aerodynamics. By 'aerodynamics' I don't just mean an extra five miles per hour along the straights, but obtaining maximum efficiency from the aerodynamic devices on the car by cutting down drag as much as possible. I think that one of the most marked things about last season's Grands Prix was the fact that on every circuit our car appeared, from the spectators'

point of view, to be the most stable. And if it's stable, it's easier for the driver to drive it smoothly. And if he drives it smoothly he won't break it. It's one of those multiple dividend things."

Part of the dividend comes directly from the relationship between the driver and Colin Chapman, "the man who made me World Champion," as Emerson describes him. "Colin is not easy to get on with in some ways," admits Emerson. That's what you'd expect when two intensely ambitious people get together. "I can learn so much from Colin," says Emerson, "he has been racing cars since, oh I don't know, but it was when I was still a little boy. I still need much more experience,

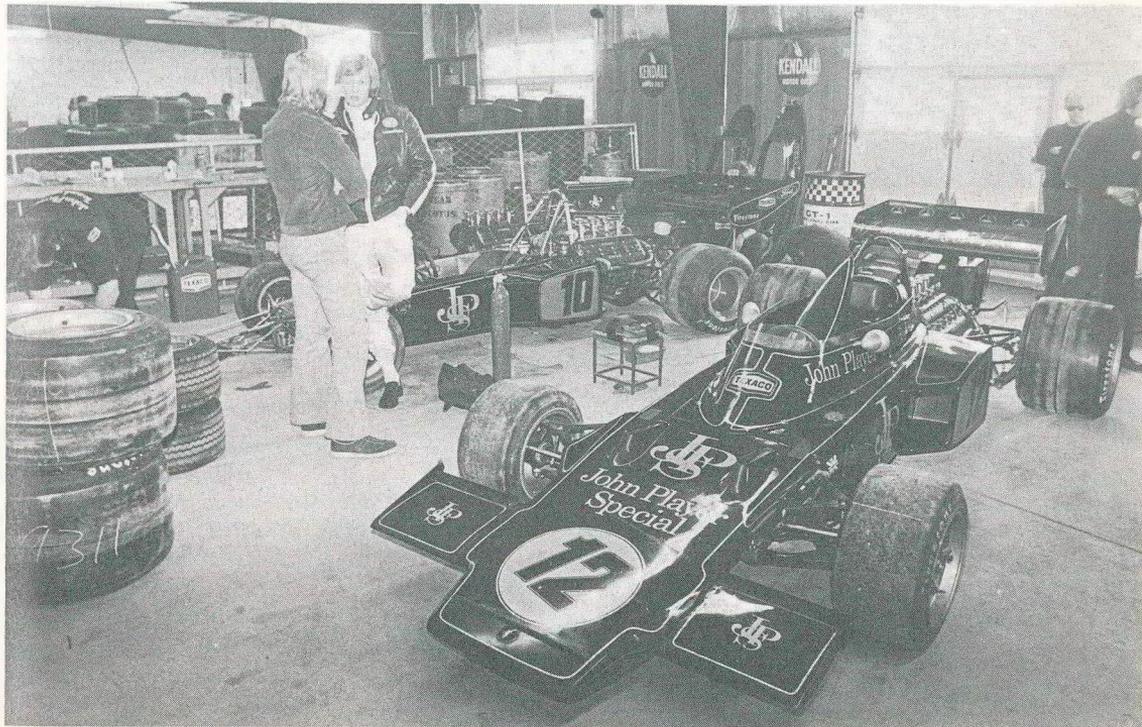
Jackie (Stewart) was racing Formula One in 1965, I have had only two full seasons in Grands Prix."

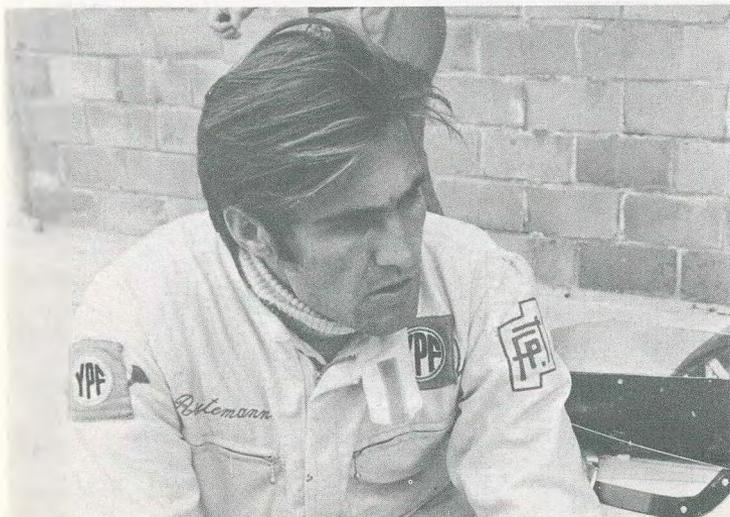
And Peter Warr adds: "We at Lotus have been in racing for 20 years, and there are more problems to be faced now than ever before. We are in racing to win, not just to take part, and Emerson knew that about us when he came to England. That's why he signed for us. I know that he appreciates what we do for him in the same way that we know our car is in the right hands when we send him to the grid."

And he goes back to the planning which he hopes will make the 1973 season even more successful than the 1972. It's the John Player Team Lotus way of doing things.

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The Shape of Things to Come – Ronnie Peterson, driving his last Grand Prix for March at Watkins Glen, quizzes fellow Swede Reine Wisell on the potency of the John Player Special – the car he will drive this season





Above: *Return to Square One – The experts could be forgiven for thinking that Stewart and Tyrrell were about to monopolise another season. Here the Scot roars away from Reutemann and Fittipaldi, into a lead which he never surrendered*

Left: *Magnificent Debut – The Argentine welcomed the return of the World Championship by producing an instant local hero – 29-year-old Carlos Reutemann. He not only claimed pole position but drove a brilliant race after a dramatic pit-stop*

THE WORLD CHAMPIONSHIP 1972

Barrie Gill

ROUND 1/ARGENTINE GRAND PRIX

23

BUENOS AIRES, 23rd January
95 laps of 2.12-mile circuit

Distance: 201.4 miles
Weather: Hot and dry

STARTING GRID

J. Stewart Tyrrell-Ford 1min 12.68sec	C. Reutemann Brabham-Ford 1min 12.46sec	
D. Hulme McLaren-Ford 1min 12.99sec	P. Revson McLaren-Ford 1min 12.74sec	
C. Regazzoni Ferrari 1min 13.28sec	E. Fittipaldi John Player Special-Ford 1min 13.28sec	
J. Ickx Ferrari 1min 13.50sec	F. Cevert Tyrrell-Ford 1min 13.39sec	
R. Peterson March-Ford 1min 14.06sec	M. Andretti Ferrari 1min 13.61sec	
C. Amon* Matra-Simca 1min 14.28sec	T. Schenken Surtees-Ford 1min 14.17sec	
A. de Adamich Surtees-Ford 1min 14.34sec	H. Ganley B.R.M. 1min 14.28sec	
G. Hill Brabham-Ford 1min 14.52sec	H. Pescarolo March-Ford 1min 14.52sec	
P. Gethin B.R.M. 1min 15.11sec	R. Wisell B.R.M. 1min 14.52sec	
D. Walker John Player Special-Ford 1min 15.55sec	H. Marko B.R.M. 1min 15.53sec	
N. Lauda March-Ford 1min 15.92sec	A. Soler-Roig B.R.M. 1min 15.66sec	

*Did not start—gearbox problems

hero of their own to cheer in 29-year-old Carlos Reutemann. But as the cars were wheeled out into the sunshine, no-one could have guessed just how much cause for cheering he would give the home fans. Instead, the interest lay not so much in new machinery but new livery, as cars sparkled in all sorts of unfamiliar colours.

There were no fewer than *five* B.R.M.s on parade—testimony to the size of Marlboro's new investment. And while the Bourne cars had turned red-and-white, their old Yardley colours had been transplanted onto the McLaren cars. Colin Chapman's brilliant Lotus 72D design had become the John Player Special, and the team looked immaculate in their new black-and-gold colours. The Brabham team were under new management, and Bernie Ecclestone and Keith Greene were in command of the Anglo/Argentinian line-up of Graham Hill and Carlos Reutemann.

The McLaren team had replaced Peter Gethin with the new Can-Am Champion, Peter Revson—making a welcome return to full-time Grand Prix racing for the first time since 1964. And his old flat-mates from those hairy days, Chris Amon and Mike Hailwood, were driving for Matra and Surtees respectively. Matra were to campaign one car only, and Hailwood was joined in the Surtees team by Brabham's Tim Schenken. B.R.M. had signed former Lotus-driver Reine Wisell—replaced in the Lotus camp by Formula Three star Dave Walker—and added Austria's Helmut Marko

The Championship trail began in the Argentine – for the first time since 1960. And, for the first time since Fangio's glory days, the Argentinians had a fully-fledged Formula One



Championship Challenger – Fittipaldi hounds Stewart, and hands out a timely warning of his intentions for 1972

and Spain's Alex Soler-Roig to their 1971 line-up of Gethin and Ganley. They had also signed Jean-Pierre Beltoise from Matra—but decided not to race him in the Argentine after the 1971 sports car tragedy.

March arrived with the new 721 cars, and Niki Lauda took his seat as Ronnie Peterson's team-mate. The Ferrari and Tyrrell teams were unchanged and looked as menacing as ever.

But everyone had to take a back seat in practice to Brabham's new boy, Carlos Reutemann. He guaranteed himself a place in the record books—and ensured a 70,000 crowd for the organisers—by snatching pole position from Jackie Stewart during the final practice session.

It was one of those magical moments. Reutemann suddenly put in a perfect lap, which was a second faster than anything achieved by anyone else at that time. Stop-watches were compared in sheer disbelief all the way down the pit road. But it was a "real one". Even Jackie Stewart couldn't match it—and "Lole" became the first driver since Andretti to claim pole position in his first Grand Prix.

The atmosphere was electric as he stormed off, inches behind Stewart, from the flag. But Reutemann had gambled on extra sticky Goodyears, and one of them began to chunk in the fierce heat before a handful of laps were

contested. Stewart pulled away in true 1971 fashion, and on lap eight Fittipaldi won the all-Latin American duel to take second place from the local hero. Three laps later, Reutemann had to surrender third place to Hulme, but found himself in a comfortable fourth place, well clear of a battle between Regazzoni, Peterson and Cevert which became a Franco/Swiss duel once Peterson's gearbox started to play up. The race had already lost no fewer than four of its combatants—in fairly dramatic fashion. The luckless Chris Amon hadn't even started. His gears failed him on the warming-up lap, and the man who had won the non-Championship Argentine battle just 12 months earlier was reduced to the role of spectator.

Spain's Soler-Roig didn't last much longer. His throttle stuck open and his shiny B.R.M. careered off the circuit. He was followed off by Peter Gethin—so now there were only three of the "Big Five" still in contention. The mixture of sand and stones thrown up in the opening melée claimed a fair share of casualties. Dave Walker's car stopped dead as he ran into a shower of debris and he sprinted gamely back to the pits to fetch a hammer and oil with which to re-open his jammed throttle slide. But it was all in vain. He was black-flagged for working with tools not carried in the car. Reine Wisell had to stop to free *his* throttle, and Mario Andretti was a

frequent pit visitor with a mysterious misfiring problem, which eventually led to his being black-flagged as flames hiccupped out of the exhausts!

Meanwhile, the tussle for the lead was growing more intense. Fittipaldi and Hulme were not letting Stewart run away with *this* race—and the issue was in doubt until Fittipaldi hit gearbox trouble. Hulme swept by him on lap 35 and the Brazilian retired from the fray on lap 61.

By that time Reutemann's hopes of Championship points had crumbled with his tyres. On lap 46, he pulled into the pits for a rapid tyre-change but plummeted to 14th position. Stewart was now totally in command, a situation helped considerably by Hulme's clutch

problems. Cevert's gearbox had given way on lap 60 and Peterson had spun into arrears when trying to lap Marko.

The Ferraris of Ickx and Regazzoni were established firmly in third and fourth places, with Schenken charging through into fifth. And although the order would stay like this to the flag—the excitement was far from finished. Reutemann was storming through the back of the field and earned a very handsome seventh place.

But, once again, it was the Stewart/Tyrrell combination that had dominated. Were they going to monopolise yet another season? At least there were signs that the challenge would be stronger—especially from the Yardley-McLaren and the John Player Lotus camps.

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RESULTS

Driver	Car	Laps	Time	Speed
1st Jackie Stewart	Tyrrell-Ford	95	1hr 57 min 58.82sec	100.325 mph
2nd Denny Hulme	McLaren-Ford M19A	95	1hr 58min 24.78sec	
3rd Jacky Ickx	Ferrari 312B2	95	1hr 58min 58.21sec	
4th Clay Regazzoni	Ferrari 312B2	95	1hr 59min 05.54sec	
5th Tim Schenken	Surtees-Ford TS9A	95	1hr 59min 07.93sec	
6th Ronnie Peterson	March-Ford 721	94		
7th Carlos Reutemann	Brabham-Ford BT34	93		
8th Henri Pescarolo	March-Ford 721	93		
9th Howden Ganley	B.R.M. P160B	93		
10th Helmut Marko	B.R.M. P153	93		
11th Niki Lauda	March-Ford 721	93		
Fastest lap: Jackie Stewart (lap 25) 1 min 12.66sec, 101.59 mph				

RETIREMENTS

Driver	Car	Laps Completed and Retirement Reason
Chris Amon	Matra-Simca MS 120C	dns Gearbox
Alex Soler-Roig	B.R.M. P160B	1 Accident. Stuck throttle
Peter Gethin	B.R.M. P160B	1 Accident. Broken oil line
Dave Walker	John Player Special-Ford 72D	7 Disqualified. Illegal working on car
Graham Hill	Brabham-Ford BT 33	11 Puncture. Fuel pump
Andrea de Adamich	Surtees-Ford TS9A	11 Broken fuel injection pipe
Mario Andretti	Ferrari 312B2	20 Engine misfiring
Peter Revson	McLaren-Ford M19A	49 Stones in engine
Reine Wisell	B.R.M. P153	59 Burst water hose
François Cevert	Tyrrell-Ford	59 Gearbox
Emerson Fittipaldi	John Player Special-Ford 72D	60 Rear radius arm

WORLD CHAMPIONSHIP TABLE

	Points		Points		Points
Jackie Stewart	9	Jacky Ickx	4	Tim Schenken	2
Denny Hulme	6	Clay Regazzoni	3	Ronnie Peterson	1



The Hustlers – Hulme, Fittipaldi and Hailwood fight it out in the early stages of the South African Grand Prix. Hulme watches anxiously as Hailwood piles on the pressure from behind

ROUND 2/SOUTH AFRICAN GRAND PRIX

KYALAMI, 4th March
79 laps of 2.55-mile circuit

Distance: 201.45 miles
Weather: Very hot and dry

STARTING GRID

J. Stewart Tyrrell-Ford 1min 17.0sec	C. Regazzoni Ferrari 1min 17.3sec	E. Fittipaldi John Player Special-Ford 1min 17.4sec
M. Hailwood Surtees-Ford 1min 17.4sec	D. Hulme McLaren-Ford 1min 17.4sec	
M. Andretti Ferrari 1min 17.5sec	J. Ickx Ferrari 1min 17.7sec	F. Cevert Tyrrell-Ford 1min 17.8sec
R. Peterson March-Ford 1min 17.8sec	T. Schenken Surtees-Ford 1min 17.8sec	
J.-P. Beltoise B.R.M. 1min 17.9sec	P. Revson McLaren-Ford 1min 18.0sec	C. Amon Matra-Simca 1min 18.0 sec
G. Hill Brabham-Ford 1min 18.1sec	C. Reutemann Brabham-Ford 1min 18.2sec	
H. Ganley B.R.M. 1min 18.3sec	D. Charlton Lotus-Ford 1min 18.5sec	P. Gethin B.R.M. 1min 18.7sec
D. Walker John Player Special-Ford 1min 18.7sec	A. de Adamich Surtees-Ford 1min 18.9sec	
N. Lauda March-Ford 1min 18.9sec	H. Pescarolo March-Ford 1min 19.0sec	H. Marko B.R.M. 1min 19.1sec
C. Pace March-Ford 1min 20.3sec	R. Stommelen Eifelland - Ford 1min 20.4sec	
J. Love Surtees-Ford 1min 21.0sec		

By the time official practice began for the South African Grand Prix, most drivers were as familiar with the Kyalami circuit as with the shortest routes to their banks!

Traditionally, Kyalami—normally the opening round of the Championship—is the scene of the season's most intensive tyre-testing, and weeks of hard slog preceded the Springbok battle. Jackie Stewart put in more hard work than anyone, and his incredible, but unofficial,

time of 1 min 16.5 sec—nearly four seconds faster than Dave Charlton's official record of 1 min 20 sec—made him clear favourite to win yet again.

As most of the cars had been shipped direct from Buenos Aires, there were few technical innovations. The most eye-catching car was the Eifelland—designed by the immodest Luigi Colani, of furniture fame, who declared with passion that it would make all other designs redundant. In fact, it was a March with some very strange bodywork, into which Rolf Stommelen was inserted, viewing his rivals through a periscope-type mirror. And the swarming presence of a myriad of German photographers and TV crews left no-one in any doubt that the luckless Stommelen would be expected to notch up Teutonic triumphs of the Von Trips order!

Another driver facing his big test was the 27-year-old Brazilian, Carlos Pace, making his Grand Prix debut in a Frank Williams March. Helping Frank run to his first two-car effort was none other than Ron Tauranac, the Brabham designer who had suddenly departed the Weybridge scene. Jean-Pierre Beltoise was also making his debut—for a Marlboro-B.R.M. team determined to erase the memory of their Argentinian debacle. And Tim Parnell had wisely reduced his fleet to a mere four-car entry.

But it was the irrepressible Stewart—fresh from the successful première of his new film—who captured the headlines. No-one could match the time of 1 min 17 sec which he established on the very first day of practice. But, as he tried to equal it himself on the second day, near disaster struck when his rear wing snapped off as he headed through the

kink on the long straight. Somehow he collected it and emerged unscathed. Clay Regazzoni claimed second fastest time—but hindsight shows that the performances of Hailwood and Fittipaldi were of most significance.

Denny Hulme, denied victory the previous year, claimed a second row position without any fuss. And then shattered everyone as the flag fell. He made the most impressive start of his career to roar past the whole of the front row and take an immediate lead. The astounded Stewart asserted himself at once and outbraked the McLaren into Crowthorne on the second lap. By this time, the local hero, Dave Charlton had already rushed into the pits to retire with a broken fuel pump belt. So the huge crowd settled down to watch the visitors fight it out—and what a fight it became!

Stewart began to build up his customary lead, while Fittipaldi and Hailwood chased Hulme. Peterson was disputing fifth place with Cevert and slipped past the Frenchman on lap 11. A lap later, Cevert dashed into the pits to change his spark box. Schenken had already retired with a broken liner and Peter Gethin had had his ignition system revamped.

But pit activity couldn't distract one's attention for long. Hulme seemed to be in trouble in second place. His engine—like so many others—wasn't happy in the intense heat, and the New Zealander started to back off with an anxious eye on the water temperature gauge. Fittipaldi swept past on lap 17 and Hailwood followed through a lap later.

Now the 95,000 spectators were treated to two magnificent duels in quick succession. First Fittipaldi piled on the pressure to slash Stewart's four-second lead to a mere 1.8 seconds. But the Brazilian wasn't alone in his efforts. Mike Hailwood set a storming new lap record of 1 min 18.9 sec on the 20th lap, flew past Fittipaldi on the 23rd, and was side-by-side with Stewart by lap 25.

It really was tremendous stuff. As Stewart said with a wry grin afterwards: "He was

showing me no respect at all". There seemed no doubt that Hailwood would take the lead, when the former motorbike Champion suddenly had frantic problems. On lap 29, a rear suspension bolt sheared, and only some brilliant reactions saved Hailwood from disaster. But he had more than made his point.

Now Stewart had a fairly cosy lead again, with Fittipaldi two seconds behind, Hulme eight seconds behind and Peterson, Amon and Revson in pursuit. But on lap 45, there was more drama. A tiny bolt had worked loose in the Champion's gearbox and a disappointed Scot cruised slowly into the pits.

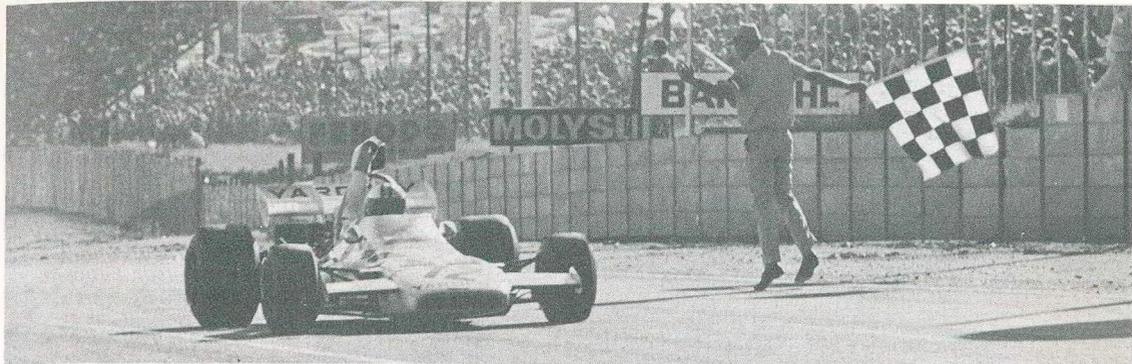
His departure had an electrifying effect on Hulme. "It's amazing how much easier it is to chase one car instead of two", he said afterwards. He might have added that the McLaren seemed to have cooled down, and that Fittipaldi's J.P.S. wasn't handling to the Brazilian's liking—two factors which certainly aided the Kiwi's lightning reduction of his five-second deficit.

He took only 13 laps to catch and pass the Brazilian and settled down into a lead which was never again challenged. Not that Denny relaxed for a moment. He kept thinking of the last-gasp disaster which prevented him from conquering Kyalami the previous year.

But this time there were no mishaps. Denny won his first Grand Prix since Mexico 1969 and headed the Championship table into the bargain. And to make Yardley's day complete, Peter Revson earned a fine third place, ahead of Andretti and Peterson. Sixth place was contested right to the flag, as a brakeless Graham Hill just kept a flying Niki Lauda at bay.

It had been a fine race. And Jackie Stewart found himself knocked from the top of the title table for the first time since May 1971. Things were warming up!

YARDLEY PICTURE LIBRARY



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Whoops, here comes Denny – a victory salute, as Denny Hulme takes the chequered flag

RESULTS

Driver	Car	Laps	Time	Speed
1st Denny Hulme	McLaren-Ford M19A	79	1hr 45min 49.1sec	114.23 mph
2nd Emerson Fittipaldi	John Player Special-Ford 72D	79	1hr 46min 03.2sec	
3rd Peter Revson	McLaren-Ford M19A	79	1hr 46min 14.9sec	
4th Mario Andretti	Ferrari 312B2	79	1hr 46min 27.6sec	
5th Ronnie Peterson	March-Ford 721	79	1hr 46min 38.1sec	
6th Graham Hill	Brabham-Ford BT33	78		
7th Niki Lauda	March-Ford 721	78		
8th Jacky Ickx	Ferrari 312B2	78		
9th François Cevert	Tyrrell-Ford	78		
10th Dave Walker	John Player Special-Ford 72D	78		
11th Henri Pescarolo	March-Ford 721	78		
12th Clay Regazzoni	Ferrari 312B2	77		
13th Rolf Stommelen	Eifelland 21-Ford	77		
14th Helmut Marko	B.R.M. P153	76		
15th Chris Amon	Matra-Simca MS120C	76		
16th John Love	Surtees-Ford TS9	73	Not running at finish	
17th Carlos Pace	March-Ford 711	73		
Howden Ganley	B.R.M. P160B	70	Unclassified though still running at finish	
Andrea de Adamich	Surtees-Ford TS9A	69	Unclassified though still running at finish	
Peter Gethin	B.R.M. P160B	65	Unclassified though still running at finish	
Fastest lap: Mike Hailwood (lap 20) 1min 18.9sec, 116.35 mph				

RETIREMENTS

Driver	Car	Laps Completed and Retirement Reason
Dave Charlton	Lotus-Ford 72D	2 No fuel pressure
Tim Schenken	Surtees-Ford TS9A	9 Broken cylinder liner
Carlos Reutemann	Brabham-Ford BT34	27 Broken fuel line
Mike Hailwood	Surtees-Ford TS9A	28 Rear suspension bolt
Jackie Stewart	Tyrrell-Ford	45 No oil left in gearbox
Jean-Pierre Beltoise	B.R.M. P160B	61 Broken valve springs

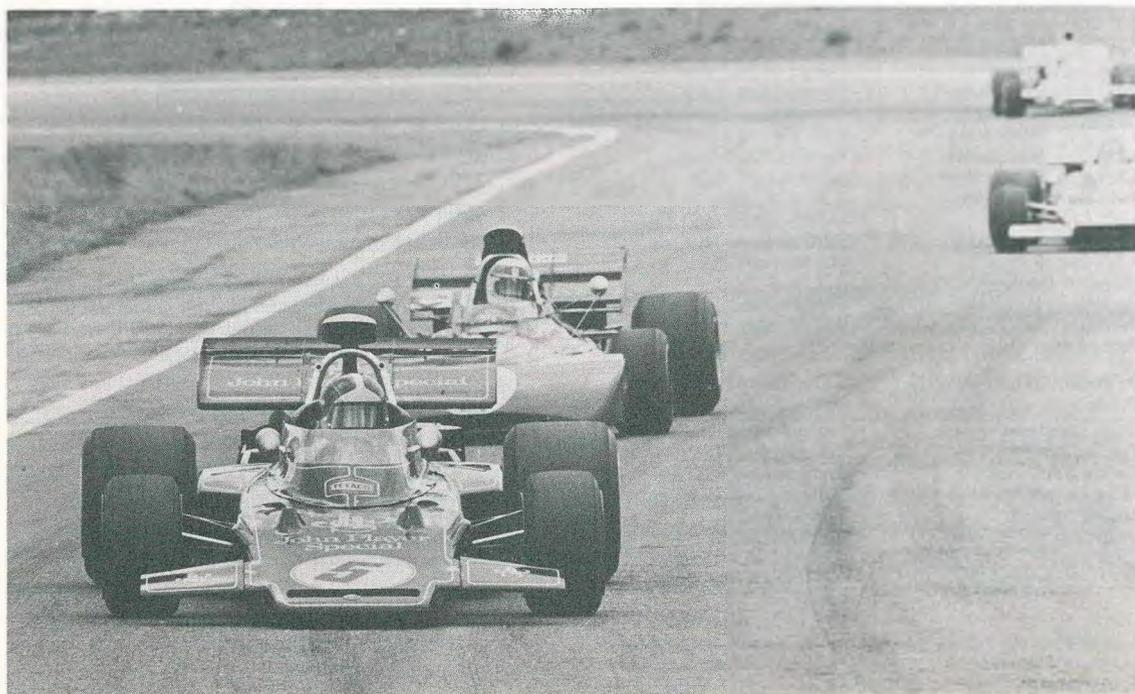
WORLD CHAMPIONSHIP TABLE

	Points		Points		Points
Denny Hulme	15	Peter Revson	4	Ronnie Peterson	3
Jackie Stewart	9	Clay Regazzoni	3	Tim Schenken	2
Emerson Fittipaldi	6	Mario Andretti	3	Graham Hill	1
Jacky Ickx	4				



Left: *The Brothers* – Motor racing's answer to soccer's Charltons – Emerson and Wilson Fittipaldi made history when they became the first brothers ever to compete in a Championship race together. They finished first and seventh!

Below: *A Sign of the times* – Emerson Fittipaldi shows Jackie Stewart a clean pair of heels as he heads for his first Championship victory of the 1972 season at Jarama



ROUND 3/SPANISH GRAND PRIX

JARAMA, Madrid, 1st May
90 laps of 2.11-mile circuit

Distance: 190 miles
Weather: Cool, showery

STARTING GRID

J. Ickx Ferrari 1min 18.43sec	D. Hulme McLaren-Ford 1min 19.18sec	E. Fittipaldi John Player Special-Ford 1min 19.26sec
J. Stewart Tyrrell-Ford 1min 19.33sec	M. Andretti Ferrari 1min 19.39sec	
C. Amon Matra-Simca 1min 19.52sec	J.-P. Beltoise B.R.M. 1min 19.57sec	C. Regazzoni Ferrari 1min 19.71sec
R. Peterson March-Ford 1min 19.86sec	R. Wisell B.R.M. 1min 19.89sec	
P. Revson McLaren-Ford 1min 20.11sec	F. Cevert Tyrrell-Ford 1min 20.50sec	A. de Adamich Surtees-Ford 1min 20.79sec
W. Fittipaldi Brabham-Ford 1min 20.83sec	M. Hailwood Surtees-Ford 1min 20.97sec	
C. Pace March-Ford 1min 21.00sec	R. Stommelen Eifelland-Ford 1min 21.04sec	T. Schenken Surtees-Ford 1min 21.06sec
H. Pescarolo March-Ford 1min 21.24sec	H. Ganley B.R.M. 1min 21.43sec	
P. Gethin B.R.M. 1min 22.43sec	A. Soler-Roig B.R.M. 1min 22.57sec	G. Hill Brabham-Ford 1min 22.59sec
D. Walker John Player Special-Ford 1min 22.74sec	N. Lauda March-Ford 1min 24.96sec	

Europe's first Championship round was pre-faced by two non-Championship races in Britain. And both were won by Emerson Fittipaldi in the highly impressive John Player Special. He had won the "Race of Champions" with ludicrous ease, but was very fortunate to take the Silverstone International Trophy—a race in which Mike Hailwood repeated his South African form.

Neither race, however, was graced with Jackie Stewart's presence. What would the

Champion make of these new pretenders in a race which he had won for the past three seasons?

For once, the Tyrrell team didn't seem as awesome as it had been for so many monopolistic months. And the Goodyear supremacy was shaken by some startling practice performances by the Firestone runners. Only Denny Hulme was able to give them a front-row position, sandwiched between a very impressive Jackie Ickx and Emerson Fittipaldi.

The warming-up lap brought its own drama for the Brazilian. He arrived back at the pits soaked in petrol from a leaking tank and performed a neat striptease—protected by Maria-Helena's hat—to change into less painful overalls. But he was less ruffled than the Spanish spectators as the flag fell.

Once again, it was Hulme—determined to hang on to his Championship lead—who headed the field at the start. Stewart scurried through from the second row and Regazzoni Ickx, Fittipaldi and Andretti chased him round the tortuous 2.11-mile circuit. Then Ickx and Fittipaldi promoted themselves past Regazzoni while Stewart harried Hulme.

Much to Hulme's chagrin, Stewart squeezed by after only four laps—but this wasn't to be one of those tearaway Tyrrell occasions. The Scot couldn't pull clear from a battling knot of cars, which saw Hulme, Ickx and Fittipaldi travelling in company that was too close for comfort. But it was Fittipaldi who emerged from the melée to take a firm second place from Ickx and Hulme.

He really was repeating his Brands Hatch and Silverstone form, and it was obvious that the Tyrrell held no terror for him. He hammered after Stewart and poured past him on lap nine

to take a lead he would never surrender.

Behind him, there was action in every quarter. Graham Hill and Ronnie Peterson had been involved in an almighty spin at the start. Alex Soler-Roig had rammed his Marlboro-B.R.M. into the netting—much to the disgust of his compatriots—and Niki Lauda had retired gloomily with differential problems. Beltoise was dropping back through the field with gear linkage problems, and Amon and de Adamich hounding Regazzoni for sixth place.

The field was thinned considerably when Stommelen knocked a wheel off the elegant Eifelland, and Ronnie Peterson retired the new March 721X which had been maltreated during the early banging and bruising. But there were still enough runners to keep the sparse crowd thoroughly entertained.

Suddenly, Fittipaldi found a red car had replaced the blue Tyrrell in his mirrors, as Ickx pushed past Stewart on lap 15. The Belgian was really in his most aggressive form. In fact, Ferrari were having a very good day, as Andretti passed Hulme to claim fourth place on lap 18.

Unfortunately a holed piston ended the American's run after 23 laps. By this time, the order was Fittipaldi, Ickx, Stewart in a lonely third place, Hulme, Regazzoni, Amon and de Adamich. The Italian driver was really impressive—and was Surtees's main hope for points, as Hailwood retired with tyre and misfiring problems.

Now the rain in Spain fell mainly on Jarama, and Ickx, the wet-weather maestro, immediately began to close on Fittipaldi. For four tense laps, the cars ran nose-to-tail and it was greatly to Fittipaldi's credit that he refused to let the Ferrari star fluster him into a spin. He hung on until the shower stopped, and instantly began to build up a lead again.

The Championship leaders now ran into trouble. First Hulme retired on lap 49, after 48 laps with a gearbox pinion bearing fault. He didn't look at all happy about it, and only

raised a smile later when Stewart ran into trouble too.

Amon fell back, with the same sort of problem as Hulme, and Cevert promoted himself to fifth place before his engine failed him. But the Tyrrell pit soon had bigger worries on their hands. On lap 69 Stewart spun into a barrier—ripping off the nose of the Tyrrell. Not at his topmost form physically, the Scot had actually made a mistake . . . Suffice it to say that Hulme's joy was unconfined as he realised that his Championship lead was still intact.

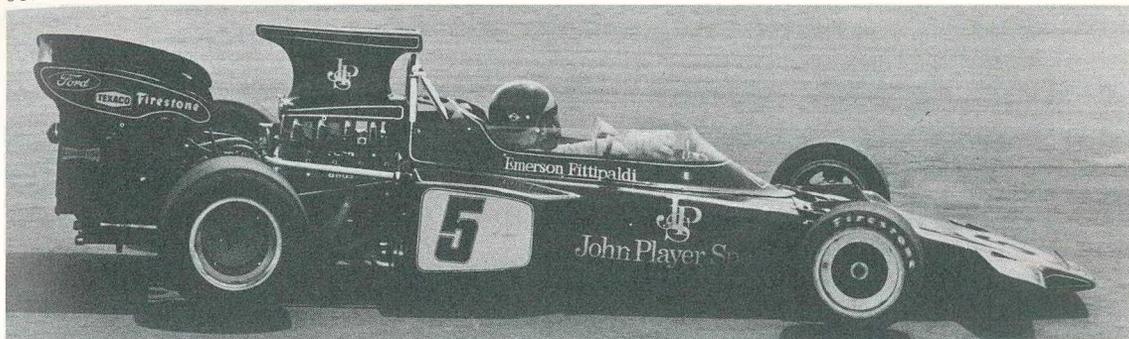
But he would have to share it with Fittipaldi. The 25-year-old Latin American was driving with a poise and patience that belied his years. He had a massive lead over Ickx who, in turn, was well clear of his team-mate Regazzoni.

The interest lay in the superb battle for fourth place between de Adamich and Peter Revson. The Italian had waited three seasons to gain his first Championship point and was driving brilliantly. He earned his fourth place the hard way and didn't stop smiling all the way back to Italy.

Carlos Pace earned his first point in his second Grand Prix and Wilson Fittipaldi, —Emerson's elder brother—finished seventh in his first Grand Prix. It was the first time in history that two brothers had raced against each other in a World Championship race. Dave Walker experienced the sort of luck that would dog him all season as he ran out of petrol when lying seventh.

There were anxious faces in the Lotus camp and churns of petrol were rushed out in case Fittipaldi had to make a last-gasp stop. But the black-and-gold car didn't miss a beat. Emerson won his second Championship race of a short career by a full 18 seconds and Lotus's long and unaccustomed spell in the wilderness was over. It was their first Grand Prix victory since October 1969. And the John Player Special had scored its first Championship win!

JOHN PLAYER PICTURE LIBRARY



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A Very Special Victory – Jarama's conqueror took the John Player Special to its first Championship win

RESULTS

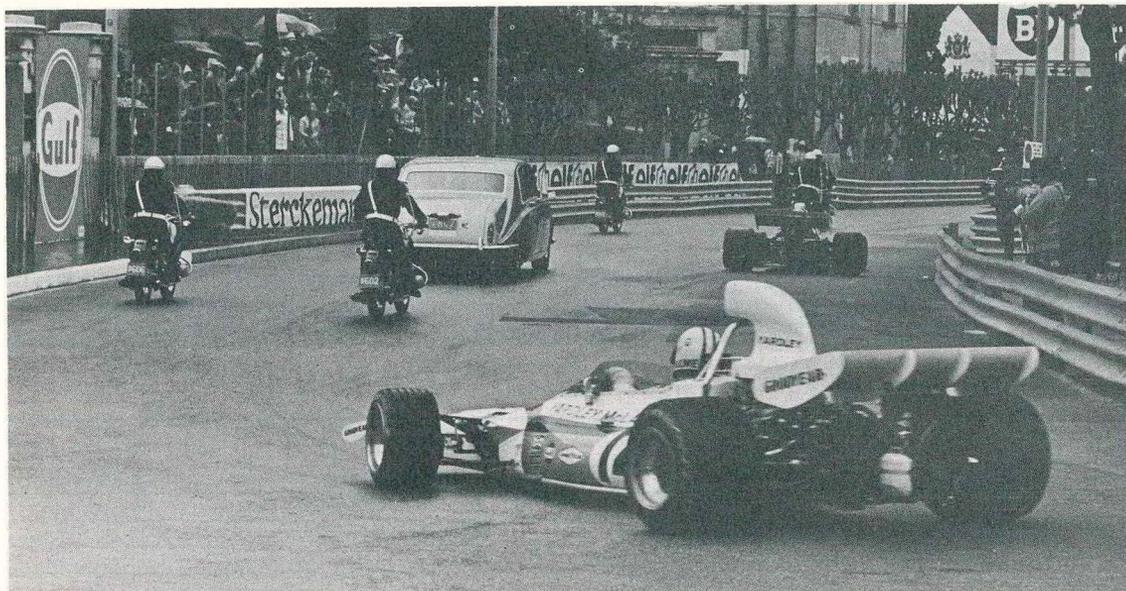
Driver	Car	Laps	Time	Speed
1st Emerson Fittipaldi	John Player Special-Ford 72D	90	2hr 3min 41.23sec	92.35 mph
2nd Jacky Ickx	Ferrari 312B2	90	2hr 4min 0.15sec	
3rd Clay Regazzoni	Ferrari 312B2	89		
4th Andrea de Adamich	Surtees-Ford TS9B	89		
5th Peter Revson	McLaren-Ford M19A	89		
6th Carlos Pace	March-Ford 711	89		
7th Wilson Fittipaldi	Brabham-Ford BT33	88		
8th Tim Schenken	Surtees-Ford TS9B	88		
9th Dave Walker	John Player Special-Ford 72D	87	Not running at finish	
10th Graham Hill	Brabham-Ford BT37	86		
11th Henri Pescarolo	March-Ford 721	86		
Fastest lap: Jacky Ickx (lap 52) 1min 21.01sec, 94.00 mph				

RETIREMENTS

Driver	Car	Laps Completed and Retirement Reason
Alex Soler-Roig	B.R.M. P160B	6 Accident
Niki Lauda	March-Ford 721X	7 Differential
Jean-Pierre Beltoise	B.R.M. P160B	9 Gear linkage
Rolf Stommelen	Eifelland 21-Ford	15 Accident
Ronnie Peterson	March-Ford 721X	17 Fuel leak and accident damage
Mike Hailwood	Surtees-Ford TS9B	20 Electrical faults
Mario Andretti	Ferrari 312B2	23 Engine
Reine Wisell	B.R.M. P160B	24 Accident
Howden Ganley	B.R.M. P160B	38 Engine
Denny Hulme	McLaren-Ford M19A	48 Gearbox pinion
Peter Gethin	B.R.M. P180	65 Engine
Francois Cevert	Tyrrell-Ford	65 Engine
Chris Amon	Matra-Simca MS120C	66 Gearbox pinion
Jackie Stewart	Tyrrell-Ford	69 Accident
Dave Walker	John Player Special-Ford 72D	87 Ran out of fuel

WORLD CHAMPIONSHIP TABLE

	Points		Points		Points
Denny Hulme	15	Peter Revson	6	Graham Hill	1
Emerson Fittipaldi	15	Mario Andretti	3	Carlos Pace	1
Jacky Ickx	10	Andrea de Adamich	3		
Jackie Stewart	9	Ronnie Peterson	3		
Clay Regazzoni	7	Tim Schenken	2		



Under Escort – The rain brought chaos to the Principality's organisation and drivers on a warming-up lap found themselves mixing it with VIP cars and police motor cycles

Let us Spray – for a B.R.M. victory. And the Marlboro camp's prayers were answered as Jean-Pierre Beltoise mastered the treacherous conditions and won his first Grand Prix – at the 49th attempt



ROUND 4/MONACO GRAND PRIX

MONTE CARLO, 14th May
80 laps of 1.95-mile circuit

STARTING GRID

E. Fittipaldi John Player Special-Ford 1 min 21.4sec	J. Ickx Ferrari 1 min 21.6sec	
C. Regazzoni Ferrari 1 min 21.9sec	J.-P. Beltoise B.R.M. 1 min 22.5sec	
P. Gethin B.R.M. 1 min 22.6sec	C. Amon Matra-Simca 1 min 22.6sec	J. Stewart Tyrrell-Ford 1 min 22.9sec
H. Pescarolo March-Ford 1 min 22.9sec	B. Redman McLaren-Ford 1 min 23.1sec	F. Cevert Tyrrell-Ford 1 min 23.8sec
M. Hailwood Surtees-Ford 1 min 23.7sec	D. Walker John Player Special-Ford 1 min 24.0sec	R. Wisell B.R.M. 1 min 24.4sec
T. Schenken Surtees-Ford 1 min 23.9sec	R. Peterson March-Ford 1 min 24.1sec	A. de Adamich Surtees-Ford 1 min 24.7sec
H. Marko B.R.M. 1 min 24.6sec	G. Hill Brabham-Ford 1 min 24.7sec	H. Ganley B.R.M. 1 min 24.7sec
W. Fittipaldi Brabham-Ford 1 min 25.2sec	N. Lauda March-Ford 1 min 25.6sec	C. Pace March-Ford 1 min 26.6sec
M. Beuttler March-Ford 1 min 26.5sec		
R. Stommelen Eifelland-Ford 1 min 29.5 sec		

Suddenly the World Championship was alive and well again—and not gift-wrapped and nestling in Switzerland. Jackie Stewart was no longer invincible and the sense of anticipation at Monaco wasn't even dampened by some most un-Riviera-like weather.

There was a political nonsense about the number of starters that would be allowed, but

Distance: 156 miles
Weather: Continual rain

goodwill prevailed and, as events turned out, the race needed every runner it could get.

The Yardley-McLaren *équipe* arrived with a fresh face for their second car; Brian Redman, replacing Peter Revson who was on Indianapolis dollar-hunting duty. The John Player Lotus team were lucky to be there at all. A Spanish motorist had wrecked their transporter in a giant shunt en route from Madrid, and only the generous and expert assistance of Marlboro's Alex Soler-Roig enabled them to reach the race on time.

Emerson Fittipaldi must have been mighty thankful as he exploited the dry Friday weather to steal pole position from Ickx, with a tremendous 1 min 21.4 sec lap. He was the only Ford contender in the front six places—surrounded by the 12 cylinder brigade, with Ferrari, B.R.M. and Matra all making their very noisy presence felt.

But when the cars lined up in front of the new harbourside pits on Sunday, there were many who felt that power might be a handicap, for the seafront circuit was drenched in torrential rain. Beltoise and Regazzoni splashed through the front row as the flag fell in the murk—and Fittipaldi and Ickx found themselves not only out-maneuvred but almost blinded by spray.

It was Beltoise, in the much-maligned Marlboro-B.R.M., who reached the hill first. He threw up enormous clouds of spray as he headed a slithering pack—with Regazzoni, Fittipaldi, Ickx and Stewart following in the mist. The French crowd forgot their discomfort and watched with glee as he began to open up a very healthy lead.

Behind him, Regazzoni was really trying, but on the fifth lap he overshot the chicane, and

Fittipaldi slithered up the escape-road with him. They were only the first of many errant visitors.

Ickx moved happily into second place. Amon held fifth place, ahead of Stewart and Gethin. Championship leader Hulme was the next to slide past the chicane—and he slumped to 16th place in a race which he didn't relish at all.

To make matters worse, Redman followed him, but the Lancastrian was to overshadow his team-mate, with a tremendous and gritty fight-back into a courageous fifth place. It was a day made for heroes, big hearts and hard-luck stories.

The Ferraris of Ickx and Regazzoni were still behind Beltoise—albeit some 20 seconds behind—by quarter-distance. Stewart took fourth place from Gethin, and Fittipaldi held sixth place, after taking another excursion up the escape-road as he tried to drive with one hand and clean his visor with the other.

Wisell's engine had blown up and the circuit was now smeared with a nasty mixture of water and oil. Chris Amon was another driver with visor problems, roaring into the pits for one of many "demisting" stops.

Peter Gethin was the next of the leaders to hit trouble—literally. He smashed into the chicane, blocking it completely as car after car streamed up the escape-road.

It was the 28th lap. Beltoise had resisted a strong Ickx challenge and was now proving that it wasn't just a matter of having clear vision, as he threaded his way through the back-markers with complete confidence and panache.

Regazzoni was still third but Jackie Stewart was pulling out all the stops to pass him—never an easy task even on a dry circuit! Fittipaldi was fourth and Chris Amon fifth, despite his visor stop. Everyone else had already been lapped and the pursuing Hailwood and Schenken were to have a luckless race.

Schenken lost his chance of points when he clobbered the Armco at Mirabeau, and Hailwood's seemingly certain sixth place vanished

on lap 48, when Ganley rammed him when braking for the Gasometer.

It was the sort of day when even a Stewart had his moments, and the Scot's determined chase after Ickx could have had disastrous effects when he revolved completely at Mirabeau—not only losing his chances of catching Ickx, but surrendering third place to Regazzoni again. After all his efforts to pass the Swiss driver in the first place!

But fortune would favour him. On lap 52, nine laps after Stewart's spin, Regazzoni hammered his car into the Armco and was out. Stewart moved gratefully back into third place, Fittipaldi into fourth, and the game Redman took fifth place, ahead of Pescarolo and Amon.

But Pescarolo was having enormous visibility trouble and crashed out of the race at the Gasworks on lap 59. Amon's "tortoise and hare" tactics—he had already made four pit stops—seemed to be paying off. Few drivers can ever have finished in the points after so many stops, but Amon made up for lost time every time he re-emerged with clear vision.

The water didn't seem to trouble Stewart's vision, but it wasn't doing his electrics any good. He started to fall back as the engine struggled on. To his helpless dismay, Fittipaldi caught him up and passed him with just five laps to go. And the lost points would make a drastic difference to the whole season!

Ickx nearly lost his second place on a dramatic last lap. As he started to pass the stricken Stewart, he was rammed by Peterson, and both the March and the Ferrari were fortunate to finish.

But Beltoise had made his own luck. He had driven a superb race to win *his* first Grand Prix; to give Marlboro-B.R.M. *their* first Grand Prix, and to become the first Frenchman to win at Monaco since Trintignant in 1958.

Fittipaldi's game third place had put him on top of the title table. And the four Championship races had been won by four different cars and drivers. It still looked like anybody's season.



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You Need Cats Eyes – at the new chicane. Groping their way through: Redman, Cevert, Walker, Wisell, Schenken

RESULTS

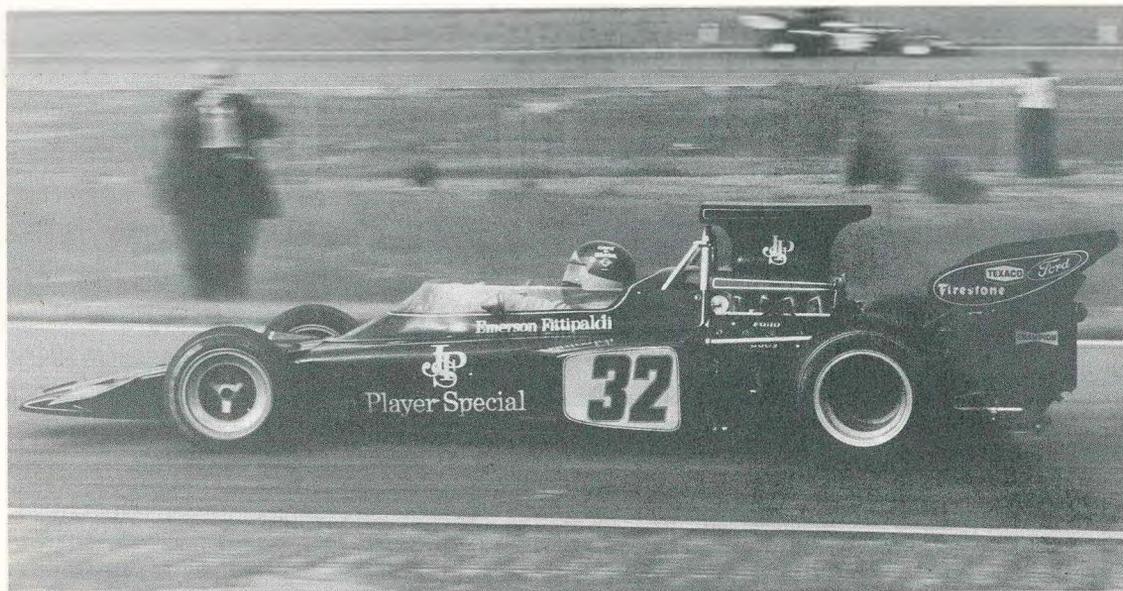
Driver	Car	Laps	Time	Speed
1st Jean-Pierre Beltoise	B.R.M. P160B	80	2hr 26min 54.7sec	63.85 mph
2nd Jacky Ickx	Ferrari 312B2	80	2hr 27min 32.9sec	
3rd Emerson Fittipaldi	John Player Special-Ford 72D	79		
4th Jackie Stewart	Tyrrell-Ford	78		
5th Brian Redman	McLaren-Ford M19A	77		
6th Chris Amon	Matra-Simca MS120C	77		
7th Andrea de Adamich	Surtees-Ford TS9B	77		
8th Helmut Marko	B.R.M. P153B	77		
9th Wilson Fittipaldi	Brabham-Ford BT33	77		
10th Rolf Stommelen	Eifelland-Ford 21	77		
11th Ronnie Peterson	March-Ford 721X	76		
12th Graham Hill	Brabham-Ford BT37	76		
13th Mike Beuttler	March-Ford 721G	76		
14th Dave Walker	John Player Special-Ford 72D	75		
15th Denny Hulme	McLaren-Ford M19C	74		
16th Niki Lauda	March-Ford 721X	74		
17th Carlos Pace	March-Ford 711	72		
18th François Cevert	Tyrrell-Ford	70		
Fastest Lap. Jean-Pierre Beltoise (lap 9) 1min 40.0sec 70.35 mph				

RETIREMENTS

Driver	Car	Laps Completed and Retirement Reason
Reine Wisell	B.R.M. P160B	16 Engine blow-up
Peter Gethin	B.R.M. P160B	27 Accident at chicane
Tim Schenken	Surtees-Ford TS9B	31 Accident at Mirabeau
Howden Ganley	B.R.M. P180	47 Accident with Hailwood
Mike Hailwood	Surtees-Ford TS9B	48 Accident with Ganley
Clay Regazzoni	Ferrari 312B2	51 Accident, Gasworks
Henri Pescarolo	March-Ford 721	58 Accident, Gasworks

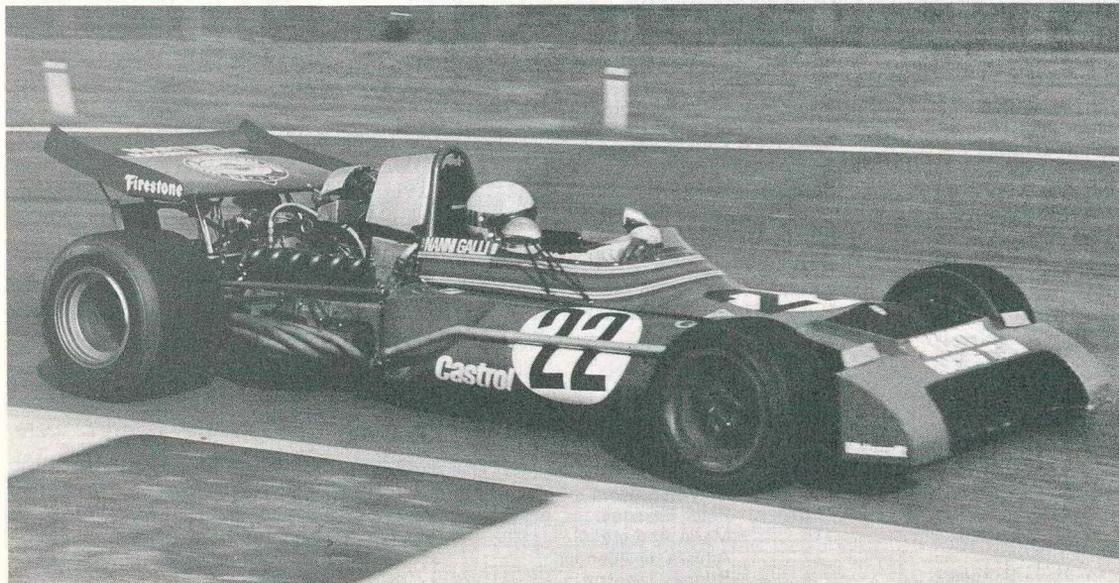
WORLD CHAMPIONSHIP TABLE

	Points		Points		Points
Emerson Fittipaldi	19	Clay Regazzoni	7	Tim Schenken	2
Jacky Ickx	16	Peter Revson	6	Brian Redman	2
Denny Hulme	15	Mario Andretti	3	Graham Hill	1
Jackie Stewart	12	Andrea de Adamich	3	Carlos Pace	1
Jean-Pierre Beltoise	9	Ronnie Peterson	3	Chris Amon	1



Runaway Winner – The new Nivelles circuit certainly suited Emerson Fittipaldi. He claimed pole position and one of his most convincing victories of the season

An Eventful Baptism – The debutant Tecno of Nanni Galli, which effectively terminated the delaying tactics of Clay Regazzoni



ROUND 5/BELGIAN GRAND PRIX

NIVELLES, Brussels, 4th June

85 laps of 2.314-mile circuit

STARTING GRID

D. Hulme McLaren-Ford 1min 11.80sec	C. Regazzoni Ferrari 1min 11.58sec	E. Fittipaldi John Player Special-Ford 1min 11.43sec
F. Cevert Tyrrell-Ford 1min 11.93sec	J. Ickx Ferrari 1min 11.84sec	
M. Hailwood Surtees-Ford 1min 12.35sec	P. Revson McLaren-Ford 1min 12.19sec	J.-P. Beltoise B.R.M. 1min 12.10sec
A. de Adamich Surtees-Ford 1min 12.54sec	C. Reutemann Brabham-Ford 1min 12.50sec	
C. Amon Matra-Simca 1min 12.80sec	D. Walker John Player Special-Ford 1min 12.76sec	C. Pace March-Ford 1min 12.64sec
H. Ganley B.R.M. 1min 13.01sec	R. Peterson March-Ford 1min 13.00sec	
W. Fittipaldi Brabham-Ford 1min 13.20sec	P. Gethin B.R.M. 1min 13.15sec	G. Hill Brabham-Ford 1min 13.10sec
R. Stommelen Eifelland-Ford 1min 13.43sec	H. Pescarolo March-Ford 1min 13.40sec	
H. Marko B.R.M. 1min 14.10sec	M. Beuttler March-Ford 1min 13.70sec	T. Schenken Surtees-Ford 1min 13.60sec
N. Lauda March-Ford 1min 16.50sec	N. Galli Tecno 1min 14.60sec	

For the first time, the Championship settled at the ultra-modern, super-safe Nivelles circuit, just half an hour's drive from Brussels. And the "circus" started to learn the tricks of a surprisingly fast track, with two, very slow corners and two, very fast ones.

But it was a "circus" without its regular "ringmaster". The headlines before the battle were all concerned with the world's most publicised ulcer—the cause of Jackie Stewart's first absence from a Grand Prix since 1966. Ken Tyrrell decided to save his car for his return

Distance: 196.7 miles

Weather: Windy and dry

and concentrated on Cevert's entry. It was to prove a very wise decision indeed.

In contrast, Carlos Reutemann was a casualty returning to the fray, seemingly recovered from an ankle injury, sustained in Formula Two. And, at last, we were to hear the roar of the Martini-Tecno, with Nanni Galli at the wheel.

Fittipaldi had already been tyre-testing at the new circuit and put his "recce" to good use in practice. Despite Ickx's natural desire to stoke up his Belgian fans, it was the Brazilian who earned pole position, with Regazzoni and Hulme pushing Ickx onto the second row of the grid.

Minutes before the start of the race, an embassy official arrived with a copy of the Brazilian national anthem—"just in case". He was to prove a prophetic patriot!

But it was Regazzoni who took the lead, dashing out ahead of Hulme, Fittipaldi and Ickx. Revson and Andrea de Adamich clashed in the pack, and both arrived at the pits for a wheel change. Fittipaldi and Ickx squeezed past Hulme, and Cevert led the next bunch.

It took Emerson only nine laps to take the lead and, once he had found a way round the "wide" Ferrari, he simply sailed off into the distance. By lap 20, he had a six second lead over Regazzoni, with Ickx, Cevert, Amon and Hulme in pursuit.

Regazzoni was seemingly unaware of Ickx's desire to shine "at home" and his tactics left much to be desired, as he shut out all the Belgian's attempts to pass.

The race had already proved too much for Schenken's engine and Beltoise, the Monaco hero, had retired with overheating. Hulme seemed to have fairly drastic handling problems, but Regazzoni's mobile road-block so



Exit Clay – The all-Italian contretemps between the Tecno and the racing Regazzoni ended the Ferrari's race in a dramatic fashion, much to the cameramen's delight!

delayed Ickx that Cevert, Hulme and Amon were able to rejoin the battle to wrest second place from the obdurate Swiss.

On lap 26, however, the bunch was suddenly depleted in dramatic fashion. Ickx's throttle jammed open and it took all his skill to avoid disaster—driving breathlessly back to the pits on the ignition switch!

Five laps later, Cevert forced a way past Regazzoni and began to do his bit to try to prevent Fittipaldi amassing too many Championship points in his team-leader's absence. Just how much he had been delayed by Regazzoni was soon made clear, as his lap speeds accelerated and he fought desperately to close the gap.

Now it was Amon's turn to fight past the Ferrari, a feat achieved once at the hairpin, but immediately reversed on the straight. But on lap

58, Regazzoni's rugged struggle to keep third place was ended in an almighty smash.

Nanni Galli spun the debutant Tecno at the hairpin and Clay hammered into him. The Ferrari lost a wheel and Regazzoni's race was over.

Now the heat had gone out of the jousting, at least as far as the leaders were concerned. Fittipaldi seemed totally in command in the John Player Special and, Cevert was well clear of Amon in third place. Hulme was fourth, Hailwood fifth and Pace a very fast sixth.

Graham Hill had worked hard to duel past Ganley into seventh place and Peterson and Stommelen in two, very different-looking Marches were scrapping fiercely for eighth place.

Then it all began to happen at once. Graham Hill rushed into the pits with a fractured rear upright. Peter Revson amazed everyone by

storming past five rivals in an ecstatic closing burst. And Hailwood finally shook off Pace in a tricky situation amongst the back-markers.

But the real drama affected Chris Amon, surely the unluckiest driver in racing history. His third place was absolutely assured, and he had just set fastest lap, when he headed for the pits with only seven laps to go. He had precious little fuel left and was lucky to rejoin the race in time to secure sixth place ahead of the flying Revson.

Way out in front of this unseemly bustle,

Fittipaldi was "doing a Clark"—setting his own pace as he circulated imperiously at the head of the field. Despite all Cevert's efforts, the Brazilian finished nearly half a minute ahead of the Tyrrell.

The embassy official handed over the national anthem with obvious glee—and Ken Tyrrell decided it wouldn't do Jackie Stewart's ulcer any good to tell him that the young Brazilian had a clear nine point lead at the top of the table. It was going to take a very fit Stewart to keep his crown from the young pretender.

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RESULTS

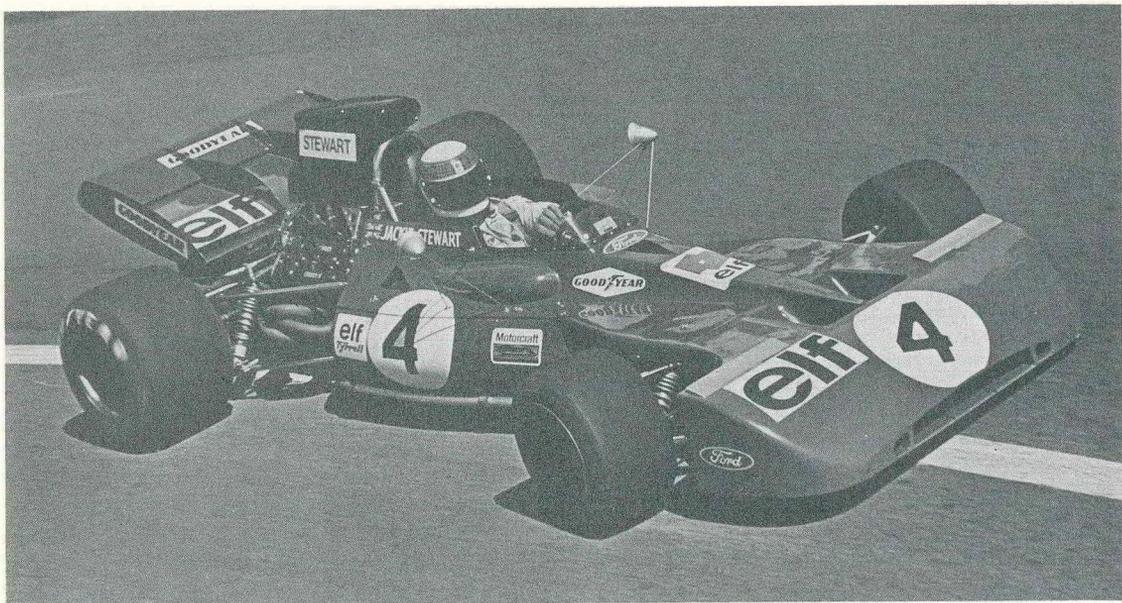
Driver	Car	Laps	Time	Speed
1st Emerson Fittipaldi	John Player Special-Ford 72D	85	1hr 44min 06.7sec	113.35 mph
2nd François Cevert	Tyrrell-Ford	85	1hr 44min 33.3sec	
3rd Denny Hulme	McLaren-Ford M19C	85	1hr 45min 04.8sec	
4th Mike Hailwood	Surtees-Ford TS9B	85	1hr 45min 18.7sec	
5th Carlos Pace	March-Ford 711	84		
6th Chris Amon	Matra-Simca MS120C	84		
7th Peter Revson	McLaren-Ford M19A	83		
8th Howden Ganley	B.R.M. P160B	83		
9th Ronnie Peterson	March-Ford 721X	83		
10th Helmut Marko	B.R.M. P153B	83		
11th Rolf Stommelen	Eifelland-Ford 21	83		
12th Niki Lauda	March-Ford 721X	82		
13th Carlos Reutemann	Brabham-Ford BT37	81		
14th Dave Walker	John Player Special-Ford 72D	79		
15th Henri Pescarolo	March-Ford 721	59	Unclassified though still running at finish	
Fastest Lap. Chris Amon (lap 66) 1 min 12.12sec 115.38 mph				

RETIREMENTS

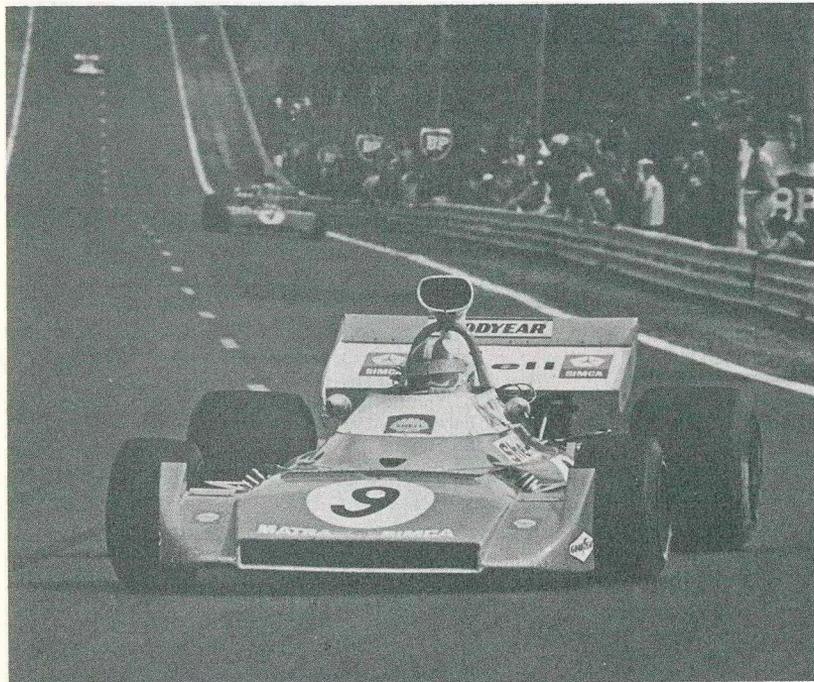
Driver	Car	Laps Completed and Retirement Reason
Tim Schenken	Surtees-Ford TS9B	11 Engine
Jean-Pierre Beltoise	B.R.M. P160B	15 Overheating engine
Peter Gethin	B.R.M. P160B	27 Fuel pump
Wilson Fittipaldi	Brabham-Ford BT34	28 Gearbox
Mike Beuttler	March-Ford 721G	31 Drive shaft
Jacky Ickx	Ferrari 312B2	47 Throttle linkage and engine
Nanni Galli	Tecno PA123/3	54 Accident with Regazzoni
Andrea de Adamich	Surtees-Ford TS9B	55 Engine
Clay Regazzoni	Ferrari 312B2	57 Accident with Galli
Graham Hill	Brabham-Ford BT37	73 Rear upright

WORLD CHAMPIONSHIP TABLE

	Points		Points		Points
Emerson Fittipaldi	28	François Cevert	6	Carlos Pace	3
Denny Hulme	19	Peter Revson	6	Tim Schenken	2
Jacky Ickx	16	Mario Andretti	3	Brian Redman	2
Jackie Stewart	12	Andrea de Adamich	3	Chris Amon	2
Jean-Pierre Beltoise	9	Mike Hailwood	3	Graham Hill	1
Clay Regazzoni	7	Ronnie Peterson	3		



Above: *The Come-Back Champion – Jackie Stewart's flair for the dramatic didn't fail him when he returned to racing after his sudden illness. He drove a flawless race to capture the headlines and the points*



Left: *Chris's Greatest – One day Chris Amon will win a Grand Prix. But it is doubtful if it will take a finer performance than his crushing display at Clermont*

ROUND 6/FRENCH GRAND PRIX

CLERMONT-FERRAND, 2nd July
38 laps of 5.005-mile circuit

Distance: 190.19 miles
Weather: Cloudy, dry

STARTING GRID

C. Amon Matra-Simca 2min 53.4sec	J. Stewart Tyrrell-Ford 2min 55.0sec	D. Hulme McLaren-Ford 2min 54.2sec	J. Ickx Ferrari 2min 55.1sec
T. Schenken Surtees-Ford 2min 57.2sec	F. Cevert Tyrrell-Ford 2min 58.1sec	H. Marko B.R.M. 2min 57.3sec	E. Fittipaldi John Player Special-Ford 2min 58.1sec
R. Peterson March-Ford 2min 58.2sec	C. Pace March-Ford 2min 58.6sec	M. Hailwood Surtees-Ford 2min 58.3sec	A. de Adamich Surtees-Ford 2min 59.1sec
B. Redman McLaren-Ford 2min 59.4sec	R. Stommelen Eifelland-Ford 2min 59.6sec	W. Fittipaldi Brabham-Ford 2min 59.5sec	P. Depailler Tyrrell-Ford 2min 59.6sec
C. Reutemann Brabham-Ford 3min 00.7sec	N. Galli Ferrari 3min 00.7sec	R. Wisell B.R.M. 3min 00.7sec	G. Hill Brabham-Ford 3min 03.0sec
J-P. Beltoise B.R.M. No time (took over Ganley's car)	D. Walker John Player Special-Ford 3min 04.7sec		
N. Lauda March-Ford 3min 03.1sec	M. Beuttler March-Ford 3min 05.9sec		
Howden Ganley—did not start—3 min 02.0sec			

Jackie Stewart returned to the fray. And the French Grand Prix returned to Clermont Ferrand, to rural simplicity after the air-conditioned splendour of Paul Ricard's Le Castellet circuit.

It was a change that gave the drivers their most severe challenge to date, for only the Nurburgring can compete with Clermont when it comes to confronting the driver with every conceivable type of corner. And the turbulent

downhill sweeps were to cause more than one combatant to suffer from physical nausea.

Not, you might think, the ideal circuit for the Champion's comeback—ulcer and all. But Stewart had no qualms. He was the only previous Clermont victor on parade, while Championship leader, Emerson Fittipaldi faced the fraught task of learning the circuit in two days.

But if confidence would be any help, he had it in abundance. Since winning the Belgian Grand Prix, he had romped away with the Marlboro-sponsored Formula One battle at Vallelunga and also won the big Formula Two battle at Hockenheim. So he entered the arena seeking his *fourth* successive, single-seater victory.

There were no fewer than 29 entries—with Dave Charlton joining the lists from South Africa; Frenchman, Patrick Depailler, getting a "home run" for Ken Tyrrell; Derek Bell having his first Tecno outing, and Nanni Galli taking a Ferrari seat in place of Regazzoni who had broken his wrist—playing football!

There was some interesting new machinery on parade too. Chris Amon had a much improved, lightweight Matra MS120D. March left their disappointing 721Xs in Bicester arriving with three of the hastily built 721Gs. And Ken Tyrrell introduced the new 005.

But Derek Gardner's neat new creation was soon to look a sorry sight indeed. François Cevert proved its pace with an outstanding time before ramming it into the Armco—damaging his wrist, pride, *and* the new car.

So Jackie Stewart didn't even get a chance to try the impressive new machine. He had to be satisfied with a second row position, after a practice dominated by the Kiwis, Amon and

Hulme, with the Matra driver in his most menacing mood.

He took his place at the head of a somewhat depleted field however. Dave Charlton failed to qualify, mainly through car sickness, and Derek Bell couldn't get the Tecno to handle. But at the last minute, there was room for both of them, although neither of them took up the option. For practice had been a catalogue of accidents, with Pescarolo and Gethin writing off their cars. To add to B.R.M.'s gloom Jean-Pierre Beltoise broke a drive shaft on race-day morning, and was given Ganley's car.

So only 24 cars streamed off from the flag, and it was Amon's blue Matra which rocketed away down the hill, with Hulme in pursuit.

Chris had been worried about the weight of fuel he would have to carry for the thirsty Matra, and was determined to reach the downward trail first. Hulme and Stewart harried him in fighting fashion—but this was to be a day when Amon would summon up every reserve of skill and doggedness.

He broke the lap record again and again to keep the McLaren and Tyrrell astern. Behind them, Ickx's Ferrari was showing signs of strain, Helmut Marko was astounding everyone with a flying fifth place, and Fittipaldi was carving his way through the field to challenge Hailwood and Schenken in seventh and sixth places respectively.

The Brazilian took only five laps to promote himself to fifth place, a feat he explained later—"I was getting to know the circuit better every lap."

But on lap nine, the closeness of the battle brought near disaster. Helmut Marko was hit in the eye by a flying stone which pierced his visor. With courageous self-control he managed to halt his car without involving anyone else—but the seriousness of his injury would cloud the rest of the season for B.R.M.

On that same lap, Hulme made his most determined effort to pass Amon, but was just held at bay. A lap later, the warning signals

were sounded as Brian Redman came in with a puncture. Tiny stones now littered the circuit and the Lancastrian was the first of many callers.

But no-one could have foreseen how *three* punctures would change the whole face of the race. In fact, they were too busy watching Stewart make *his* bid to move through. After hounding Hulme from the start, the Scot took second place on lap 17. Three laps later, the Champion was in the lead. Chris Amon had been forced into the pits with a front puncture. It was a bitter blow.

"I felt the car suddenly go heavy—and knew my jinx had struck again," he said.

Three laps later—lap 23—Stewart lost Hulme from his mirrors. The McLaren had a puncture too. So Stewart found himself a comfortable leader over Ickx, with more than a minute in hand.

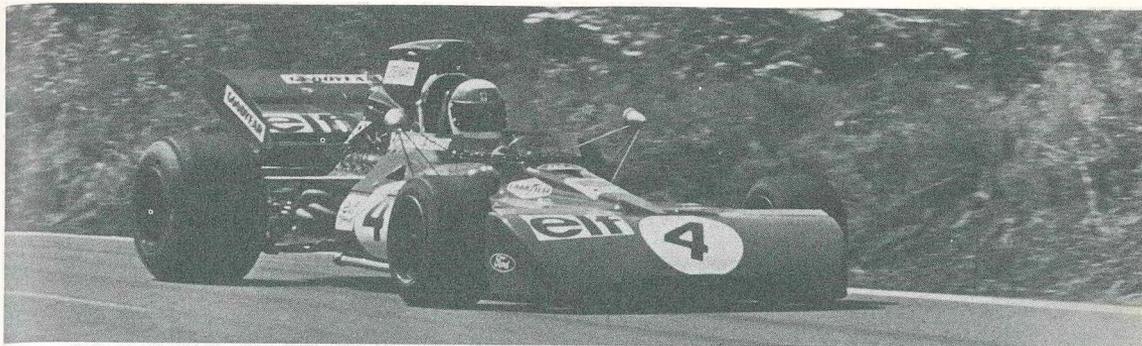
Then a third stone took its toll. Incredibly, Ickx slowed—ten laps from the flag—with yet another puncture! The race was Stewart's. Fittipaldi hadn't a hope of catching him. But the crowd, and the pits, weren't watching the Brazilian.

Everyone's attention—and watches—were focused on Chris Amon. Far from resigning himself to his continuing ill-fortune, Amon had roared out of the pits in eighth place, to log the most determined drive of his career.

He smashed the lap record again and again—and actually had Fittipaldi in his sights when the flag fell. What would have happened had there been another lap?

The crowd went wild. It was a drive in the old Moss tradition. And the world's press were unanimous in giving Amon his accolades. Stewart shared the victory parade with the smiling Kiwi. But not, of course, the points.

In the Gallic glee for their Matra driver, it couldn't be forgotten that Stewart had made a story-book comeback. Fittipaldi's victorious gallop had been restrained. Would Stewart be able to narrow the gap even further when he took his new car to the British party?



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Stewart in front – in the race, but Emerson Fittipaldi still held a convincing lead in the Championship

RESULTS

Driver	Car	Laps	Time	Speed
1st Jackie Stewart	Tyrrell-Ford	38	1hr 52min 21.5sec	101.56mph
2nd Emerson Fittipaldi	John Player Special-Ford 72D	38	1hr 52min 49.2sec	
3rd Chris Amon	Matra-Simca MS120D	38	1hr 52min 53.4sec	
4th François Cevert	Tyrrell-Ford	38	1hr 53min 10.8sec	
5th Ronnie Peterson	March-Ford 721G	38	1hr 53min 18.3sec	
6th Mike Hailwood	Surtees-Ford TS9B	38	1hr 53min 57.6sec	
7th Denny Hulme	McLaren-Ford M19C	38	1hr 54min 09.6sec	
8th Wilson Fittipaldi	Brabham-Ford BT34	38	1hr 54min 46.6sec	
9th Brian Redman	McLaren-Ford M19A	38	1hr 55min 17.0sec	
10th Graham Hill	Brabham-Ford BT37	38	1hr 55min 21.0sec	
11th Jacky Ickx	Ferrari 312B2	37		
12th Carlos Reutemann	Brabham-Ford BT37	37		
13th Nanni Galli	Ferrari 312B2	37		
14th Andrea de Adamich	Surtees-Ford TS9B	37		
15th Jean-Pierre Beltoise	B.R.M. P160B	37		
16th Rolf Stommelen	Eifelland-Ford 21	37		
17th Tim Schenken	Surtees-Ford TS9B	36		
18th Dave Walker	John Player Special-Ford 72D	34	Not running at finish	
19th Mike Beuttler	March-Ford 721G	33	Not running at finish	
20th Patrick Depailler	Tyrrell-Ford	33		

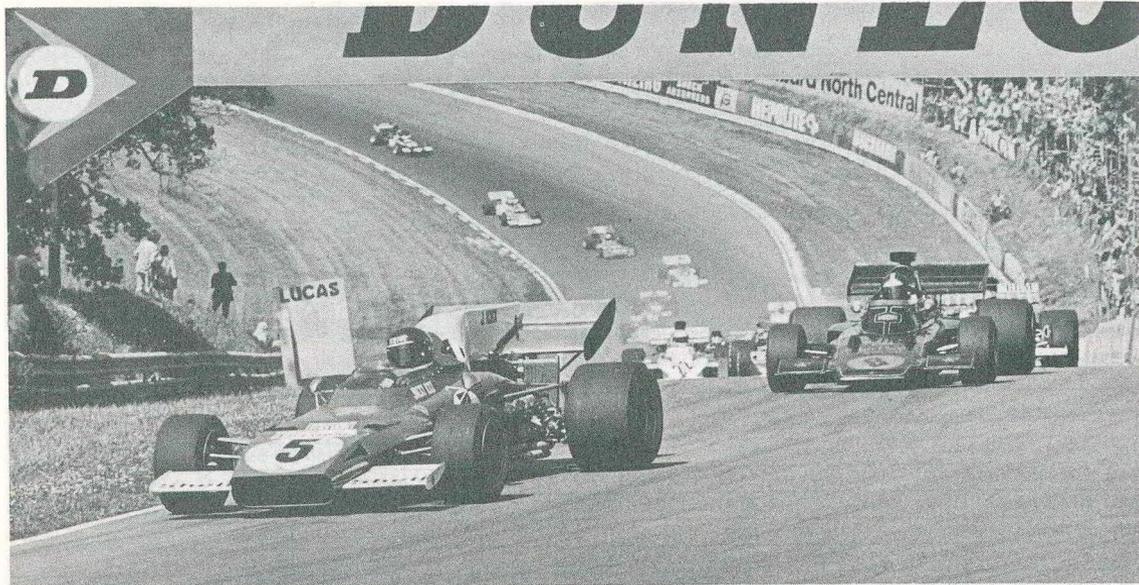
Fastest lap: Chris Amon (lap 32) 2min 53.9sec, 103.61mph

RETIREMENTS

Driver	Car	Laps Completed and Retirement Reason
Niki Lauda	March-Ford 721G	4 Drive-Shaft
Helmut Marko	B.R.M. P160B	8 Severe eye injury
Carlos Pace	March-Ford 711	18 Engine
Reine Wisell	B.R.M. P160B	25 Gear Linkage
Mike Beuttler	March-Ford 721G	33 Out of petrol
Dave Walker	John Player Special-Ford 72D	34 Gearbox

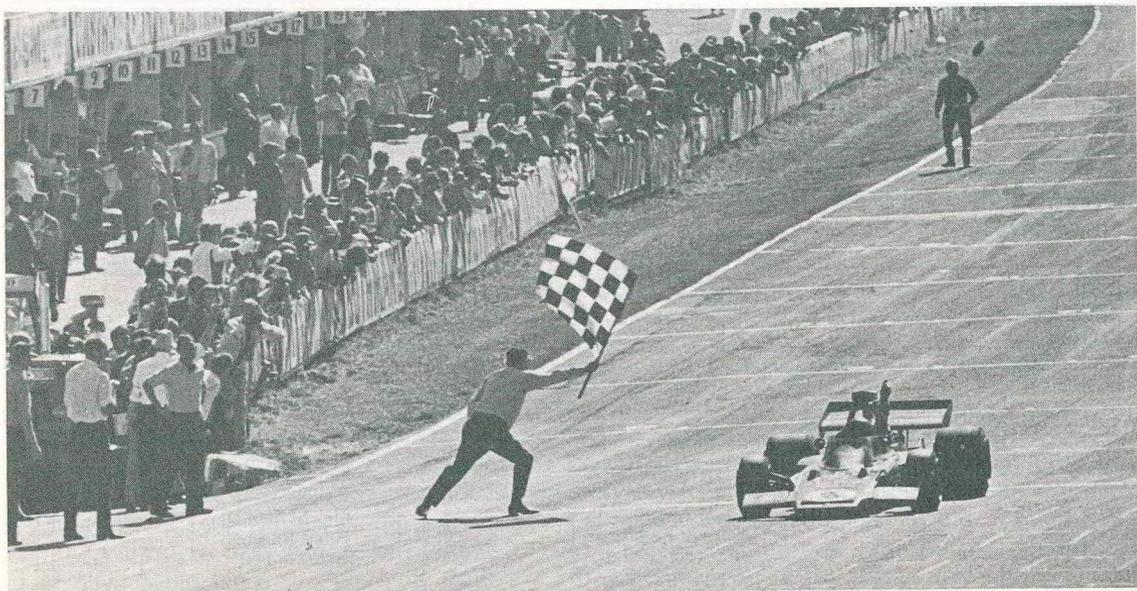
WORLD CHAMPIONSHIP TABLE

	Points		Points		Points
Emerson Fittipaldi	34	Clay Regazzoni	7	Andrea de Adamich	3
Jackie Stewart	21	Peter Revson	6	Carlos Pace	3
Denny Hulme	19	Chris Amon	6	Tim Schenken	2
Jacky Ickx	16	Ronnie Peterson	5	Brian Redman	2
Jean-Pierre Beltoise	9	Mike Hailwood	4	Graham Hill	1
François Cevert	9	Mario Andretti	3		



Instant Ickx – the brilliant Belgian roared off from the flag into the lead at Brands. But his hopes of victory drained away with his oil, 48 laps later

The Happy Ending – a dominant victory for the John Player Special in the first ever John Player Grand Prix. And Colin Chapman's cap hurtled into orbit as Emerson won his third Grand Prix of 1972



ROUND 7/JOHN PLAYER GRAND PRIX

BRANDS HATCH, 15th July
76 laps of 2.65-mile circuit

Distance: 201.4 miles

Weather: Warm, sunny and dry. Light wind

STARTING GRID

	E. Fittipaldi John Player Special-Ford 1min 22.6sec	J. Ickx Ferrari 1min 22.2sec
J. Stewart Tyrrell-Ford 1min 22.9sec	P. Revson McLaren-Ford 1min 22.7sec	
	J-P. Beltoise B.R.M. 1min 23.4sec	T. Schenken Surtees-Ford 1min 23.2sec
R. Peterson March-Ford 1min 23.7sec	M. Hailwood Surtees-Ford 1min 23.5sec	A. Merzario Ferrari 1min 23.7sec
	C. Reutemann Brabham-Ford 1min 23.8sec	
F. Cevert Tyrrell-Ford 1min 23.9sec	D. Hulme McLaren-Ford 1min 23.9sec	C. Pace March-Ford 1min 24.0sec
	J. Oliver B.R.M. 1min 24.4sec	
P. Gethin B.R.M. 1min 24.5sec	D. Walker John Player Special-Ford 1min 24.4sec	C. Amon Matra-Simca 1min 24.6sec
	N. Galli Tecno 1min 25.1sec	
A. de Adamich Surtees-Ford 1min 25.2sec	N. Lauda March-Ford 1min 25.1sec	G. Hill Brabham-Ford 1min 25.2sec
	W. Fittipaldi Brabham-Ford 1min 25.5sec	
D. Charlton Lotus-Ford 1min 25.6sec	M. Beuttler March-Ford 1min 25.6sec	
	H. Pescarolo Politoys-Ford 1min 27.4sec	R. Stommelen Eifelland-Ford 1min 26.3sec

Stewart was obviously more than eager to race it in earnest.

Francois Migault arrived from France with the new Connew, and Frank Williams hurriedly produced the Len Bailey-designed Politoys to replace the March which Henri Pescarolo had crashed at Clermont.

Jacky Ickx set the pace in practice, hotly pursued on the opening day by Stewart in the new car. The Champion had already broken the lap record when he crashed at Druids—and the ill-fated 005 was carted despondently away.

Peter Connew's gallant creation was equally unhappy on the bumpy circuit. The suspension gave under the strain and the car was withdrawn. But it *had* qualified.

There were fresh faces on parade too. Ferrari gave Arturo Merzario the wiry, little sports car exponent, his first Formula One drive, and B.R.M. persuaded Brands expert Jackie Oliver to commute into one of their cockpits.

But the familiar big names dominated. Jacky Ickx, who had refreshed his knowledge of the circuit with a runaway BOAC 1000 victory in April, was in his most dominant mood. The Ferraris seemed perfectly content on the rugged circuit—and Ickx's Friday time of 1 min 22 sec was never bettered.

Jackie Stewart couldn't match his 005 time in his older car, and had to be content with a seat on the second row. Fittipaldi earned a front row berth with a frantic, last minute burst, while the Clermont hero, Chris Amon, was relegated to his old car, after crashing the new one. So yet another chapter was added to the Amon saga of ill-fortune.

From the start, it was Ickx in the Ferrari who took the initiative. He rushed off into an

Three new cars were wheeled through the Brands Hatch tunnel to practise for the John Player Grand Prix—but the demanding Kent circuit was not to prove a happy hunting ground for any of them.

The main attraction was, of course, the Tyrrell 005. François Cevert had already exhibited its potential at Clermont, and Jackie

immediate lead from Fittipaldi, while Beltoise burst through from the third row to commandeer third place.

As always at Brands, the opening laps were hectic indeed. Walker and de Adamich had a "coming together" at Dingle Dell, and Henri Pescarolo had an almighty shunt just a few feet away, on the eighth lap. The shiny new Politoys bounced back into the middle of the track, threatened to catch fire, and was stranded in the middle of the howling pack for some anxious moments.

When the foam clouds had cleared, it was obvious that the third new car in the meeting had suffered an even worse fate than the others—and, for the second time in two Grands Prix, Pescarolo found himself clambering from a wrecked car.

Meanwhile, Ickx was maintaining his lead over Fittipaldi, and Stewart had asserted himself to claim third place. Revson was now fourth, Schenken fifth and Beltoise sixth. But Beltoise was to drop back dramatically, before a pit stop eventually diagnosed the problem—a slowly deflating tyre.

The Ferrari seemed totally in command. Its acceleration from the hairpin and along the top straight was dramatically superior to that of Fittipaldi's mount, and Ickx was obviously enjoying himself.

Stewart was working flat out to keep on level terms with the leaders, and his tenacity had its just reward on lap 25. Ickx braked late. Fittipaldi braked *too* late—and the Brazilian "had a moment", all by himself, at Druids.

Stewart was through in a flash, and by the time Fittipaldi had collected both his cool and his car, the Champion was hogging second place.

But the role of Ferrari-follower had its handicaps. Stewart found that he was being sprayed with oil. Something was amiss with the Ickx car. Not that the Belgian seemed to notice. He pounded on, with Stewart and Fittipaldi nose-to-tail behind him.

But now it was the Champion's turn to make a mistake. As he tried to lap Fittipaldi's brother, Wilson, he provided an action replay of Emerson's mistake at Druids. Once again, the second place changed hands. And two star drivers had proved to the Brands crowd that driver error does play a part in racing!

They were treated to yet another sample on lap 39, when an all Latin American duel for eighth place almost ended in disaster. Pace and Reutemann had really been piling on the pressure—but at Druids they touched and a very impressive battle was over.

By this time, the 26-strong field had been depleted considerably. Hailwood's sixth place was lost to a faulty gear selector. Gethin's engine had surrendered. Galli spun off after collecting some of Pescarolo's wreckage, and Oliver had parked at Pilgrims with a broken upright.

The Ferrari debutant, Merzario, had called in at the pits for a lightning tyre change, but he was "doing an Amon" and racing back up the field in highly impressive fashion. His senior team-mate's race was almost run, however. Fittipaldi was now driving in a free-flowing, oil mist, which smeared his mirrors as well as his visor.

Stewart was hanging on to him, knowing that their battle for second place could soon assume far greater import. And he was right.

On lap 49, Ickx dashed disconsolately into the pits. The oil leak had done its worst and a certain Ferrari victory had simply drained away from the Belgian. Now the issue was to be resolved in a straight fight between the Champion and his most serious challenger. And they duelled on right to the flag.

Fittipaldi seemed to have the edge, but it had already been illustrated that just one tiny error could have startling effects.

Happily for the Brazilian, the mistakes were committed by other drivers. Graham Hill slithered off at Paddock. François Cevert lost fourth place by copying his error in the same

place. And then Peterson rocketed into both the parked cars—losing *his* fourth place—when his engine cut out two laps from the finish.

His unexpected departure left Amon a somewhat surprised fourth. Hulme was fifth and new boy Merzario earned the "Man of the Meeting" and the Philip Morris award for a very sturdy sixth place.

Peter Revson was third after a calm and lonely race. He had certainly made the most of his return to Grand Prix racing. His was the

only car remaining on the same lap as the leaders—still disputing the first place way out in front.

Emerson started the last lap with four seconds in hand. Only a freak incident could cost him the race.

His luck held, and he took the flag to a tumultuous reception. But, even as the champagne was flowing, the mechanics discovered how fortunate he had been. His front tyre had gone flat during the slowing up lap . . .

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RESULTS

Driver	Car	Laps	Time	Speed
1st Emerson Fittipaldi	John Player Special-Ford 72D	76	1hr 47min 50.2sec	112.06 mph
2nd Jackie Stewart	Tyrrell-Ford	76	1hr 47min 54.3sec	
3rd Peter Revson	McLaren-Ford M19A	76	1hr 49min 02.7 sec	
4th Chris Amon	Matra-Simca MS120C	75		
5th Denny Hulme	McLaren-Ford M19C	75		
6th Arturo Merzario	Ferrari 312B2	75		
7th Ronnie Peterson	March-Ford 721G	74		
8th Carlos Reutemann	Brabham-Ford BT37	73		
9th Niki Lauda	March-Ford 721G	73		
10th Rolf Stommelen	Eifelland-Ford 21	71		
11th Jean-Pierre Beltoise	B.R.M. P160C	70		
12th Wilson Fittipaldi	Brabham-Ford BT34	69		
13th Mike Beuttler	March-Ford 721G	69		

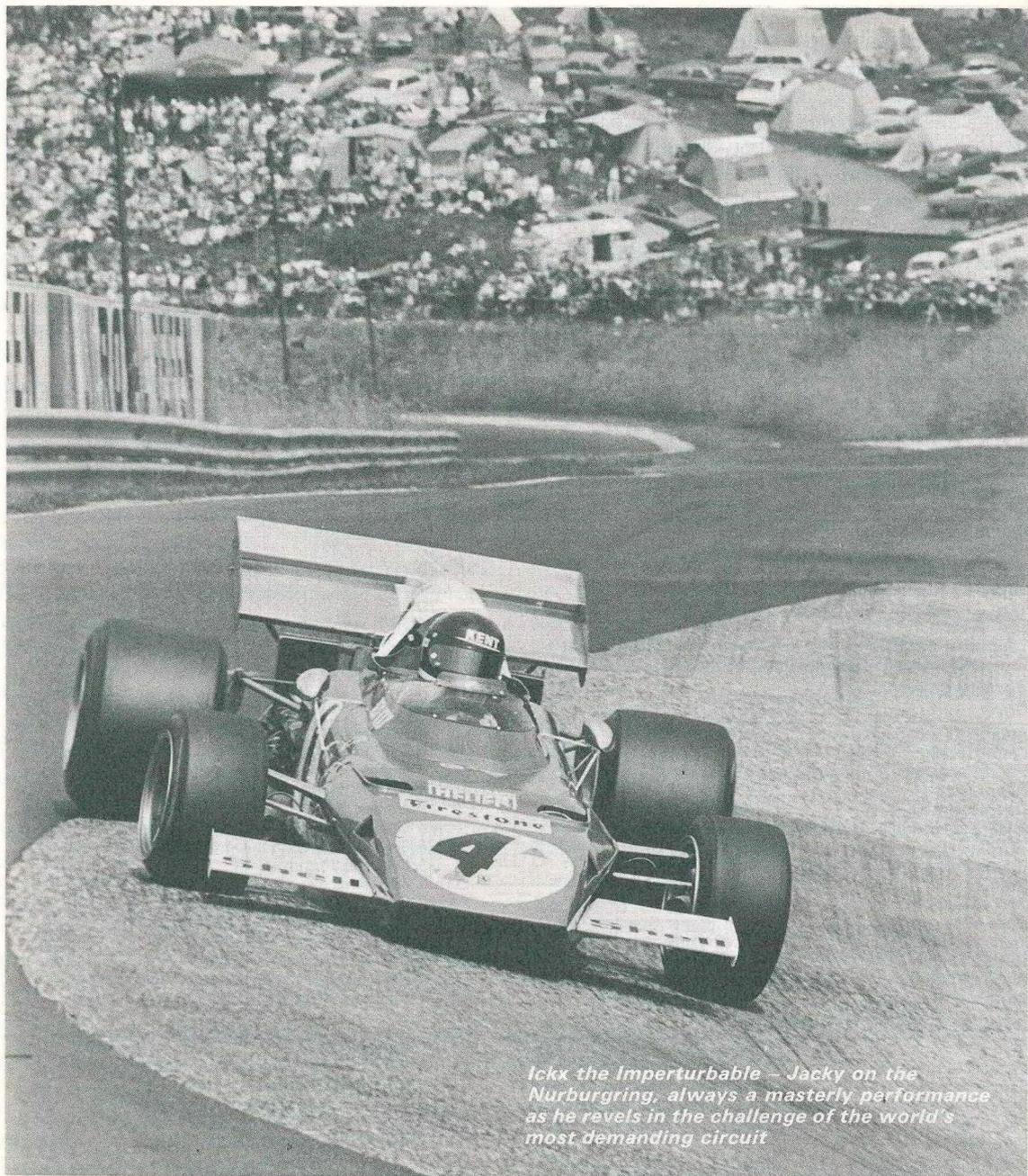
Fastest lap: Jackie Stewart (laps 58 and 60) 1min 24.0sec, 113.57 mph

RETIREMENTS

Driver	Car	Laps Completed and Retirement Reason
Andrea de Adamich	Surtees-Ford TS9B	3 Accident, damaged front suspension
Peter Gethin	B.R.M. P160B	5 Engine
Henri Pescarolo	Politoys-Ford	7 Accident, steering failure
Nanni Galli	Tecno PA 123/3	9 Accident, puncture
Dave Charlton	Lotus-Ford 72D	19 Gearbox
Mike Hailwood	Surtees-Ford TS9B	30 Gearbox
Jackie Oliver	B.R.M. P160B	36 Bottom rear radius rod mounting
Carlos Pace	March-Ford 711	38 Broken differential
Graham Hill	Brabham-Ford BT37	47 Accident, after Paddock
Jacky Ickx	Ferrari 312B2	48 Oil radiator leak. Loss of oil
Dave Walker	John Player Special-Ford 72D	58 Top right rear radius rod mounting
François Cevert	Tyrrell-Ford	60 Accident after Paddock
Tim Schenken	Surtees-Ford TS9B	63 Bottom rear wishbone mounting
Wilson Fittipaldi	Brabham-Ford BT34	69 Pick-up point left rear bottom radius rod
Ronnie Peterson	March-Ford 721G	74 Accident after Paddock

WORLD CHAMPIONSHIP TABLE

	Points		Points		Points
Emerson Fittipaldi	43	Chris Amon	9	Andrea de Adamich	3
Jackie Stewart	27	François Cevert	9	Carlos Pace	3
Denny Hulme	21	Clay Regazzoni	7	Tim Schenken	2
Jacky Ickx	16	Ronnie Peterson	5	Brian Redman	2
Peter Revson	10	Mike Hailwood	4	Graham Hill	1
Jean-Pierre Beltoise	9	Mario Andretti	3	Arturo Merzario	1



Like the Imperturbable - Jacky on the Nurburgring, always a masterly performance as he revels in the challenge of the world's most demanding circuit

ROUND 8/GERMAN GRAND PRIX

NURBURGRING, 30th July
14 laps of 14.19-mile circuit

STARTING GRID

	J. Stewart Tyrrell-Ford 7min 08.7sec		J. Ickx Ferrari 7min 07.0sec
R. Peterson March-Ford 7min 11.6sec		E. Fittipaldi John Player Special-Ford 7min 09.9sec	
	C. Reutemann Brabham-Ford 7min 12.4sec		F. Cevert Tyrrell-Ford 7min 12.2sec
C. Amon Matra-Simca 7min 13.9sec		C. Regazzoni Ferrari 7min 13.4sec	
	D. Hulme McLaren-Ford 7min 14.5sec		H. Pescarolo March-Ford 7min 14.4sec
T. Schenken Surtees-Ford 7min 17.2sec		C. Pace March-Ford 7min 16.6sec	
	R. Stommelen Eifelland-Ford 7min 17.5sec		J-P. Beltoise B.R.M. 7min 17.3sec
M. Hailwood Surtees-Ford 7min 21.0sec		G. Hill Brabham-Ford 7min 18.4sec	
	H. Ganley B.R.M. 7min 22.3sec		R. Wisell B.R.M. 7min 21.4sec
A. de Adamich Surtees-Ford 7min 23.7sec		B. Redman McLaren-Ford 7min 23.2sec	
	A. Merzario Ferrari 7min 25.9sec		W. Fittipaldi Brabham-Ford 7min 24.8sec
N. Lauda March-Ford 7min 32.2sec		D. Walker John Player Special-Ford 7min 29.5sec	
	D. Charlton Lotus-Ford 7min 34.1sec		D. Bell Tecno 7min 33.3sec
		M. Beuttler March-Ford 7min 35.9sec	

Distance: 198.66 miles
Weather: Warm and dry

Brazilian out to Germany early, to use tyre testing as an excuse for some extra familiarisation. But bad weather was to thwart the best-laid plans.

Jacky Ickx needed no such extra practice. He was determined to avenge his Brands Hatch disappointment—and repeat his 1969 victory. By Friday afternoon, he had pulverised Cevert's lap record and was averaging 120 m.p.h. round the fearsome circuit.

But his new team-mate, Merzario—offered another drive despite Regazzoni's return—wasn't so lucky. He crashed in a light shower, as did Fittipaldi's partner, the unfortunate Dave Walker.

There were more incidents during Saturday's final practice. Denny Hulme was very lucky indeed to escape unscathed, when his McLaren hit some wreckage and smacked into the barrier behind the pits. As Brian Redman had already shunted one car, it wasn't a happy weekend for the Yardley camp.

But, once again, everyone else's bad luck paled into insignificance when Chris Amon's jinx struck again. His car bottomed on the warming-up lap and the hapless Matra mechanics had to work on a detailed ignition change, as the rest of the field started the race. We look forward to the day we can write this book without ever using the phrase, "luckless Amon"!

The start was quite sensational. Fittipaldi and Peterson outsmarted the front row men, Stewart and Ickx, with the result that they all approached the South Curve four abreast. Regazzoni was hustling in amongst them and Stewart and Peterson actually touched in the frantic melee.

But it was Ickx who nosed ahead with

Fittipaldi's British victory—his third of the season—had given him a commanding 16 point lead in the Championship. But Colin Chapman wasn't going to let him rest on his laurels. Knowing that both Ickx and Stewart were acknowledged "Ringmasters", he took the

Peterson second, ahead of Regazzoni, Fittipaldi, and Stewart. Reutemann and Pescarolo took sixth and seventh slots with Cevert, the lap record holder, behind them. And the whole field had streamed by before Amon burst out of the pits to start a forlorn chase.

Fittipaldi was far from content with fourth place, however, and somehow managed to promote himself past Regazzoni on the second lap. Stewart was obviously anxious to emulate him, but tried in vain to find a way past the forceful Ferrari driver. It was the start of a running feud which would end in disaster before the race was over!

Ickx, however, was untouchable as well as irreproachable. He broke the lap record on full tanks and was over seven seconds clear of Peterson by the end of the third lap. The Swede was battling desperately to reproduce a 1971-style result, but he was finding Fittipaldi a harsh pursuer.

Reutemann was holding on to sixth place behind Regazzoni and Stewart, and Pescarolo and Cevert must have been relieved when a flying Pace pitted with a broken anti-roll bar.

But that other Brazilian, Fittipaldi, had no such problems. After duelling fiercely right round the 'Ring, he took Peterson on lap five. Could he catch Ickx? The answer was a very firm "No", as the Belgian driver continued to lower the lap record with a superbly smooth drive.

His Swiss team-mate, Regazzoni, was anything but smooth, however. He was driving one of his "hard charger" races—and Stewart just couldn't find a safe way past.

Peterson wasn't letting go either, and the enormous Nurburgring crowd were treated to two storming duels amongst the leaders.

Reutemann continued to occupy sixth position, despite a struggle with his gearbox. It was an uneven struggle, however, and after six and a half tenacious laps, his first, convincing battle round the 'Ring was ended. Pescarolo moved into sixth place, and Beltoise won his

battle with Hailwood to take seventh position.

Now the attention switched to the Fittipaldi v Peterson battle. The young Brazilian was having gearbox trouble and Peterson—driving the most spectacular race of the season in his leaping March—was closing in for the kill. But on lap nine, as he sought to take Fittipaldi, Peterson suddenly spun wildly, and by the time he had controlled things, Regazzoni and Stewart had relegated him to fifth place.

Ickx, of course, was blissfully unaware of all the excitement. After 10 laps he was over half a minute ahead of Fittipaldi, and that lead was to be extended dramatically.

As the John Player Special flashed past the Grandstand, there was smoke pouring from the gearbox. Fittipaldi drove round the South Loop and was just passing behind the pits when he gazed aghast into his mirrors.

All he could see were flames! The broken gears had punched a great hole in the casing and the oil had caught fire. He stopped, clambered clear and then rushed back to switch on the fire extinguishers.

Now Regazzoni and Stewart swept past, and the Scot didn't need a pit signal to tell him that the second place—and six points—was there for the taking. *If* he could take Regazzoni.

To add to the excitement, Ickx's car sounded decidedly rough as it echoed along the pit straight, and the stop-watch confirmed that he was slowing.

There was drama further down the field too. Pescarolo crashed—for the third time in three Grands Prix—and sixth place passed to Ganley, the only B.R.M. driver to shine. Beltoise lost his fifth place when he was black-flagged with a trailing battery. Cevert and Schenken had stopped for tyre changes. Hulme had retired with engine trouble.

And so the last lap began with the order: Ickx—still sounding rough because of a broken exhaust pipe, but with a massive lead—Regazzoni, Stewart, Peterson, Ganley, Redman, Hill and Wilson Fittipaldi.

Stewart was glued to the Ferrari's tail. And at Hattenbach the Champion tried to squeeze through. They arrived at the next corner side by side. Their wheels touched and a raging Stewart smashed into the Armco, wrecking his suspension.

His bid for six points had left him without any—in the first race in which Fittipaldi had

retired since the Argentine. His disappointment was as intense as the Ferrari jubilation.

They had finished first and second, and Ickx had scored his first win since that rainy Dutch battle more than a year before. And Peterson had proved that he and the March were once more a force to be reckoned with. Austria seemed to be anyone's race.

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RESULTS					
Driver	Car	Laps	Time	Speed	
1st Jacky Ickx	Ferrari 312B2	14	1hr 42min 12.3sec	116.63 mph	
2nd Clay Regazzoni	Ferrari 312B2	14	1hr 43min 00.6sec		
3rd Ronnie Peterson	March-Ford 721G	14	1hr 43min 19.0sec		
4th Howden Ganley	B.R.M. P160C	14	1hr 44min 32.5sec		
5th Brian Redman	McLaren-Ford M19A	14	1hr 44min 48.0sec		
6th Graham Hill	Brabham-Ford BT37	14	1hr 45min 11.9sec		
7th Wilson Fittipaldi	Brabham-Ford BT34	14	1hr 45min 12.4sec		
8th Mike Beuttler	March-Ford 721G	14	1hr 47min 23.0sec		
9th Jean-Pierre Beltoise	B.R.M. P160C	14	1hr 47min 32.5sec		
10th François Cevert	Tyrrell-Ford	14	1hr 47min 56.0sec		
11th Jackie Stewart	Tyrrell-Ford	13	Not running at finish		
12th Arturo Merzario	Ferrari 312B2	13			
13th Andrea de Adamich	Surtees-Ford TS9B	13			
14th Tim Schenken	Surtees-Ford TS9B	13			
15th Chris Amon	Matra-Simca MS120D	13			
Carlos Pace	March-Ford 711	11	Unclassified though still running at finish		
Fastest lap: Jacky Ickx (lap 10) 7min 13.6sec, 117.81 mph					

RETIREMENTS

Driver	Car	Laps Completed and Retirement Reason	
Reine Wisell	B.R.M. P160C	3	Stopped on circuit, Seized engine
Dave Charlton	Lotus-Ford 72D	4	Retired sick
Niki Lauda	March-Ford 721G	4	Oil tank split
Derek Bell	Tecno PA123/3	4	Stopped on circuit, engine
Dave Walker	John Player Special-Ford 72D	6	Oil tank split
Rolf Stommelen	Eifelland-Ford 21	6	Electrics
Carlos Reutemann	Brabham-Ford BT37	6	Stopped on circuit, transmission
Mike Hailwood	Surtees-Ford TS9B	8	Stopped on circuit, suspension
Denny Hulme	McLaren-Ford M19C	8	Stopped on circuit, engine
Emerson Fittipaldi	John Player Special-Ford 72D	10	Cracked gearbox casing, lost oil, fire
Henri Pescarolo	March-Ford 721	10	Accident
Jackie Stewart	Tyrrell-Ford	13	Accident, but classified as finisher

WORLD CHAMPIONSHIP TABLE

	Points		Points		Points
Emerson Fittipaldi	43	François Cevert	9	Andrea de Adamich	3
Jackie Stewart	27	Chris Amon	9	Howden Ganley	3
Jacky Ickx	25	Ronnie Peterson	9	Carlos Pace	3
Denny Hulme	21	Mike Hailwood	4	Tim Schenken	2
Clay Regazzoni	13	Brian Redman	4	Graham Hill	2
Peter Revson	10	Mario Andretti	3	Arturo Merzario	1
Jean-Pierre Beltoise	9				



Fighting Start – There were no holds barred in a furious first lap, when Stewart hammered into an immediate lead at the Österreichring, from Regazzoni, Fittipaldi and Hulme

ROUND 9/AUSTRIAN GRAND PRIX

OSTERREICHRING, Zeltweg, 13th August
54 laps of 3.67-mile circuit

Distance: 198.18 miles
Weather: Very hot and dry

STARTING GRID

E. Fittipaldi John Player Special-Ford 1min 35.97sec	C. Regazzoni Ferrari 1min 46.04sec	
	J. Stewart Tyrrell-Ford 1min 36.35sec	P. Revson McLaren-Ford 1min 36.63sec
C. Reutemann Brabham-Ford 1min 37.15sec	C. Amon Matra-Simca 1min 37.16sec	
	D. Hulme McLaren-Ford 1min 37.20sec	T. Schenken Surtees-Ford 1min 37.25sec
J. Ickx Ferrari 1min 37.33sec	H. Ganley B.R.M. 1min 37.55sec	
	R. Peterson March-Ford 1min 37.58sec	M. Hailwood Surtees-Ford 1min 37.77sec
A. de Adamich Surtees-Ford 1min 38.08sec	G. Hill Brabham-Ford 1min 38.14sec	
	W. Fittipaldi Brabham-Ford 1min 38.25sec	P. Gethin B.R.M. 1min 38.48sec
R. Stommelen Eifelland-Ford 1min 38.08sec	C. Pace March-Ford 1min 38.62sec	
	D. Walker John Player Special-Ford 1min 38.81sec	F. Cevert Tyrrell-Ford 1min 38.85sec
J-P. Beltoise B.R.M. 1min 38.89sec	N. Lauda March-Ford 1min 39.04sec	
	N. Galli Tecno 1min 39.13sec	M. Beuttler March-Ford 1min 39.92sec
F. Migault Connew-Ford 1min 43.88sec		

This was the battle that neither Denny Hulme, Jackie Stewart nor Jacky Ickx could afford to lose. For, despite his fiery exit from the Nurburgring, Emerson Fittipaldi arrived at the Osterreichring with an impressive 16-point lead over the Champion; an 18-point lead over Ickx and a 22-point lead over Hulme. And—with just four races remaining—things were getting desperate for the older men.

It was the sort of situation that promised a race-to-remember. And the promise was fulfilled, to the great delight of over 140,000 spectators.

At last, Jackie Stewart was to race the new Tyrrell 005. The design had been changed since its off-circuit excursions at Clermont and Brands Hatch, and Tyrrell had reverted to outdoor front brakes.

Practice was held in near tropical temperatures—and it was soon obvious that Ickx's Ferrari was far from happy in the heat. Not for the first time, the scarlet car popped and spluttered with vapourisation problems, and Ickx didn't look at all like the man who had been the star of Brands and the runaway victor in Germany.

Emerson Fittipaldi had his problems too. His race car simply wouldn't handle to his liking and he was forced to use the spare car. Not that it seemed to make much difference—he clocked a time that no-one could equal. And he couldn't even match it himself when he tried again in his degenerate race car.

Jackie Stewart really tried hard to earn himself the second front row berth, but his engine blew up in the final practice session and he could only watch, as Regazzoni proved second best to Emerson. For some mysterious reason, the Swiss driver's Ferrari didn't share Ickx's practice problems—which must have made it all the more frustrating for the Belgian.

Pescarolo made more unhappy unheadlines by crashing yet again when a puncture flung him into the barriers. But another French driver, François Migault earned a race-place at last for the enterprising Connew car.

The race was preceded by a breath-taking display by the British Red Arrows, but when

the flag fell it was a "blue arrow" that left everyone gasping.

Jackie Stewart made a sensational start—powering through from the second row of the grid to leave everyone wallowing in his wake up the hill. On this occasion, Regazzoni could stay behind him!

Instead, it was Fittipaldi who found himself in the unenviable position of gazing at Regazzoni's exhausts. Hulme had dashed through into fourth place. Reutemann and Revson were fifth and sixth.

Meanwhile, Regazzoni was doing Stewart a favour—it was almost as if he was trying to make up for the Nurburgring nudge! While he held Fittipaldi at bay, Stewart was driving away from the pack in vintage 1971 style. He had built up a three-second lead by the time Fittipaldi found a way round Regazzoni on lap five.

The chase was really on, as Hulme and Reutemann closed on Clay Regazzoni, and behind them roared the "Ditton Road Flyers", former flat-mates, Revson, Amon and Hailwood.

Now the retirements began. Dave Walker's nightmare season took another turn for the worse when his engine blew up. Carlos Pace rushed in, covered in fuel from a broken gauge, and de Adamich spluttered in and out of the pits for frequent plug changes.

There were some rapid changes in the order too. On lap nine, Hulme surged past Regazzoni into third place. The Ferrari was beginning to sound very ragged indeed now, and Peterson and Hailwood swept by the stricken Swiss a lap later.

Regazzoni headed for the pits and retired with fuel pressure problems. Ickx was battling gamely on with the same problem, but called it a day after 20 laps.

Reutemann was faring no better after a very convincing start in his Brabham. For on lap 13 he spluttered out with a faulty metering unit valve. Despite all the promise shown so

often—the Argentinian still hadn't scored a Championship point.

Up front, both Fittipaldi and Hulme were closing on the reigning Champion. On lap 24, a very confident Fittipaldi made his move—and immediately began to draw clear of the Tyrrell. Three laps later, Hulme pounced, and swept past, and Stewart's hopes of retaining his title seemed very dim indeed.

During all this activity, there was drama of a different sort, when the suspension broke on the Connew—and Migault did very well indeed to collect everything and still remain in one, whole piece.

Stewart was having handling problems too. "There were very strong vibrations at the back end and there was severe oversteer," he reported. They were chronic enough problems to relegate him ignominiously down the field as Peterson and Revson raced by, and the duel between Hailwood and Amon for sixth place grew nearer.

The Championship claimant wasn't having it all his own way either. Denny Hulme was stalking him in his best "bear-like" mood, and the pressure was on the young Brazilian at every corner. The McLaren was certainly superior on all the swooping turns—but Fittipaldi eased his John Player Special clear again every time they hit the straights.

While the black-and-gold pit watched anxiously, the Brabham pit had their hands full, as first Wilson Fittipaldi, and then Graham Hill were halted with exactly the same fault as Reutemann's—a faulty metering unit valve. There was trouble for one of the leaders too, as Ronnie Peterson suddenly slowed. The fuel wasn't flowing freely and the Swede had an uncomfortable ride as the engine continually faded on the corners.

His hard fought third place was lost as first he slowed, and then called in for more fuel. Revson took over—but he too would run out of petrol on the slowing down lap!

Fittipaldi was keeping an anxious eye on his

gauges too. For if anything went wrong, Hulme was waiting to pounce. It was a fascinating duel: all the experience of the former Champion pitted against the flair, but inexperience, of a Champion-to-be.

It was probably the sternest test that Fittipaldi had faced all season—but he passed

with flying colours. He won by just 1.2 seconds—a tiny margin, but enough to give him a giant lead in the title table.

Something dramatic would have to happen in the remaining three races to prevent him becoming the first Brazilian Champion in the history of the sport.

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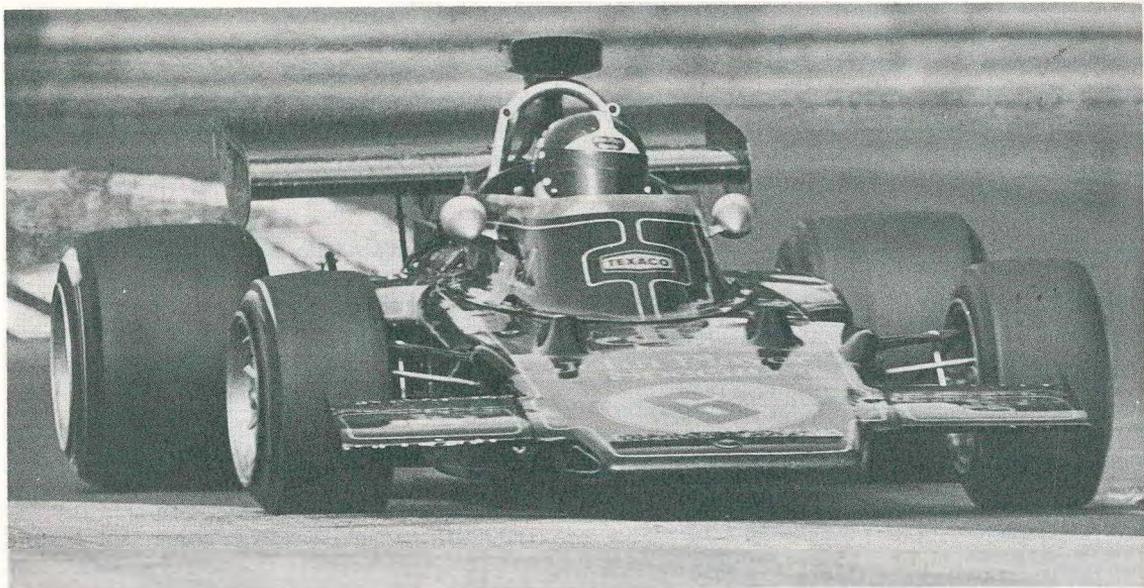
RESULTS					
Driver	Car	Laps	Speed	Time	
1st Emerson Fittipaldi	John Player Special-Ford 72D	54	1 hr 29min 16.66sec	133.32 mph	
2nd Denny Hulme	McLaren-Ford M19C	54	1 hr 29min 17.84sec		
3rd Peter Revson	McLaren-Ford M19C	54	1 hr 29min 53.19sec		
4th Mike Hailwood	Surtees-Ford TS9B	54	1 hr 30min 01.42sec		
5th Chris Amon	Matra-Simca MS120D	54	1 hr 30min 02.30sec		
6th Howden Ganley	B.R.M. P160C	54	1 hr 30min 17.85sec		
7th Jackie Stewart	Tyrrell-Ford	54	1 hr 30min 25.75sec		
8th Jean-Pierre Beltoise	B.R.M. P160C	54	1 hr 30min 38.11sec		
9th François Cevert	Tyrrell-Ford	53			
10th Niki Lauda	March-Ford 721G	53			
11th Tim Schenken	Surtees-Ford TS9B	52			
12th Ronnie Peterson	March-Ford 721G	52			
13th Peter Gethin	B.R.M. P160C	51			
14th Andrea de Adamich	Surtees-Ford TS9B	51			
Rolf Stommelen	Eifelland-Ford 21	48		Unclassified though still running at finish	
Carlos Pace	March-Ford 711	46		Unclassified though still running at finish	
Nanni Galli	Tecno PA123/3	45		Unclassified though still running at finish	
Fastest lap: Denny Hulme (lap 47) 1min 38.32sec, 134.50 mph					

RETIREMENTS

Driver	Car	Laps Completed and Retirement Reason
Dave Walker	John Player Special-Ford 72D	6 Engine
Clay Regazzoni	Ferrari 312B2	13 Fuel pressure problems
Carlos Reutemann	Brabham-Ford BT37	14 Metering unit fuel valve
Jacky Ickx	Ferrari 312B2	20 Fuel pressure problems
François Migault	Connew-Ford	22 Rear suspension broken
Mike Beuttler	March-Ford 721G	24 Metering unit
Wilson Fittipaldi	Brabham-Ford BT34	31 Metering unit fuel valve
Graham Hill	Brabham-Ford BT37	36 Metering unit fuel valve

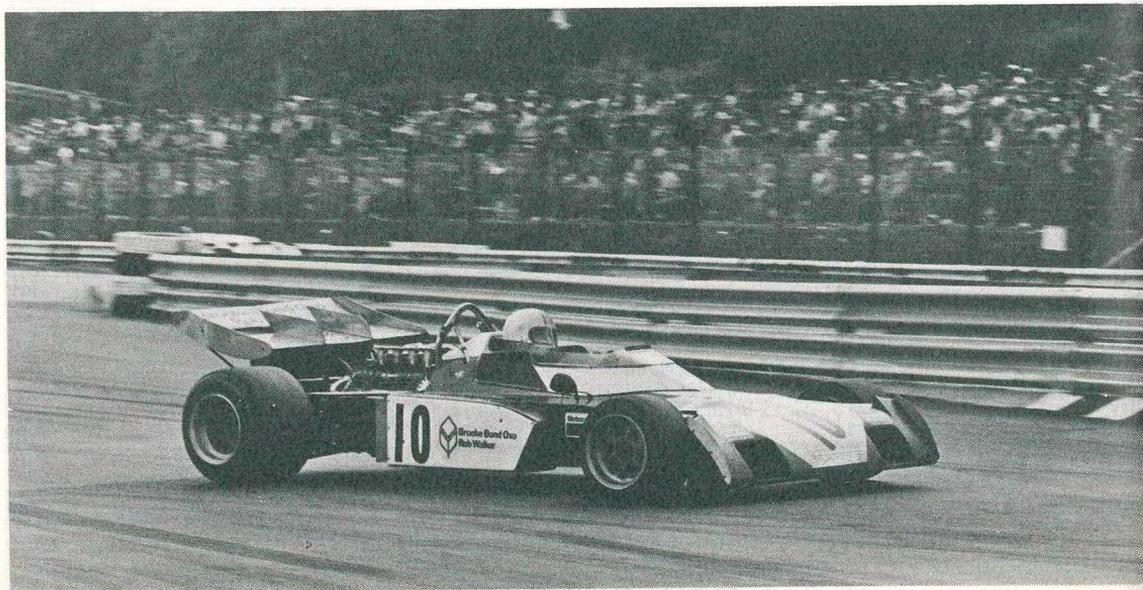
WORLD CHAMPIONSHIP TABLE

	Points		Points	Points	
Emerson Fittipaldi	52	Jean-Pierre Beltoise	9	Mario Andretti	3
Jackie Stewart	27	François Cevert	9	Andrea de Adamich	3
Denny Hulme	27	Ronnie Peterson	9	Carlos Pace	3
Jacky Ickx	25	Mike Hailwood	7	Tim Schenken	2
Peter Revson	14	Howden Ganley	4	Graham Hill	2
Clay Regazzoni	13	Brian Redman	4	Arturo Merzario	1
Chris Amon	11				



Champion for all the world to see – Emerson takes the title in style, winning his ninth Formula One race of the season, and his fifth Grand Prix

Hailwood's Best – The ex-motor cycle king mastered Monza's new chicanes and, despite losing his air box, achieved second place – his best ever result



ROUND 10/ITALIAN GRAND PRIX

MONZA, 10th September
55 laps of 3.57-mile circuit

Distance: 196.35 miles
Weather: Warm and dry

STARTING GRID

J. Ickx Ferrari 1min 35.65sec	C. Amon Matra-Simca 1min 35.69sec	C. Regazzoni Ferrari 1min 35.83sec
J. Stewart Tyrrell-Ford 1min 35.79sec	E. Fittipaldi John Player Special-Ford 1min 36.29sec	P. Revson McLaren-Ford 1min 36.42sec
D. Hulme McLaren-Ford 1min 35.97sec	M. Andretti Ferrari 1min 36.32sec	R. Wisell B.R.M. 1min 36.68sec
M. Hailwood Surtees-Ford 1min 36.50sec	C. Reutemann Brabham-Ford 1min 37.12sec	P. Gethin B.R.M. 1min 37.21sec
G. Hill Brabham-Ford 1min 37.61sec	F. Cevert Tyrrell-Ford 1min 37.79sec	J-P. Beltoise B.R.M. 1min 37.86sec
H. Ganley B.R.M. 1min 37.91sec	W. Fittipaldi Brabham-Ford 1min 37.82sec	C. Pace March-Ford 1min 37.98sec
A. de Adamich Surtees-Ford 1min 38.60sec	J. Surtees Surtees-Ford 1min 38.31sec	N. Lauda March-Ford 1min 38.52sec
N. Galli Tecno 1min 38.64sec	T. Schenken Surtees-Ford 1min 38.61sec	R. Peterson March-Ford 1min 38.70sec
M. Beuttler March-Ford 1min 39.73sec		

to South America for the first time since Fangio won it in 1957.

Fittipaldi was, of course, not in the mood to allow such a statistical miracle. He arrived, fresh from his runaway victory in the Rothmans 50,000 race, and stated cheerfully: "I'm not going to try and nurse my car into a place. If I'm going to be a Champion I want to *win* my title. It wouldn't look very good to finish down the field. I'll be trying as hard to win this, as any other race this season".

But the odds suddenly seemed to be stacked against him. The team transporter crashed just a few miles west of Monza. Emerson's race car was badly damaged and he was left with just one car—one of the very oldest of the John Player Specials—for both practice and the race.

He only qualified fifth fastest and then, minutes before the race, there was more drama. The car sprung a leak and Peter Warr and his untiring team of mechanics had to rip out the fuel tanks and reassemble the car, with just ten minutes in hand. Hardly the way to begin a Championship bid!

The black-and-gold car joined a grid which contained only one new car: the Surtees TS14. And it was being driven by Monza favourite John Surtees himself. The most notable absentee from the scene was the much-heralded Brabham-Weslake.

Jacky Ickx had, as expected, been the star of practice and occupied pole position. But Chris Amon, who had held it 12 months earlier, was alongside him in a Matra, which seemed happier at Monza than at any track since Clermont. Stewart shared the second row with Regazzoni, and Hulme was paired on the third row with Fittipaldi.

Denny Hulme and Jackie Stewart had no doubts about the enormity of the task awaiting them as the teams assembled at Monza for the last European round of the Championship. *One* of them had to win all three of the remaining races—while Fittipaldi had to fail to gain even a fourth place—to prevent the title going

The stakes were high—and the members of the cast that mattered were in the front three rows. No-one had more to lose than Stewart—and everyone confidently expected that the Champion would repeat his Austrian start.

But it was not to be. Stewart's race lasted only a few forlorn yards. His clutch failed him as the flag fell—and Jackie turned the Tyrrell sadly off the track and retired. Now either Emerson or Denny, would succeed him as Champion—but the disconsolate Stewart could only stand and watch.

And the man to watch was, undoubtedly, Jacky Ickx. He roared away from the grid with Regazzoni tucked in behind him, and the two Ferraris left Fittipaldi, Andretti and Amon behind to the noisy delight of the partisan crowd.

To add to their excitement, the Ferraris weren't content to leave the opposition trailing. It was obvious that they were duelling amongst themselves. This was one race in which they certainly *were not* going to run to team orders.

Regazzoni—without a win since Monza 1970—had a very special reason for wanting to do well. He was completing negotiations to drive for B.R.M. in 1973, and wanted to prove his prowess to all concerned.

Jacky Ickx managed to keep him at bay for 13 tense laps—but on the 14th, he went wide at the Parabolica. Regazzoni stormed through and they hammered down the straight side by side. But it was Clay who reached the first of the new chicanes in front. And the lead was his.

But it wasn't to last long. On lap 17, Regazzoni reached the second new chicane to find Carlos Pace exiting slowly after a push start. Regazzoni had certainly not slowed sufficiently—despite the waving yellow flags—and disaster was imminent.

He just failed to squeeze by Pace. His rear wheel was ripped off in a cloud of sparks and the Ferrari burst into flames. The Italian fire-

fighters were on the spot within seconds—but Clay's bid for victory was over.

Other combatants had made a less dramatic exit from the fray. Galli had retired the Tecno with a blown-up engine on lap seven. Cevert steamed in on lap 14, and the new Surtees was suffering from both braking and vapourisation problems, and would retire on lap 20.

Regazzoni's departure left Ickx in command again, with Fittipaldi chasing hard nearly two seconds behind. Amon and Hailwood were duelling some way back—ahead of Hulme, Andretti, Revson, Graham Hill and Wilson Fittipaldi. The pace was tremendous, with the new chicanes adding to the difficulties for drivers and cars alike.

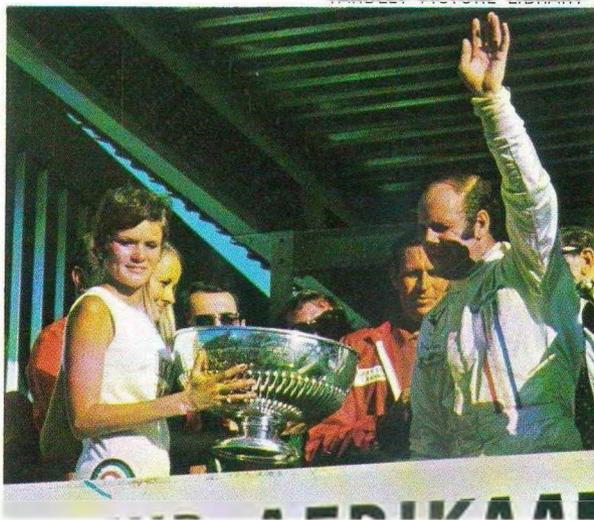
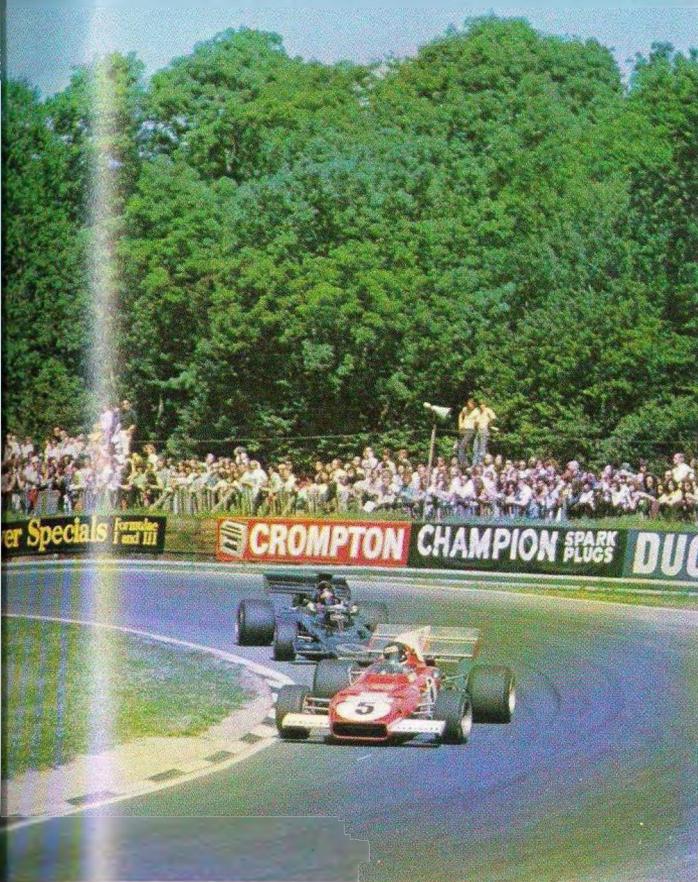
Reutemann retired after clipping one of the chicanes. Wilson Fittipaldi's car was breaking up under excessive vibration, and Andretti earned a puncture when he clipped the chicane.

Both Mike Hailwood and Amon were to run into trouble too. On lap 19, the Grandstand spectators saw Hailwood's air box catapult into the air—and the Surtees lost power from that moment. Amon was even more unlucky, as always. His car suddenly smoked its way into the pits with a pad carrier welded to the disc. Such was the heat of competition.

There was no respite up front either. Fittipaldi was still pressuring Ickx, and it looked as if Monza would witness another photo finish.

But no. At the end of lap 45, Ickx's great run ended. His ignition had let him down, and he cruised slowly into the pits to a massive sigh of disappointment from the crowd.

Emerson was now clearly in command—15 seconds ahead of Hailwood who was, in turn, well clear of Hulme. But Emerson wasn't feeling happy: "I knew exactly where everyone was placed, and I couldn't help imagining the worst. I realised that if I ran out of petrol—and if Mike Hailwood ran out of petrol—then Denny would win. And he could still become Champion.



Above: *Triumphant at Last* – The victorious Denny Hulme acknowledges the appreciative crowd at Kyalami

Left: *Luckless Ferrari* – Jacky Ickx seemed certain to turn the John Player Grand Prix into a Ferrari fiesta as he led the fray for 49 laps. But the relentless Fittipaldi (below) was to triumph yet again, as an oil leak halted the brilliant Belgian

Over: *The Chaser* – Revelling in the challenge of the swooping circuit, Hulme harried Fittipaldi all the way to the flag in Austria





GOODYEAR

YARDLEY

YARDLEY

2

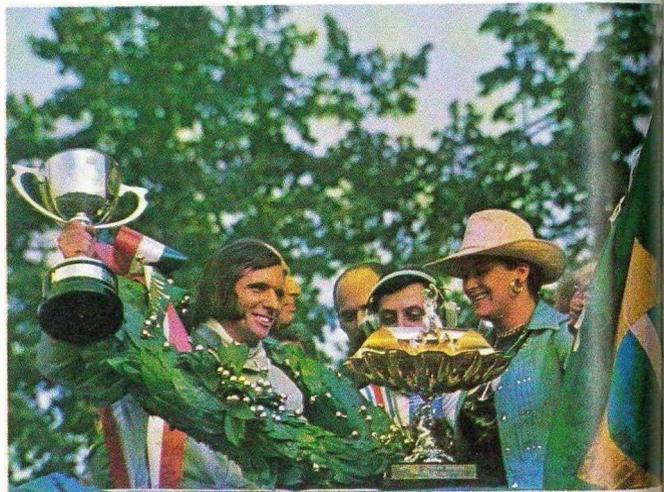
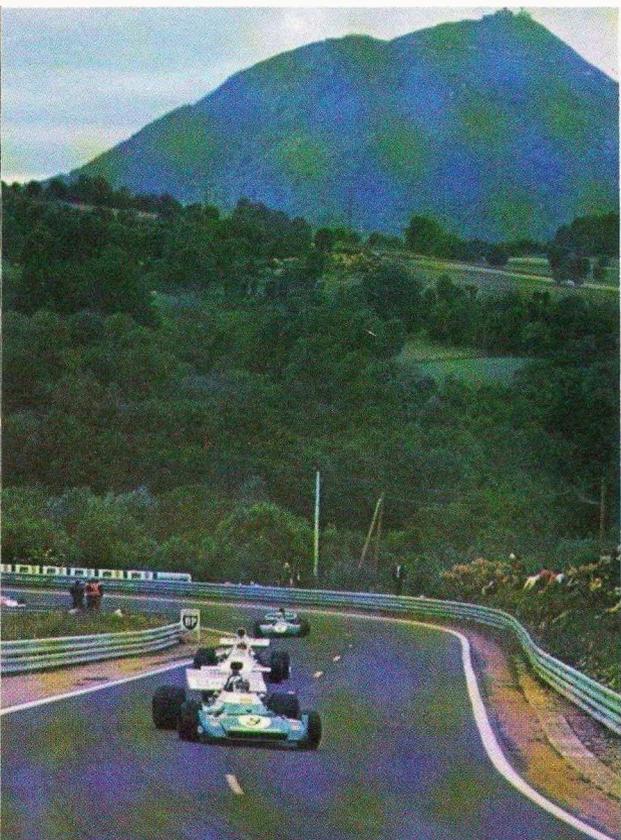




Volcanic Performance – Perhaps inspired by the ominous volcano which looms over Clermont-Ferrand, Chris Amon (above) suddenly erupted into the sort of form at which he has hinted for ten years

Left: *He leads Hulme, Stewart and Ickx after his dominating start*

Below: *The Spoils of Victory – The brand new Champion and his wife Maria-Helena celebrate at Monza. Note the Brazilian flag which seemed to get into the act everywhere*



D. B. OLIVER

"I didn't really relax until I came out of the Parabolica for the last time. Then I just slammed my foot on the throttle and knew that if I ran out of petrol, I could free-wheel home to victory."

This drastic action wasn't necessary, however. Emerson crossed the line with his engine revving cheerfully, 14 seconds clear of Hailwood who had achieved *his* best ever result.

Hulme and Revson notched up another good

result for Yardley-McLaren, but Revson had only managed to fight past Hill when the veteran ran out of brakes. It was Hill's best performance of the season.

But the champagne was reserved for the John Player team. Emerson was the youngest Champion in history and the 25-year-old had won his title in true Championship style—with his *fifth* Grand Prix win and his *ninth* Formula One win of the year.

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RESULTS					
Driver	Car	Laps	Time	Speed	
1st Emerson Fittipaldi	John Player Special-Ford 72D	55	1hr 29min 58.4sec	131.61 mph	
2nd Mike Hailwood	Surtees-Ford TS9B	55	1hr 30min 12.9sec		
3rd Denny Hulme	McLaren-Ford M19C	55	1hr 30min 22.2sec		
4th Peter Revson	McLaren-Ford M19C	55	1hr 30min 34.1sec		
5th Graham Hill	Brabham-Ford BT37	55	1hr 31min 04.0sec		
6th Peter Gethin	B.R.M. P160C	55	1hr 31min 20.3sec		
7th Mario Andretti	Ferrari 312B2	54			
8th Jean-Pierre Beltoise	B.R.M. P180	54			
9th Ronnie Peterson	March-Ford 721 G	54			
10th Mike Beuttler	March-Ford 721 G	54			
11th Howden Ganley	B.R.M. P160C	52			
12th Reine Wisell	B.R.M. P160C	51			
13th Niki Lauda	March-Ford 721 G	50			

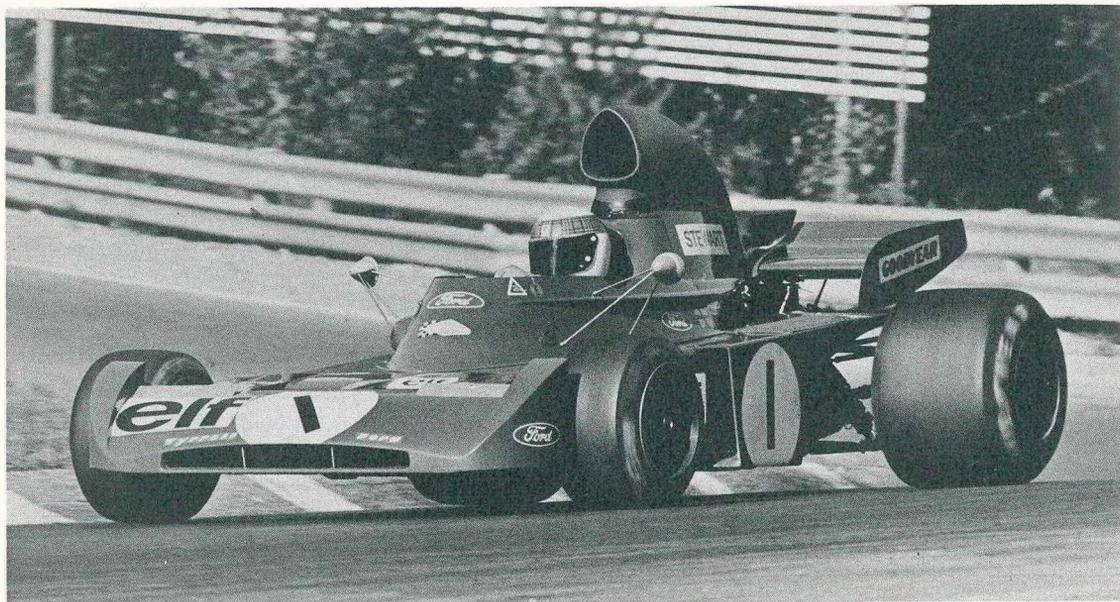
Fastest lap: Jacky Ickx (lap 44) 1min 36.3sec, 134.14 mph

RETIREMENTS

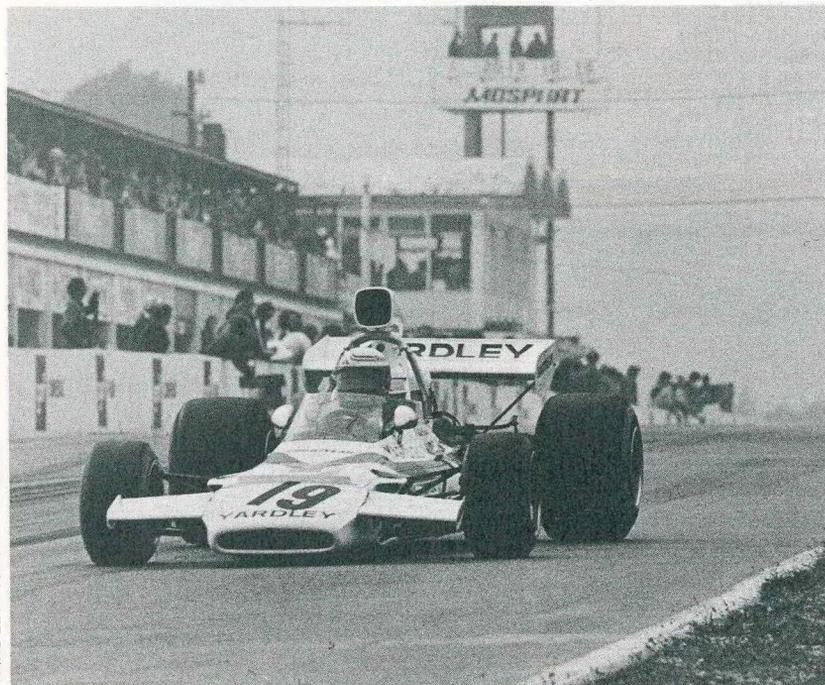
Driver	Car	Laps Completed and Retirement Reason
Jackie Stewart	Tyrrell-Ford	No laps Clutch
Nanni Galli	Tecno PA123/3	6 Engine
François Cevert	Tyrrell-Ford	13 Engine
Carlos Reutemann	Brabham-Ford BT37	14 Accident at chicane
Carlos Pace	March-Ford 711	15 Accident with Regazzoni
Clay Regazzoni	Ferrari 312B2	16 Accident with Pace
John Surtees	Surtees-Ford TS14	19 Fuel vapourisation problem
Wilson Fittipaldi	Brabham-Ford BT34	19 Suspension
Tim Schenken	Surtees-Ford TS9B	20 Accident at chicane
Andrea de Adamich	Surtees-Ford TS9B	33 Brakes
Chris Amon	Matra-Simca MS120D	37 Brake pads worn out
Jacky Ickx	Ferrari 312B2	45 Ignition

WORLD CHAMPIONSHIP TABLE

	Points		Points		Points
Emerson Fittipaldi	61	Chris Amon	11	Mario Andretti	3
Denny Hulme	31	Jean-Pierre Beltoise	9	Andrea de Adamich	3
Jackie Stewart	27	François Cevert	9	Carlos Pace	3
Jacky Ickx	25	Ronnie Peterson	9	Tim Schenken	2
Peter Revson	17	Howden Ganley	4	Arturo Merzario	1
Clay Regazzoni	13	Brian Redman	4	Peter Gethin	1
Mike Hailwood	13	Graham Hill	4		



Above: Fifty for Ford – Jackie Stewart was the first to pay tribute to Ford's remarkable achievement, when he took the new Tyrrell 005 to its first victory in the Canadian Grand Prix. For his Cosworth-powered win was the 50th since Ford of Britain entered Grand Prix racing in 1967



Left: Peter makes his mark – No new arrival impressed more in the 1972 season than Can-Am Champion, Peter Revson. He earned pole position at Mosport, and only a bouyant Stewart headed him home

ROUND 11/CANADIAN GRAND PRIX

MOSPORT PARK, Ontario, 24th September
80 laps of 2.459-mile circuit

Distance: 196.7 miles
Weather: Misty and dry

STARTING GRID

R. Peterson March-Ford 1min 14.0sec	D. Hulme McLaren-Ford 1min 13.9sec	P. Revson McLaren-Ford 1min 13.6sec
J. Stewart Tyrrell-Ford 1min 14.4sec	E. Fittipaldi John Player Special-Ford 1min 14.4sec	
J. Ickx Ferrari 1min 14.7sec	C. Regazzoni Ferrari 1min 14.5sec	F. Cevert Tyrrell-Ford 1min 14.5sec
C. Amon Matra-Simca 1min 15.4sec	C. Reutemann Brabham-Ford 1min 14.9sec	
T. Schenken Surtees-Ford 1min 15.7sec	P. Gethin B.R.M. 1min 15.7sec	W. Fittipaldi Brabham-Ford 1min 15.6sec
A. de Adamich Surtees-Ford 1min 15.9sec	H. Ganley B.R.M. 1min 15.7sec	
C. Pace March-Ford 1min 16.4sec	G. Hill Brabham-Ford 1min 16.2sec	R. Wisell John Player Special-Ford 1min 16.0sec
J-P. Beltoise B.R.M. 1min 16.8sec	N. Lauda March-Ford 1min 16.8sec	
W. Brack B.R.M. 1min 17.9sec	S. Barber March-Ford 1min 17.1sec	H. Pescarolo March-Ford 1min 17.0sec
*D. Bell Tecno 1min 18.6sec	M. Beuttler March-Ford 1min 18.4sec	

*Did not start—accident on warming-up lap

The new Champion had no intention of resting on his laurels. As the teams arrived in Canada, he made no secret of the fact that he would dearly love to emulate Jim Clark's unique achievement of winning seven Grands Prix in a season. And Peter Warr and the Lotus mechanics were muttering that they intended to equal Ferrari's score of 49 Grand Prix victories.

It all added spice to a gathering that included two new names, Skip Barber and Bill Brack,

and saw Reine Wisell in a John Player Special for the first time.

No one worked harder in practice than Derek Bell, whose Tecno took an instant dislike to the bumpy circuit, and it took a real teeth-gritting effort to beat the qualifying time-barrier.

The McLaren pair had no such problems. Smarting under their unaccustomed Can-Am defeats, Hulme and Revson were obviously determined to impress this particular North American audience, and it was the reigning Can-Am Champion, Peter Revson, who commandeered pole position with a snorting 120 m.p.h. lap. Denny joined him on the front row and Ronnie Peterson claimed the third spot with a spectacular practice session which must have pleased Colin Chapman—the man who would become Ronnie's new boss for 1973.

Unfortunately, Colin's current star—the new Champion—wasn't too happy with his car's handling. This wasn't to be a Firestone supremacy meeting, and he only clocked his fastest time after pouring cold water over the tyres!

Chris Amon had a tyre problem of a different sort, some souvenir-hunting spectators broke into the Matra tent and stole his race tyres.

There was more gloom on race day for everyone. Mosport was completely shrouded in fog and it seemed impossible that the race would be run. The cars went out to make exploratory circuits and Derek Bell's efforts came to nought when he crashed the car.

So 24 cars lined up on the grid before 55,000 patient spectators. And the man who shone immediately was Ronnie Peterson. The Swede rocketed away from the grid leaving everyone else in his dust. And we mean dust.

The track was exceptionally dirty and Denny

Hulme was only one of many drivers whose throttled-slides jammed. Denny's was the worst affected, however—and he had to drive on the ignition switch. Revson had similar problems, so Peterson simply flew away from his front-row rivals.

Barber and Lauda both stopped to clear their throttles, so there were only 22 cars pursuing Peterson—with Stewart, Revson, Ickx, Fittipaldi and Regazzoni the closest challengers. Stewart's throttle suddenly freed itself and the Scot started to chase Peterson in earnest. The March and the Tyrrell quickly opened up a gap, and the crowd were treated to a brief duel, as Stewart took just three laps to close on the Swede.

On lap four, it was all over. Peterson went wide on Moss corner—and the Tyrrell ripped through. The Scot had taken a lead he would never relinquish.

Further down the field, there was technical drama as Wilson Fittipaldi hustled in to have his throttles cleared. Mike Beuttler crashed, and had to have his suspension rebuilt before continuing, and de Adamich gave best to a toothless gearbox.

Stewart now began to pull away, leaving Peterson to run a lonely race in second place. Revson still held third position—though Fittipaldi was challenging hard—and Regazzoni and Ickx presented a solid Ferrari wall to Reutemann, Hulme, Cevert and Amon.

Nobody was giving any quarter. Hulme became more and more irritated with Reutemann—but the Argentinian had his own problems trying to force a way through the Ferraris. It was stirring stuff to watch, but virtual stalemate on the track until the mechanical gremlins took a hand.

The race was approaching half-distance when the intransigent Ickx had to acknowledge electrical problems and a faulty front wheel. He lost six laps before he rejoined the race. By that time, Cevert had surrendered seventh place with failing brakes and at the half-way

mark, the order was Stewart, Peterson, Revson, Fittipaldi, Reutemann, Hulme and Amon.

Stewart had a full 18-second lead over Peterson, who was still comfortably ahead of the Revson versus Fittipaldi squabble. But Peterson was soon to run into trouble—in the shape of a bunch of back-markers. He couldn't find a way round Graham Hill and, after five frustrating laps, tried to force a way past.

His front wheel rammed into a very solid Brabham rear wheel, and a steering rod snapped. The fuming Peterson rushed to the pits, but was pushed backwards along the pit road, an event which led to his eventual disqualification.

It was a sorry end to a fine drive. Revson now found himself in second place, nearly a minute behind Stewart. The American had finally shaken Fittipaldi from his mirrors—mainly on account of the Brazilian's problems with the handling of the John Player Special.

The new Champion had lost a nose fin and Regazzoni passed him on lap 57. A lap later, Fittipaldi headed into the pits, seeking a new stabiliser for the wavering car. Regazzoni's new third place was far from secure, however. The continuing Reutemann/Hulme battle moved onto his tail and, with seven laps to go, the Ferrari driver spun into fifth place.

As he tried to lap Skip Barber, there was a grave misunderstanding. The American driver did more than co-operate (perhaps he had seen film of Monza!)—and he actually scurried onto the grass in his efforts to clear a way for the big Swiss. But Clay had misjudged such charity, chose the wrong road through, and spun all over the place. Reutemann and Hulme chortled past—and Regazzoni's reputation had taken another dent.

But the battle for third place wasn't ended. Hulme was determined not to give way to the Argentinian and he finally made it on the last lap of all. Reutemann's engine suddenly stammered with only half a lap to go, and he ran out of fuel as Hulme soared jubilantly past.

Carlos had earned his first Championship points, however, plus the Philip Morris award for a courageous performance. It takes courage to keep a big bear like Denny Hulme at bay for 55 laps!

Meanwhile, there had been no such drama up front, Jackie Stewart won with the ease of a man who wanted to tell the world that he was still of Champion calibre—even though he had loaned his crown to a young pretender.

Peter Revson scored his best-ever placing and confirmed that McLarens knew what they were doing when they persuaded him to make a Grand Prix "come-back". And Emerson Fittipaldi and the John Player Lotus team had to accept the fact that they weren't going to break any more records in 1972.

But America—and lots of lovely dollars—lay just round the corner.

RESULTS

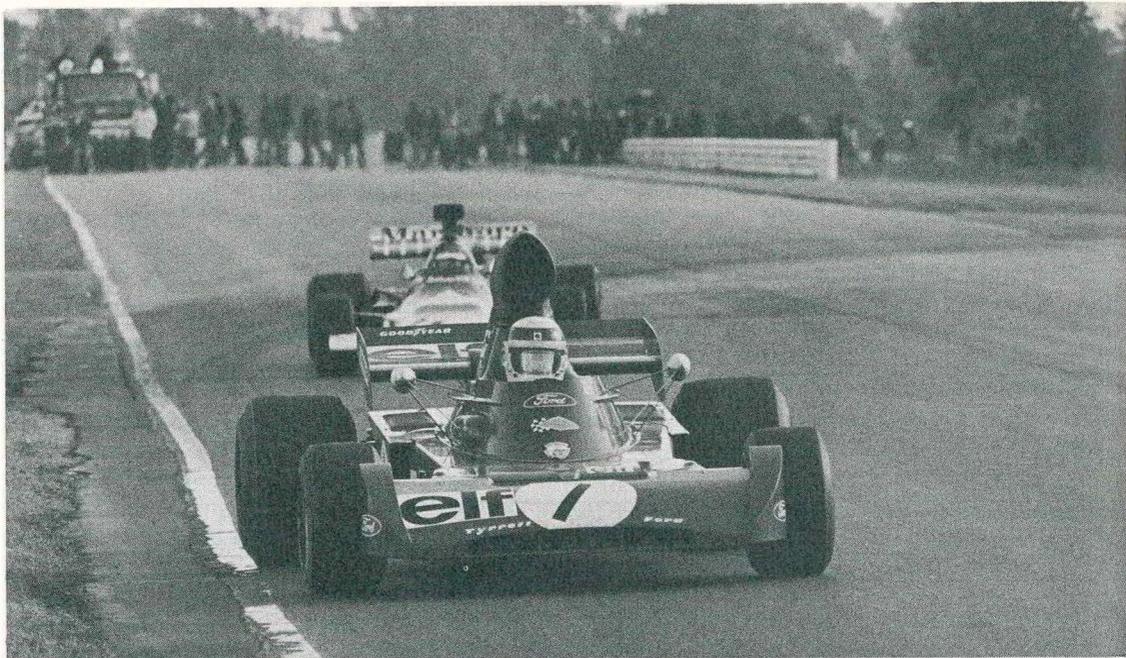
Driver	Car	Laps	Time	Speed
1st Jackie Stewart	Tyrrell-Ford	80	1hr 43min 16.9sec	114.282 mph
2nd Peter Revson	McLaren-Ford M19C	80	1hr 44min 05.1sec	
3rd Denny Hulme	McLaren-Ford M19C	80	1hr 44min 11.5sec	
4th Carlos Reutemann	Brabham-Ford BT37	80	1hr 44min 17.6sec	
5th Clay Regazzoni	Ferrari 312B2	80	1hr 44min 23.9sec	
6th Chris Amon	Matra-Simca MS120D	79		
7th Tim Schenken	Surtees-Ford TS9B	79		
8th Graham Hill	Brabham-Ford BT37	79		
9th Carlos Pace	March-Ford 711	78	Not running at finish	
10th Howden Ganley	B.R.M. P160C	78		
11th Emerson Fittipaldi	John Player Special-Ford 72D	78		
12th Jacky Ickx	Ferrari 312B2	76		
13th Henri Pescarolo	March-Ford 721	73		
Mike Beuttler	March-Ford 721G	59	Unclassified though still running at finish	
Skip Barber	March-Ford 711	24	Unclassified though still running at finish	
Fastest Lap, Jackie Stewart (lap 25) 1min 15.7sec 117.568 mph				

RETIREMENTS

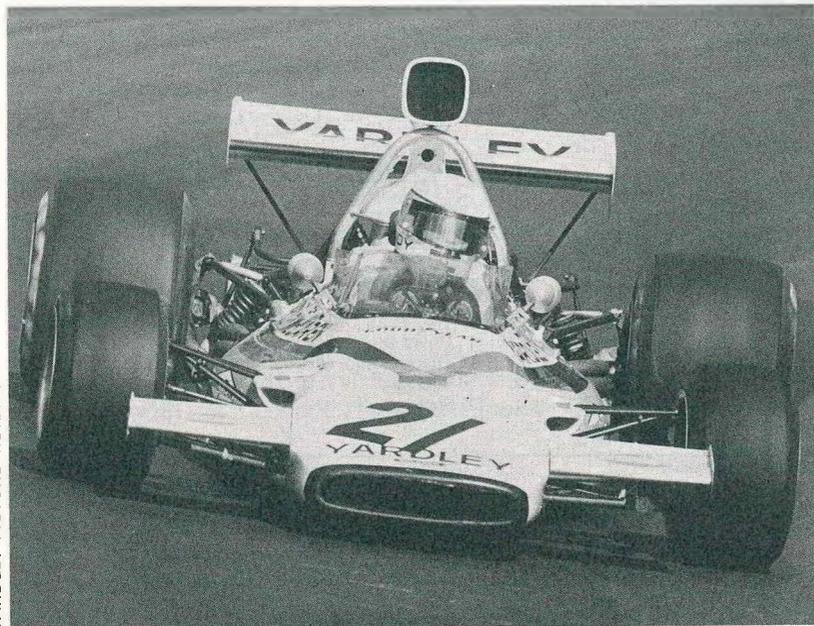
Driver	Car	Laps Completed and Retirement Reason
Andrea de Adamich	Surtees-Ford TS9B	2 Gearbox
Wilson Fittipaldi	Brabham-Ford BT34	5 Gearbox
Bill Brack	B.R.M. P180	20 Accident
Jean-Pierre Beltoise	B.R.M. P180	21 Engine
Peter Gethin	B.R.M. P160C	25 Broken suspension
François Cevert	Tyrrell-Ford	51 Gearbox
Ronnie Peterson	March-Ford 721G	61 Accident. Then disqualified, pushed wrong way down pits
Niki Lauda	March-Ford 721G	64 Disqualified. Mechanics fastened seat belts on circuit
Reine Wisell	John Player Special-Ford 72D	65 Engine

WORLD CHAMPIONSHIP TABLE

	Points		Points		Points
Emerson Fittipaldi	61	Chris Amon	12	Mario Andretti	3
Jackie Stewart	36	Jean-Pierre Beltoise	9	Andrea de Adamich	3
Denny Hulme	35	François Cevert	9	Carlos Pace	3
Jacky Ickx	25	Ronnie Peterson	9	Carlos Reutemann	3
Peter Revson	23	Howden Ganley	4	Tim Schenken	2
Clay Regazzoni	15	Brian Redman	4	Arturo Merzario	1
Mike Hailwood	13	Graham Hill	4	Peter Gethin	1



Above: Tyrrell Triumphant – Jackie Stewart and François Cevert turned the U.S. Grand Prix into a blue-car benefit, with a one-two victory for the Tyrrell team. Stewart drove superbly and left no-one in any doubt of his intentions to try to regain his crown in 1973



Left: The Coming Man – Jody Scheckter, the young South African who threatens to repeat Fittipaldi's lightning rise to fame, didn't disappoint any of his fervent backers at Watkins Glen. He held third place for much of the early race – a fine start for a driver who was still in Formula Ford in 1971

ROUND 12/UNITED STATES GRAND PRIX

WATKINS GLEN, 8th October
59 laps of 3.377-mile circuit

STARTING GRID

D. Hulme McLaren-Ford 1min 41.084sec	P. Revson McLaren-Ford 1min 40.527sec	J. Stewart Tyrrell-Ford 1min 40.481sec
C. Reutemann Brabham-Ford 1min 41.692sec	F. Cevert Tyrrell-Ford 1min 41.445sec	
J. Scheckter McLaren-Ford 1min 42.058sec	*C. Amon Matra-Simca 1min 41.979sec	C. Regazzoni Ferrari 1min 41.951sec
M. Andretti Ferrari 1min 42.482sec	John Player Special-Ford 1min 42.400sec	E. Fittipaldi
W. Fittipaldi Brabham-Ford 1min 42.766sec	J. Ickx Ferrari 1min 42.597sec	P. Dépailler Tyrrell-Ford 1min 42.521sec
C. Pace March-Ford 1min 43.319sec	M. Hailwood Surtees-Ford 1min 43.204sec	
J.-P. Beltoise B.R.M. 1min 44.240sec	H. Ganley B.R.M. 1min 44.075sec	R. Wisell John Player Special-Ford 1min 43.543sec
S. Barber March-Ford 1min 44.280sec	A. de Adamich Surtees-Ford 1min 44.279sec	
S. Posey Surtees-Ford 1min 44.525sec	H. Pescarolo March-Ford 1min 44.433sec	M. Beuttler March-Ford 1min 44.369sec
N. Lauda March-Ford 1min 45.290sec	B. Redman B.R.M. 1min 44.925sec	
P. Gethin B.R.M. 1min 46.599sec	G. Hill Brabham-Ford 1min 46.313sec	R. Peterson March-Ford 1min 46.142sec
D. Walker John Player Special-Ford 1min 50.600sec	D. Bell Tecno 1min 47.023sec	
	T. Schenken Surtees-Ford 1min 57.674sec	

*started from back of grid, engine misfiring.

Distance: 199.243 miles
Weather: Mainly fine, some drizzle

gave a Grand Prix drive to Jody Scheckter, the 22-year-old South African, who had been a virtually unknown Formula Ford driver in South Africa only 22 months earlier.

While Jody took the third McLaren, Brian Redman—who had done such a good job for the Yardley equipe during the season—took the opportunity to drive a Marlboro-B.R.M.

Sam Posey made his one and only 1972 appearance—only his third ever Formula One drive, yet he qualified his borrowed Surtees way ahead of many more experienced campaigners. Indeed this was one practice that Ronnie Peterson would rather forget. He crashed his car during the miserably wet final practice—when driving on slicks!

Jackie Stewart had already made the most of the dry Friday practice to set a time no-one could quite match. But both Denny Hulme and Peter Revson showed that the McLaren's were again in form, and shared the front row.

Emerson Fittipaldi had another disappointing practice, until his handling problems were traced to a cracked upright. So the new Champion had to be content with a place on the fifth row of the grid, while new boy Scheckter was sitting proudly on the third row. Reutemann was another man in form—sharing the second row with Cevert.

It proved a fairly dangerous place to be, for as the flag fell, Regazzoni rushed through from the third row, side-swiping both Reutemann and Revson as he barged past. Both the Brabham and the McLaren had to stop at the pits to have their damaged noses repaired—and Regazzoni had scarcely enhanced a reputation which was already scarred by his Nurburgring "nudge", his Monza chicanery and his self-imposed spin in Canada.

One had the feeling that there were many

The Watkins Glen race remains the richest on the Championship calendar—and with a prize fund totalling over \$275,000 there was no shortage of entrants.

Ken Tyrrell, for whom Cevert had hit the jackpot in 1971, provided another drive for Frenchman Patrick Depailler. And McLaren at last

present who felt that B.R.M. were welcome to him!

Stewart had avoided any such hazards by rocketing away from the grid, followed by Hulme and, the debutant Scheckter. The young South African passed no less a personage than the Champion Fittipaldi, to claim his elevated position, and the McLaren pit must have temporarily forgotten their disappointment over Revson's damaged fin.

Jacky Ickx had stormed right through from the fifth row to take fifth place and Regazzoni, Andretti and Cevert were disputing sixth.

On lap five, the fourth place came up for offers, as the unlucky Fittipaldi scurried into the pits with a puncture. It wasn't the end of his troubles. First a wheel broke, and then the car was wheeled away with suspension trouble. As far as the Champion was concerned, the season might as well have ended at Monza!

But the Tyrrell camp must have been mighty pleased that it hadn't. Jackie Stewart was now screaming away from the field, and his team mate Cevert passed the Ferraris to take fourth place on lap six. The Frenchman wasn't having a comfortable race. Some of the protective quilting had worked loose in the cockpit and was tangling with the throttle but, perhaps recalling his previous year's great victory, he soldiered on.

Ickx led his team-mates Andretti and Regazzoni and it was already obvious that something was wrong with the Swiss driver's exhaust system.

Wilson Fittipaldi was flying along in eighth place, ahead of Hailwood and Ganley, and Ronnie Peterson was carving his way through the field after starting from the *eleventh* row.

Now Cevert began to close on Scheckter, and the South African's sensational placing slipped a little on lap 17 when François streaked past. But he was still a comfortable fourth—way ahead of Ickx and the Ferrari fleet. Not that Ickx was having a comfortable time. By lap 23 the incredible Peterson progress had taken the

Swede to sixth place, and he was obviously not in the mood to settle for that.

Now the crowd were treated to a duel between two of the world's greatest drivers. Jacky Ickx had no intention of being beaten by Peterson and, though the Swede edged by on lap 25, he couldn't shake off the Ferrari.

Hulme was having problems, too, as he became the white meat in an all-blue Tyrrell sandwich. Not only was it proving impossible to make up any ground on Stewart—but he was also being overhauled rapidly by Cevert. On lap 30, with just half the race run, Cevert moved into second place and the Tyrrell pit wore bank managers' smiles.

Another Frenchman was doing well too, as Depailler moved steadily upwards in the third Tyrrell.

At this point the weather decided to take a hand. There was a sudden shower of rain over just one small section of the circuit—shades of Spa!—and Jody Scheckter was the first driver to run into it. He skated off the track, followed by no less an experienced driver than Graham Hill, and lost the chance of earning certain Championship points in his first, very impressive race.

The Peterson/Ickx battle was now for fourth place and the Belgian immediately stormed past the Swede. Wilson Fittipaldi was hanging on to sixth place, seeking *his* first points, and Hailwood and Andretti were behind him.

But Hailwood's race was to end on lap 56—with just three laps to go—when Beuttler spun in front of him. Both Hailwood and Lauda became involved, and Beuttler was a very unpopular boy when everyone calculated exactly how much the incident had cost them in hard currency.

A lap later, there was even more excitement amongst the leaders. Ickx lost part of his exhaust and much of his power—and a gleeful Peterson nipped past to regain fourth place.

There was no such excitement up front. Jackie Stewart had led from start to finish and

won by nearly half a minute from his teammate Cevert. The canny Scot had earned over \$60,000, set the fastest lap and proved to everyone concerned that he intended to regain his title at the earliest opportunity.

Despite his much-publicised ulcer and a

missed race, he had won four Grands Prix to Fittipaldi's five, and who knows what might have been the outcome of the Championship if his clutch hadn't failed at Monza?

An intriguing 1972 season had set the stage for an even more mysterious 1973.

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RESULTS

Driver	Car	Laps	Time	Speed
1st Jackie Stewart	Tyrrell-Ford	59	1 hr 41 min 45.35sec	115.092 mph
2nd François Cevert	Tyrrell-Ford	59	1 hr 42 min 22.78sec	
3rd Denny Hulme	McLaren-Ford M19C	59	1 hr 42 min 28.08sec	
4th Ronnie Peterson	March-Ford 721G	59	1 hr 43 min 07.87sec	
5th Jacky Ickx	Ferrari 312B2	59	1 hr 43 min 08.47sec	
6th Mario Andretti	Ferrari 312B2	58		
7th Patrick Depailler	Tyrrell-Ford	58		
8th Clay Regazzoni	Ferrari 312B2	58		
9th Jody Scheckter	McLaren-Ford M19A	58		
10th Reine Wisell	John Player Special-Ford 72D	57		
11th Graham Hill	Brabham-Ford BT37	57		
12th Sam Posey	Surtees-Ford TS9B	57		
13th Mike Beuttler	March-Ford 721G	57		
14th Henri Pescarolo	March-Ford 721	57		
15th Chris Amon	Matra-Simca MS120D	57		
16th Skip Barber	March-Ford 711	57		
17th Mike Hailwood	Surtees-Ford TS9B	56	Not running at finish	
18th Peter Revson	McLaren-Ford M19C	54	Not running at finish	
19th Niki Lauda	March-Ford 721G	49		

Fastest Lap. Jackie Stewart (lap 33) 1 min 41.644sec 119.610 mph

RETIREMENTS

Driver	Car	Laps Completed and Retirement Reason
Derek Bell	Tecno PA123/3	8 Overheating
Emerson Fittipaldi	John Player Special-Ford 72D	17 Vibration
Tim Schenken	Surtees-Ford TS14	22 Suspension
Andrea de Adamich	Surtees-Ford TS9B	25 Damage. Accident with Ganley
Carlos Reutemann	Brabham-Ford BT37	31 Engine
Brian Redman	B.R.M. P180	34 Engine
Jean-Pierre Beltoise	B.R.M. P180	40 Engine
Wilson Fittipaldi	Brabham-Ford BT34	43 Engine
Howden Ganley	B.R.M. P160C	44 Engine liner
Dave Walker	John Player Special-Ford 72D	44 Engine
Peter Gethin	B.R.M. P160C	47 Engine
Carlos Pace	March-Ford 711	48 Throttle linkage
Peter Revson	McLaren-Ford M19C	54 Loose ignition wire
Mike Hailwood	Surtees-Ford TS9B	56 Accident with Beuttler. Broken rear suspension

WORLD CHAMPIONSHIP TABLE

	Points		Points		Points
Emerson Fittipaldi	61	Mike Hailwood	13	Mario Andretti	4
Jackie Stewart	45	Chris Amon	12	Andrea de Adamich	3
Denny Hulme	39	Ronnie Peterson	12	Carlos Pace	3
Jacky Ickx	27	Jean-Pierre Beltoise	9	Carlos Reutemann	3
Peter Revson	23	Howden Ganley	4	Tim Schenken	2
Clay Regazzoni	15	Brian Redman	4	Arturo Merzario	1
François Cevert	15	Graham Hill	4	Peter Gethin	1

THE WORLD DRIVERS' CHAMPIONSHIP 1972

All the results, pole positions, fastest laps and points at-a-glance

JOHN PLAYER PICTURE LIBRARY

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On Top of the World – Emerson Fittipaldi became the youngest World Champion in history after his victory at Monza

N.B. No fewer than 21 other drivers participated in one or more of the twelve World Championship races but none of them scored a point. They were: Reine Wisell, Alex Soler-Roig, Helmut Marko, Dave Walker, Niki Lauda, Henri Pescarolo, Rolf Stommelen, Dave Charlton, John Love, Wilson Fittipaldi, Mike Beuttler, Nännj Galli, Patrick Depailler, Derek Bell, Jackie Oliver, François Migault, John Surtees, Bill Brack, Skip Barber, Sam Posey and Jody Scheckter.

EMERSON FITTIPALDI John Player Special-Ford

JACKIE STEWART Tyrrell-Ford

DENNY HULME McLaren-Ford

JACKY ICKX Ferrari

PETER REVSON McLaren-Ford

CLAY REGAZZONI Ferrari

FRANCOIS CEVERT Tyrrell-Ford

MIKE HAILWOOD Surtees-Ford

CHRIS AMON Matra-Simca

RONNIE PETERSON March-Ford

JEAN-PIERRE BELTOISE B.R.M.

HOWDEN GANLEY B.R.M.

BRIAN REDMAN McLaren-Ford and B.R.M.

GRAHAM HILL Brabham-Ford

MARIO ANDRETTI Ferrari

ANDREA DE ADAMICH Surtees-Ford

CARLOS PACE March-Ford

CARLOS REUTEMANN Brabham-Ford

TIM SCHENKEN Surtees-Ford

ARTURO MERZARIO Ferrari

PETER GETHIN B.R.M.

	Argentine G.P.	South African G.P.	Spanish G.P.	Monaco G.P.	Belgian G.P.	French G.P.	John Player G.P.	German G.P.	Austrian G.P.	Italian G.P.	Canadian G.P.	U.S. G.P.	Started	Finished	Won	World Championship Points	
R	2	1	3 P	1 P	F.L.	2	1	R	1 P	1	11	R	12	9	5	61	
F.L.	P	R	4	—	1	2 F.L.	11	7	R	1 F.L.	1 P	F.L.	11	8	4	45	
2	1	R	15	3	7	5	R	2 F.L.	3	3	3	3	12	10	1	39	
3	8	2 P	F.L.	2	R	11	P	R	1 P	F.L.	R	12	5	12	8	1	27
R	3	5	—	7	—	3	—	3	4	2 P	R	9	7	0	23		
4	12	3	R	R	—	—	2	R	R	5	8	10	6	0	15		
R	9	R	18	2	4	R	10	9	R	R	2	12	7	0	15		
—	R	F.L.	R	R	4	6	R	R	4	2	—	R	10	4	0	13	
N.S.	15	R	6	6	3 P	F.L.	4	15	5	R	6	15	11	9	0	12	
6	5	R	11	9	5	R	3	12	9	R	4	12	8	0	12		
—	R	R	1 F.L.	R	15	11	9	8	8	R	R	11	6	1	9		
9	N.C.	R	R	8	D.N.S.	—	4	6	11	10	R	9	6	0	4		
—	—	—	5	—	9	—	5	—	—	—	R	4	3	0	4		
R	6	10	12	R	10	R	6	R	5	8	11	12	8	0	4		
R	4	R	—	—	—	—	—	—	7	—	6	5	3	0	4		
R	N.C.	4	7	R	14	R	13	14	R	R	R	12	6	0	3		
—	17	6	17	5	R	R	N.C.	N.C.	R	9	R	11	7	0	3		
7 P	R	—	—	13	12	8	R	R	R	4	R	10	5	0	3		
5	R	8	R	R	17	R	14	11	R	7	—	11	6	0	2		
—	—	—	—	—	—	6	12	—	—	—	—	2	2	0	1		
R	N.C.	R	R	R	D.N.S.	R	—	13	6	R	R	10	3	0	1		

KEY: P = started from pole position; F.L. = recorded fastest lap in race; R = retired from race; N.C. = not classified as a finisher; D.N.S. = did not start race, although qualified (i.e. Chris Amon whose car failed on warming up lap in Argentine)

THE CONSTRUCTORS' CHAMPIONSHIP

The Manufacturers that made the winning cars

72 In 1958, the FIA introduced an official World Championship for Manufacturers similar to the Drivers' Championship. The first car home from each make counts for points—awarded in exactly the same way as the drivers' points (i.e. points for the first five places up to 1960; for the first six places from 1960 onwards, and nine points for first instead of only eight from

1962 onwards). Only one car is allowed to score for any make in any one race.

Although the Constructors' Championship has not captured the public imagination as fervently as the Drivers' title-chase—it is of supreme importance to the men who design and build the cars. Especially if they have commercial activities.

1958	1st Vanwall	48 Points
	2nd Ferrari	40
	3rd Cooper	31
1959	1st Cooper	40 Points
	2nd Ferrari	32
	3rd B.R.M.	19
1960	1st Cooper	40 Points
	2nd Lotus	32
	3rd Ferrari	24
1961	1st Ferrari	40 Points
	2nd Lotus	32
	3rd Porsche	22
1962	1st B.R.M.	42 Points
	2nd Lotus	36
	3rd Cooper	29
1963	1st Lotus	54 Points
	2nd B.R.M.	36
	3rd Brabham	28
1964	1st Ferrari	45 Points
	2nd B.R.M.	42
	3rd Lotus	38
1965	1st Lotus	54 Points
	2nd B.R.M.	45
	3rd Brabham	27

1966	1st Brabham	42 Points
	2nd Ferrari	31
	3rd Cooper	30
1967	1st Brabham	67 Points
	2nd Lotus	44
	3rd Cooper	28
1968	1st Lotus	64 Points
	2nd Matra	47
	3rd McLaren	46
1969	1st Matra	66 Points
	2nd Brabham	51
	3rd Lotus	44
1970	1st Lotus	59 Points
	2nd Ferrari	51
	3rd March	48
1971	1st Tyrrell	73 Points
	2nd B.R.M.	36
	3rd Ferrari	33
1972	1st John Player Special	61 Points
	2nd Tyrrell	51
	3rd McLaren	49

WINNERS SUMMARISED

Lotus **5***; Cooper **2**; Brabham **2**; Ferrari **2**; B.R.M **1**; Vanwall **1**; Matra, **1**; Tyrrell **1**.

* Including 1972 Championship under the name John Player Special.

Who has won the most?

A *Yearbook* League Table of the number of Championship races won by each make—from 1950–1972 inclusive. And full details of the events they have won. It makes interesting

reading to spot the horses-for-courses. For example how long will B.R.M. have to wait before they win "at home"?

	M/C	Dutch	G.B.	Belgian	French	German	Italian	U.S.	Canadian	Mexican	Argentine	Austrian	Swiss	Portugal	Spanish	S.Africa	Morocco	TOTAL
FERRARI	1	5	7	5	7	8	6	—	1	1	2	2	2	—	1	1	—	49
LOTUS‡	5	5	8	5	3	3	2	7	—	3	—	1	—	—	2	3	—	47
B.R.M.	5	2	—	1	—	1	3	3	—	—	—	1	—	—	—	1	—	17
COOPER	3	1	2	1	1	—	1	1	—	1	2	—	—	2	—	1	—	16
BRABHAM	1	1	1	—	3	3	—	—	2	1	—	—	—	—	—	1	—	13
TYRRELL	1	—	1	—	2	1	—	2	2	—	1	—	—	—	1	—	—	11
ALFA-ROMEO	1	—	1	2	2	—	1	—	—	—	—	—	2	—	1	—	—	10
MASERATI	2	—	—	1	1	1	2	—	—	—	2	—	—	—	—	—	—	9
MERCEDES	—	1	1	1	1	1	2	—	—	—	1	—	1	—	—	—	—	9
VANWALL*	—	1	1	1	—	1	2	—	—	—	—	—	—	1	—	—	1	9
MATRA	—	2	1	—	1	1	1	1	—	—	—	—	—	—	1	1	—	9
McLAREN	—	—	—	1	—	—	1	—	1	1	—	—	—	—	—	1	—	5
HONDA	—	—	—	—	—	—	1	—	—	1	—	—	—	—	—	—	—	2
MARCH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	1
PORSCHE	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	1
EAGLE	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1

* Plus Pescara 1957

‡ Including five 1972 victories under the name John Player Special

THE NON-CHAMPIONSHIP RACES—1972

Barrie Gill

74 Not surprisingly, their extra-mural activities left few of the top-bracket racing drivers free to compete in the non-Championship Formula One races held in Britain, Brazil and Italy. But the World Champion chose to enter them all—to the delight of the spectators and the regret of his rivals. And, as always, the races began at Brands Hatch.

S.T.P.—DAILY MAIL RACE OF CHAMPIONS Brands Hatch, 19th March 40 laps—106 miles

Jackie Stewart was absent, as were the Brabhams and Ferraris—but the McLaren team were out in force, cock-a-hoop after their South African success.

True to his Springbok form, Denny Hulme dominated the first practice session, earning himself 100 bottles of champagne, but he couldn't keep pole position. First Peter Gethin superseded him, and then Emerson Fittipaldi got the bit between his teeth and smashed his own lap record with a 1 min 23·9sec flyer.

Next to him on the front row were Gethin (1 min 24·1 sec) and Hailwood (1 min 24·1 sec). The McLarens occupied the second row, Hulme clocking 1 min 24·3 sec and Revson, 1 min 24·3 as well. There was only one new car on show, Ronnie Peterson's March 721X and the Swede qualified it for the third row with a 1 min 25·6 sec lap.

The Brands' crowd saw Emerson Fittipaldi grab the lead from Gethin as they thundered through Paddock—a roaring blur that contained Hulme, Hailwood, Revson and Schenken ahead of the pack.

It didn't take long for the John Player

Special to show the rest of the field its exhausts. Gethin, Hulme and Hailwood contested second spot fiercely—and it was obvious that Gethin was doing Fittipaldi a favour as he prevented either the Surtees or the McLaren from finding a way through. Not until lap 15 did Mike Hailwood manage to manoeuvre past the Marlboro-B.R.M. and by that time Fittipaldi was some ten seconds clear.

So now it was Hulme's turn to grind his way past Gethin—a task made more difficult by the fact that the B.R.M. driver was battling with his clutch. The Championship leader didn't manage it until five laps from the flag, by which time it was too late to do anything about Hailwood.

Similarly, Hailwood had made little impression on the flying Fittipaldi who had set a new lap record of 113·84 m.p.h. in his untroubled and very impressive run.

The Brazilian won by an easy 14 seconds—and it was a clear warning of things to come. It was also the first win for a Lotus since the U.S. Grand Prix in 1970!

Hulme finished a hard-working third, ahead of the tenacious Gethin. Schenken conquered flu to take fifth place. Beltoise was promoted to sixth as Revson dropped down the field with braking problems.

RESULTS

1st E. Fittipaldi	J.P.S.-Ford	56min 40·6sec	112·22mph
2nd Hailwood	Surtees- Ford TS9B	56min 54·0sec	
3rd Hulme	McLaren- Ford M19	57min 05·7sec	
4th Gethin	B.R.M. P160	57min 06·3sec	
5th Schenken	Surtees- Ford TS9B	57min 07·0sec	
6th Beltoise	B.R.M. P160	57min 07·4sec	
Fastest lap: Fittipaldi 1min 23·8sec, 113·84mph (record)			

BRAZIL GRAND PRIX Interlagos, 30th March 37 laps—183 miles

Twelve Grand Prix cars were assembled for practice and Ronnie Peterson set the early pace. He was not to stay ahead, however. Emerson Fittipaldi did what was expected of him—claiming pole position with a 2 min 32.36 sec lap. Next to him sat his big rival from Argentina, Carlos Reutemann, with a 2 min 34.39 sec lap. As Wilson Fittipaldi was sharing the second row with Peterson, there was sufficient Latin American domination to guarantee an 80,000 crowd.

To their dismay, it was Reutemann who led from the flag—but not for long. Wilson Fittipaldi shot through to restore Brazilian prestige by the first corner. And it was the elder Fittipaldi who led for the first two laps.

Then his younger brother ignored all fraternal feeling—forcing a way past so fiercely that Wilson had let Reutemann and Peterson through before he recovered his line!

Now it was a battle between the black J.P.S. and the white Brabham. But they weren't to stay in close company for long. Emerson repeated his Brands performance—powering away from all his rivals with amazing ease. He was soon building up a solid lead at the rate of one second per lap, while Reutemann opened up a similar gap over Peterson and Wilson Fittipaldi.

The elder brother was tiring in the intense heat—he was suffering from an ear infection—and Ronnie Peterson had no problems in pulling away.

It was all the more remarkable because the Swede was driving without a clutch, a problem which really became magnified when he roared in for a tyre change. His clutchless getaway was quite something!

At least it gave the crowd a battle to savour as Ronnie fought to catch Wilson Fittipaldi and regain third place. He achieved it within

two frantic laps and it looked as if the order would remain the same: Emerson Fittipaldi, Reutemann, Peterson, Wilson Fittipaldi, Marko and Walker.

Pescarolo and Gethin had departed on the first lap with jammed throttles, while Carlos Pace had only lasted one lap with the same problem. Soler-Roig had lasted only 11 laps with electrical problems and Beltoise had never managed to start.

On lap 32, it happened! With just five laps to go, Emerson felt his handling falter. Part of his suspension had broken loose and he spun dramatically, just missing a pile-up, into the Armco.

He retired with his wheel hanging off—and the crowd began to melt away. It didn't really help that it was another South American, Argentinian Reutemann who took the flag. In fact, the main cheers were reserved for Wilson Fittipaldi who struggled home third.

Reutemann had won his first Formula One race, in only his fifth outing in a Grand Prix car. Emerson had again showed his new-found superiority and Brazil had proved that it had the will and the enthusiasm to hold a Grand Prix.

RESULTS

1st Reutemann	Brabham- Ford BT34	1 hr 37 min 16.248 sec 118.679 mph
2nd Peterson	March- Ford 721	1 hr 38 min 43.904 sec
3rd W. Fittipaldi	Brabham- Ford BT33	1 hr 39 min 19.627 sec
4th Marko	B.R.M. P160	36 laps
5th Walker	J.P.S.-Ford	36 laps
6th Bueno	March- Ford 711	35 laps

Fastest lap: E. Fittipaldi 2 min 35.248 sec, 119.74 mph (record)

G.K.N.—DAILY EXPRESS
INTERNATIONAL TROPHIES RACE
Silverstone, 23rd April
40 laps—117.08 miles

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It was hardly surprising that with the Spanish Grand Prix just eight days away the Continental teams were distinguished by their absence. The World Champion had also opted to test at Jarama rather than make his first "home" appearance of the year, so the grid was dominated by teams with strong British sponsorship and the ever-willing Marlboro-B.R.M. equipe.

Brabhams turned up trumps by unveiling their very new Brabham BT37 for Graham Hill to drive. Bit it was Brands' victor, Emerson Fittipaldi, who sparked off the most enthusiasm with a 1 min 18.1 sec lap—134.92 m.p.h.—1.8 seconds under Stewart's lap record.

Peter Gethin, 1 min 18.7 sec—and Jean-Pierre Beltoise, 1 min 18.8 sec, shared the front row, with John Surtees and Peter Revson tucked in behind them.

Dave Walker had a bad accident at Club corner—which destroyed his John Player Special and reduced the field to just nine Formula One cars plus a healthy representation of Formula 5000s. Regrettably, it wasn't enough to attract the customary Silverstone crowd and the stands looked very bleak indeed as the drivers shivered on to the grid.

But things were soon to warm up. Beltoise hammered his way into the first corner, just ahead of Gethin and Fittipaldi, and the red-and-white Marlboro-B.R.M.s battled lustily to keep their nicotine rival at bay.

On the third lap, Fittipaldi scurried through at Copse and the black-and-gold car set off to hunt the leading Marlboro machine.

Beltoise was to prove an equally obstinate character, but there was no doubting that the John Player Special had the heels of the B.R.M. and, on lap seven, Emerson chose Copse again to squeeze by.

Further down the field, Mike Hailwood, who had started from the third row, had left his distinguished team leader and sorted out Pescarolo for fourth place. Now he was on Gethin's tail and not in the mood to be denied. On lap six, he stormed by to take third place and start his chase after Beltoise. A lap later, Surtees passed Gethin too.

Pescarolo led the McLarens and the new Hill car but the real action was up at the front. Fittipaldi had pulled out a two-second lead over Beltoise, but didn't seem to be gaining any further advantage. Meanwhile, Hailwood was disputing second place with the Frenchman. After haunting the B.R.M. for three hectic laps, he rushed by on lap 13 and Fittipaldi suddenly had to work for his living again.

The Brazilian didn't help his cause by "having a moment" at Becketts and Hailwood set a new lap record in his bid to overhaul him. The duel lasted until lap 25—and then Hailwood surged by and immediately began to pull out a lead. A very British crowd hugged themselves at the prospect of cheering his first Formula One victory.

But they were to be cruelly disappointed. Only one lap later, there was a puff of steam from the Surtees. A pressure cap had come off and it took only four more laps for the water to drain away and Hailwood's hopes with it.

He retired on lap 30 to watch Fittipaldi fight off a renewed challenge from Beltoise. The Frenchman slashed a near four-second lead to below two seconds, but there weren't enough laps left to give him a real chance.

RESULTS

1st E. Fittipaldi	J.P.S.-Ford	53min 17.8sec	131.81mph
2nd Beltoise	B.R.M. P160	53min 19.6sec	
3rd Surtees	Surtees-		
	Ford TS9B	53min 28.6sec	
4th Hulme	McLaren-		
	Ford M19C	53min 59.3sec	
5th Revson	McLaren-		
	Ford M19A	54min 1.1sec	
6th Gethin	B.R.M. P160	54min 11.3sec	
Fastest lap: Hailwood 1min 18.8sec, 133.72mph (record)			

ROTHMANS INTERNATIONAL GOLD CUP

Oulton Park, 29th May

40 laps—110.44 miles

Denny Hulme arrived at the friendly Northern circuit having won three TT races there and determined to add a Formula One award to his scalp-belt. He earned himself a front-row position with a 1 min 24.8 sec lap but, like everyone else, had to give best to Peter Gethin, who lapped the much revamped Cheshire track in 1 min 24.6 sec.

Emerson Fittipaldi, seeking his *fourth* Formula One win of the season had to be content with third fastest time, 1 min 25.2 sec. Vern Schuppan was given his first Formula One drive in a Marlboro-B.R.M.—bringing the total of Australians present in Formula One cars to three!

There were only eight Grand Prix cars on the grid but there was an exceptionally strong Formula 5000 contingent with Rollinson, Redman and Allen forcing their way amongst the more expensive machinery on the grid.

The race was only seconds old when Peterson, trying to burst through from the fourth row, collided with fellow Swede, Reine Wisell, to the severe detriment of both cars. The luckless Wisell broke a finger and his racing was over for a few weeks.

Meanwhile, Gethin and Hulme were disputing the lead in flying fashion. The New Zealander won the argument and, within two laps, had opened up a respectable gap between the Marlboro-B.R.M. and his orange McLaren.

There was another gap before Fittipaldi—who had had a major mind-changing session on the grid concerning tyres. There were a few spots of rain and the luckless Brazilian was the only one of all the Formula One drivers to choose intermediates.

It didn't seem possible that he would be able to overhaul the slick-shod Gethin, but the B.R.M. driver had problems of his own. He

retired, after eight laps, with a wheel-bearing gone and the Brazilian gratefully accepted second place, but there was no way he could catch Hulme.

The hero in third place was Brian Redman, driving an outstanding race in his Formula 5000 Chevron. He had the nerve to hound Fittipaldi, whilst Schenken couldn't make any impression on him. Alan Rollinson joined in the game to give Formula 5000 fans more to cheer when *he* took fourth place.

Dave Walker entered into the fun and Rollinson held both Schenken and Walker at bay for some very hectic laps. Something had to give—and it proved to be his Lola's rear cross-member.

On lap 26, the remaining interloper headed for the pits too, as Brian Redman rushed in to check for chassis problems. Dave Walker had already departed with a missing fourth gear, so when Brian returned to the fray in fifth position he only had Schenken and Schuppan to chase to regain third place. He managed to overhaul the B.R.M. new boy—but hadn't time to catch Schenken. Once again Redman had proved that he has the sort of prowess that deserves a full season in Formula One.

RESULTS

1st Hulme	McLaren- Ford M19A	57min 15.6sec	115.17mph
2nd E. Fittipaldi	J.P.S.-Ford	57min 53.0sec	
3rd Schenken	Surtees- Ford TS9B	39 laps	
4th Redman	F.5000 Chevron- Chevrolet/ Smith B24	39 laps	
5th Schuppan	B.R.M. P153B	39 laps	
6th Allen	F.5000 McLaren- Chevrolet/ Smith M18	38 laps	
Fastest lap: Hulme 1 min 24.4sec, 117.76mph (record)			

GRAN PREMIO REPUBBLICA ITALIANA

Vallelunga, Rome, 18th June
80 laps—158.4 miles

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Vallelunga's first Formula One race in years was the result of some speedy enterprise by the Marlboro people. They arranged the race at the last minute to take the place of the cancelled Dutch Grand Prix.

But, despite their generosity, the field was to be the smallest of all the non-Championship races. There were only eight cars in practice and when Niki Lauda went off the road—after being third fastest—the disconsolate organisers were left with only seven runners.

Emerson Fittipaldi was once again in pole position and this time there would be no dilemma about choosing tyres. It was hot and dusty and the evening start was as welcome to the engines as to the drivers.

Emerson's pole position had been earned with a 1 min 9.82 sec lap round the 2.4-mile circuit. Howden Ganley sat next to him thanks to a 1 min 10.81 sec lap. And it was Howden who led for the first few seconds. Then Emerson powered by and took a lead he was never to lose despite problems with his rear wing on lap five. He suddenly appeared with part of the wing missing, but the pits urged him to carry on and he continued on his way.

Ganley was a comfortable second, while his team-mate, Gethin, had his hands full fending off Pescarolo and de Adamich. Soon the tussle took on more meaning as Ganley suddenly spun dramatically, coming to a halt with a broken rear radius arm.

The Marlboro mechanics worked like demons to send Ganley back into the hunt with only six laps lost.

Fittipaldi was still shedding his wing all over the place, but he was still well clear of the Gethin/Pescarolo duel. Now the second B.R.M. was suffering. On lap 30, Gethin felt something tug at his transmission and he

waved Pescarolo and de Adamich by as he came in to retire.

So now there were six! And for a spell there were only five, as first Mike Beuttler rushed in for a tyre-change and then the hapless Ganley called in for further rapid repairs.

There was a more serious stoppage on lap 48, when Pescarolo lost his certain second place to a broken wishbone. So the Italian crowd saw an Italian driver—Andrea de Adamich—tackle the vain task of Fittipaldi-following. The race wore on without any more drama, except an audible faltering of the John Player Special's engine just a few laps from the end.

Peter Warr and his men rolled out an emergency churn of fuel, but it wasn't necessary. Emerson won comfortably by over half-a-minute and earned the rivals' bounty to boot.

RESULTS

1st	E. Fittipaldi	J.P.S.-Ford	1hr 37min 31.9sec	97.8mph
2nd	de Adamich	Surtees- Ford TS9B	1hr 38min 04.7sec	
3rd	Galli	Tecno PA123	79laps	
4th	Beuttler	March- Ford 721G	79laps	
5th	Ganley	B.R.M. P160	61laps	
Fastest lap: E. Fittipaldi 1 min 11.06sec, 99.97mph				

JOHN PLAYER CHALLENGE TROPHY Brands Hatch, 22nd October 40 laps—106 miles

Marlboro had to wait four months—right until the last race of the season—to wreak their revenge. But they did it in style, ruining the script on a day of celebration. There we all were—gathered together to pay tribute to Emerson Fittipaldi and the John Player Special—and Jean-Pierre Beltoise popped up to give Marlboro their first win since he battled through the spray at Monaco!

It was a great day, anyhow. A soaked, but obviously devoted, crowd cheered Emerson, Colin Chapman the John Player Special and all the component manufacturers who helped to bring the Championship back to Britain. They saw the Champion sitting in pole position after breaking the lap record by 1.4 seconds. His time was 1 min 20.8 sec and sitting next to him was his team-mate-to-be, Ronnie Peterson, with a 1 min 21.4 sec lap.

But fractions of a second faded into insignificance as team managers and drivers worried over the choice of tyres. The front-row pair chose deep-treaded wet tyres. Tim Parnell put his B.R.M. brigade on intermediates. John Surtees put Hailwood on intermediates and Carlos Pace on slicks.

No-one was more anxious to shine than Ronnie Peterson—driving his last race for March at a meeting sponsored by his future employers. He ripped away from the flag and screamed through Paddock followed by Hailwood, Fittipaldi, Scheckter, Beltoise, Reutemann and John Watson. It was the 26-year-old Belfast driver's first Formula One race and he was doing a grand job.

Recent new boy Scheckter wasn't to have such a great day however. He spun on the third lap and plummeted down the field. Pescarolo spun and damaged his steering and Peter Gethin almost collected team-mate Schuppan when he had a tremendous moment at Druids.

Up front, Peterson was having a demon drive, while Fittipaldi fought for six laps to take Mike Hailwood. He streaked through at Paddock when Hailwood went wide. Beltoise passed the motor-bike king two laps later and it was obvious that the Frenchman was really flying in his B.R.M.

By now, the big wide tyres had done a marvellous mopping-up job—and the drivers on rain tyres were no longer in the pound-seats. Carlos Pace—on slicks—was carving his way gaily through the field, while the inter-

mediate-shod B.R.M. boys were far happier than the rain-tyre runners.

Emerson decided that the time had come for a change and he rushed into the pits to grab some dry tyres. By the time he rejoined the fray, Beltoise was hounding Peterson and on lap 15 he passed the Swede.

Now the frenzy was concentrated in the pit area as Hailwood, Scheckter and Schenken all called in for tyre changes. The wisdom of such a move was underlined by the Champion who notched up the day's fastest lap—equalling his own 113.84 m.p.h. record—to celebrate his change of rubber. Unfortunately, it was to be all he had to celebrate. His engine failed him and he retired disconsolately on lap 30 with oil pressure problems.

By this time, Beltoise was in complete command in the B.R.M. Peterson had vanished from his mirrors as the Swede surrendered second place to change his tyres.

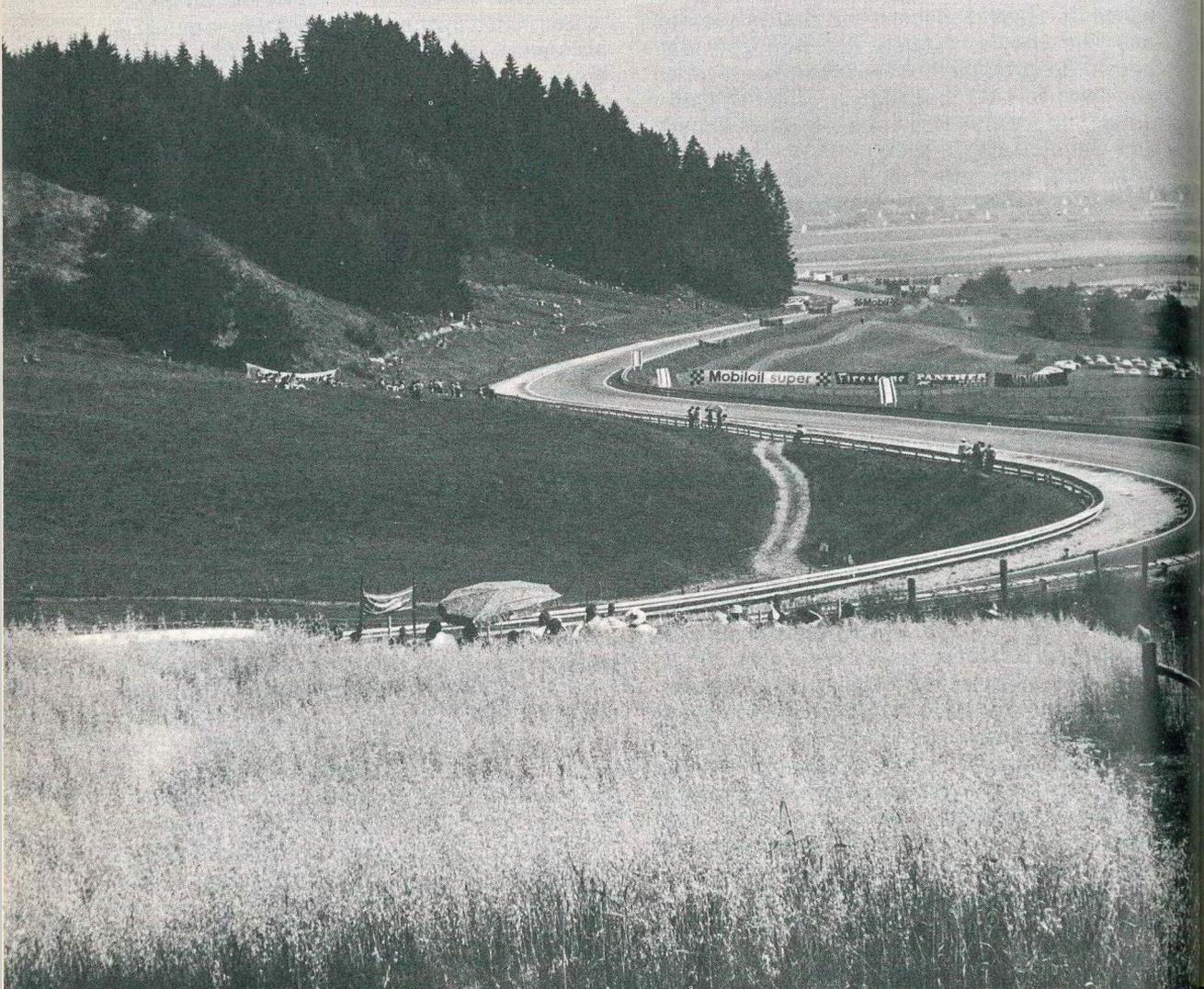
The amazing Pace was in second place—having scurried through most of the field once he was granted adhesion. Andrea de Adamich made it a double celebration day for the Surtees camp by taking third place, while Vern Schuppan and Peter Gethin completed a Marlboro joy day by finishing fourth and fifth respectively.

John Watson was a very creditable sixth, and it wasn't long before Bernie Ecclestone announced that he would be driving full-time for the Brabham Formula Two team in 1973.

RESULTS

1st Beltoise	B.R.M. P180	59min 47.8sec	106.36mph
2nd Pace	Surtees-		
	Ford TS9B	59min 54.4sec	
3rd de Adamich	Surtees-		
	Ford TS9B	1hr 00min 42.8sec	
4th Schuppan	B.R.M. P160	39 laps	
5th Gethin	B.R.M. P160	39 laps	
6th Watson	March-		
	Ford 721	39 laps	
Fastest lap: E. Fittipaldi 1min 23.8sec, 113.84mph (equals record)			

Breathtaking Beauty – The splendid curves of the Austrian Osterreichring, now one of the fastest circuits in the world, graced by a breath-taking aerobatic display by the Red Arrows before the start of the 1972 Grand Prix.



KEEPING TRACK WITH THE CHAMPION

Mike Doodson and Emerson Fittipaldi look at some of the Brazilian's favourite circuits

A racegoer who has been following his sport for the past 15 years will tell you how Grand Prix motor racing has changed. How pit stops have all but disappeared; how engines moved to behind the drivers; the dramatic increase in tyre widths; and the development of wings to give added down-thrust.

That same racegoer will have seen many changes at his favourite circuits. Trees will have been cut down, run-off areas created and guard-rails erected. Some people, naturally, have not been too happy about these changes, mourning the passing of circuits such as Spa-Francorchamps from the World Championship, and the rise of new circuits like Paul Ricard and Nivelles, which are artificial and designed primarily with safety in mind.

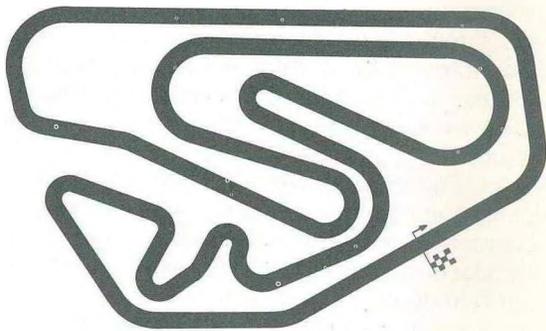
In the three years that Emerson Fittipaldi has been racing in Europe, he too has seen many changes. When he first raced at the legendary Nürburgring, it was virtually as it had been since its construction back in 1926, despite two face-lifts in 1948 and 1955, with fences, trees and ditches surrounding it. Emerson remembers looking over the edge during practice and resolving not to go quite so fast in future!

The Nürburgring has been drastically altered since then, and is now one of Europe's safest circuits. It has had to catch up with the improvements that have made the Formula One cars so much quicker than they were 15 years ago. It is in the corners that speeds have increased so dramatically, and this has changed the character of many circuits.

Silverstone, for instance, became a 'magic' 100 m.p.h. circuit in the early part of the great Juan Fangio's 'reign', yet today—on almost the same track layout—amateur drivers in

Formula Ford cars are bettering the five-time champion's speeds! Silverstone is just one of the eight circuits which we have chosen to illustrate the variety of tracks where Grand Prix races are disputed at present. On six of these eight circuits, Emerson Fittipaldi has won major races.

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INTERLAGOS SAO PAULO, BRAZIL

"This race is more important than you can imagine for Brazil. We have had football, and shown that we can play well, and now we have motor racing, so we want to show the world that we can organise a World Championship race".

That's how Emerson Fittipaldi saw the first-ever Brazilian Grand Prix to qualify for the World Championship. The race took place on 11th February, and its venue was the Municipal Autodrome at Interlagos, a suburb of bustling São Paulo, the country's industrial capital.

Naturally, the local *torcedores* (fans) were cheering for Emerson and the other Brazilians in the race. The Fittipaldi brothers know the track like the back of their hands, which is not

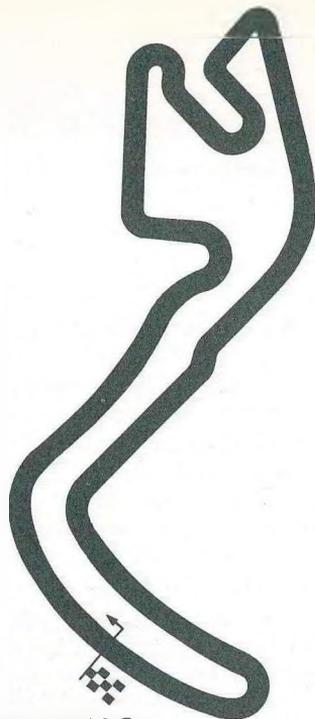
surprising. Their father, Wilson Senior, was involved in the organisation of long-distance races almost from its beginnings, in 1947, and they have always lived within easy reach of the track itself. Emerson's mother remembers the day when the future World Champion—then only four years old—asked her to help him trace the "Intilago" circuit on the drawing room carpet!

Now, with experience of the track dating back to 1965—the first year he was old enough to race cars—Emerson looks objectively at Interlagos. "It's a really good circuit for Grand Prix cars," he says, "because it is long—5 miles—and has a big variety of corners. I used to do a lot of long-distance saloon races there, and I remember experimenting with different lines through the corners, which is something you can do at Interlagos because the track is quite wide and many of the corners are 180 degrees."

An English architect designed Interlagos, filling a comparatively small area of land with a considerable amount of track. In its early days, the place had nothing in the way of facilities, and although Fangio was one of the first drivers ever to race there, the track did not come into prominence until its reconstruction in 1969. Concrete grandstands were built opposite the start/finish line, from which the spectators can see almost all of the circuit, and with the success of Brazilian drivers in international racing, the future of the circuit was virtually guaranteed.

Under the supervision of Wilson Fittipaldi Senior—now the circuit's track manager—every international safety regulation has been met. Two series of Formula Two races have been held, and a non-championship Formula One race took place in March 1972. Foreign drivers like the track, too, their only complaint being that they would prefer to have it nearer to one of the lovely beaches down on the coast.

But Emerson is happy, because his home is only 15 minutes' drive from Interlagos.



MONTE CARLO PRINCIPALITY OF MONACO

Monaco is unique in motor racing. It was one of the first "street" circuits ever to be used for international motor racing, and now it remains as the only such track to host a World Championship qualifying round. Its expensive allure—pricey hotels and apartments overlooking the even pricier yachts bobbing in the harbour—attracts the European élite to the race, which is held early in the European season. At night you will find the darlings of the cinema and show-business worlds bantering with each other in the Casino Square, as they try in vain to find a place to park their cars among the Maseratis and Lamborghinis which traditionally congregate there.

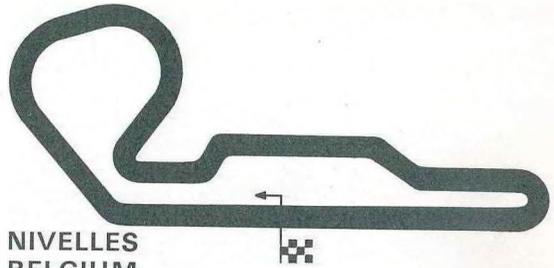
The race was first organised in 1926, and has been a huge success ever since then. The local inhabitants must be long-suffering indeed, because in opening up the track for four days of practice and racing it is necessary to close many of the principality's main roads. And when the Formula Three cars begin

practice on Friday morning, they act as a very unwelcome alarm clock, because their session begins at around 6.30 a.m!

Unlike other drivers, most of whom come to Monaco with experience gained in Formula Three, Emerson Fittipaldi went there for the first time in 1971 without any sort of knowledge of the track. He made up for this in 1972 by whipping his John Player Special round the track faster than anyone before or since on the second day of practice, and that meant that he started for the first time in a Championship round from pole position, because it rained solidly for the rest of the weekend. "In the dry, Monaco demands a very delicate touch", says Emerson. "With all those solid walls and kerbs, it is much more dangerous than most other circuits of my experience, and there is no room to make any sort of a mistake. Jackie Stewart taught me that the way to drive there was to be gentle with the car, to slide it as little as possible and to be precise when braking, accelerating and changing gear.

The 1972 race there, with heavy rain all through the race, was the most dangerous that I have ever done. Because I am still quite new in Grand Prix racing, I think that Graham Hill's opinion of the race was more important than mine, because he has been racing at Monaco for 14 years, and has won five times. After the race, Graham said to me, 'I can't remember having raced in such terrible conditions before. In weather like that, they should have cancelled the race and held a regatta instead.' I must say I agreed."

In fact, although Emerson had all sorts of difficulties in the race—including a couple of trips down the escape road while following Clay Regazzoni very closely—he brought his car home in third place. The rain slowed the pace so much that the 80 laps took two and a half hours to complete, and Emerson was absolutely exhausted when it was all over. Let's hope that this year the Monaco Grand Prix is back to its sunny self again.



NIVELLES BELGIUM

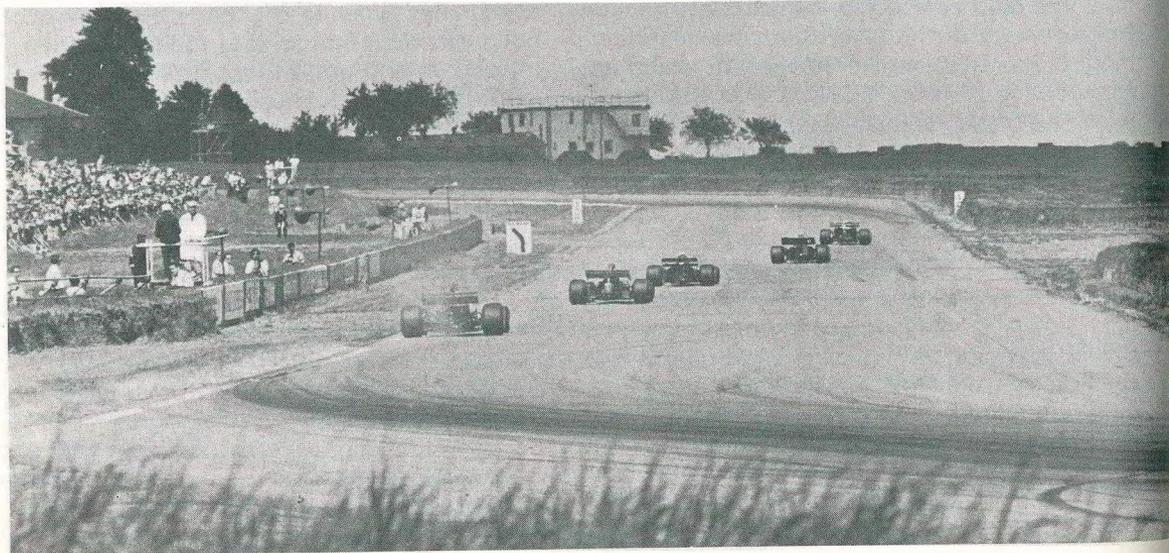
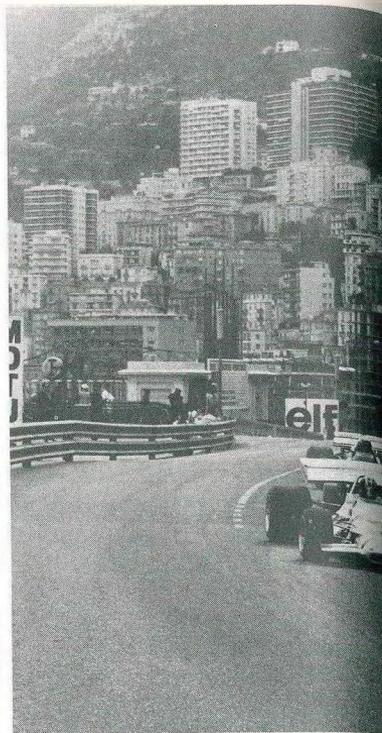
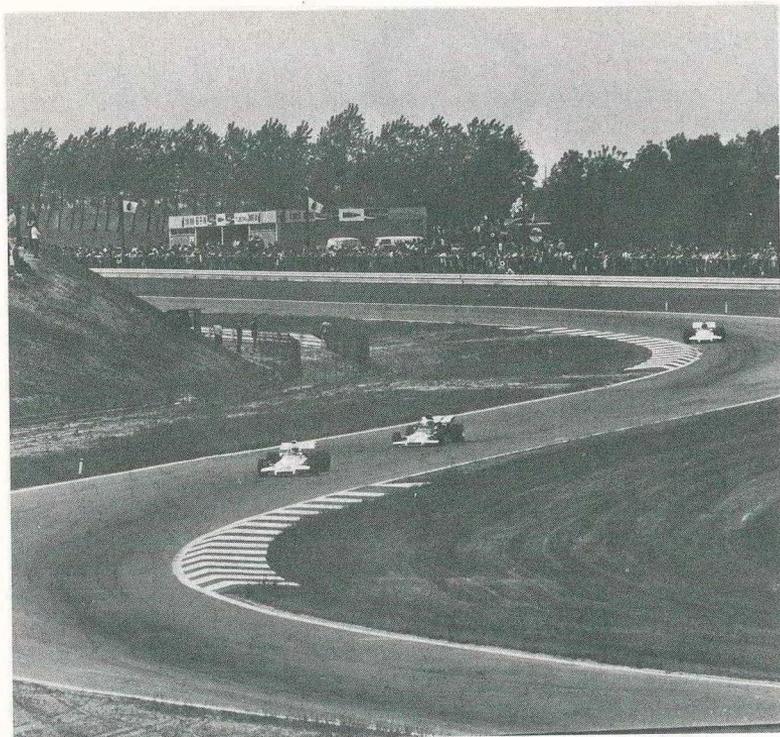
Everyone who raced in the 1972 Belgian Grand Prix at Nivelles, 30 kms from the centre of Brussels, was a complete novice, as far as the circuit was concerned, because it had only been completed a matter of months before. Nivelles was built as an alternative to Spa-Francorchamps, with all the safety facilities which that famous road circuit lacks, and although the spectators have to watch from some distance, the drivers liked the new track.

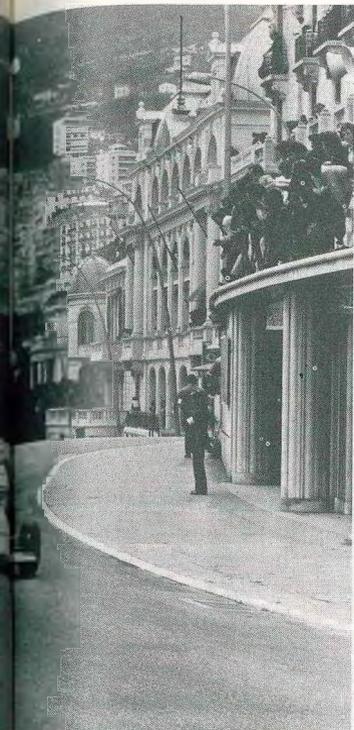
"For its length, 2-3 miles, I think Nivelles is a good circuit," says Emerson Fittipaldi. "It is quite fast and has a good variety of interesting corners, but there aren't many places to pass, and the only really safe place to overtake is at the hairpin, under braking. The track has everything which a modern circuit requires: good pits, lock-up garages for the mechanics to work in and good Press facilities."

The history of Nivelles, though short, is significant. Belgium's traditional Grand Prix circuit, at Spa-Francorchamps, had been a spectacular racing venue since before the Second World War, but the local club had gradually eased corners and cut out slow sections to make it faster. A true road circuit, it had houses and fields, telegraph poles and milestones, dotted along its length.

"I never raced at Spa," says Emerson, "so I am not able to comment. But its reputation was bad, and I think it was far-sighted of the Belgians to build Nivelles, because with the demands for greater safety in tracks, I am sure that this is the type of circuit which is going to be used in the future."

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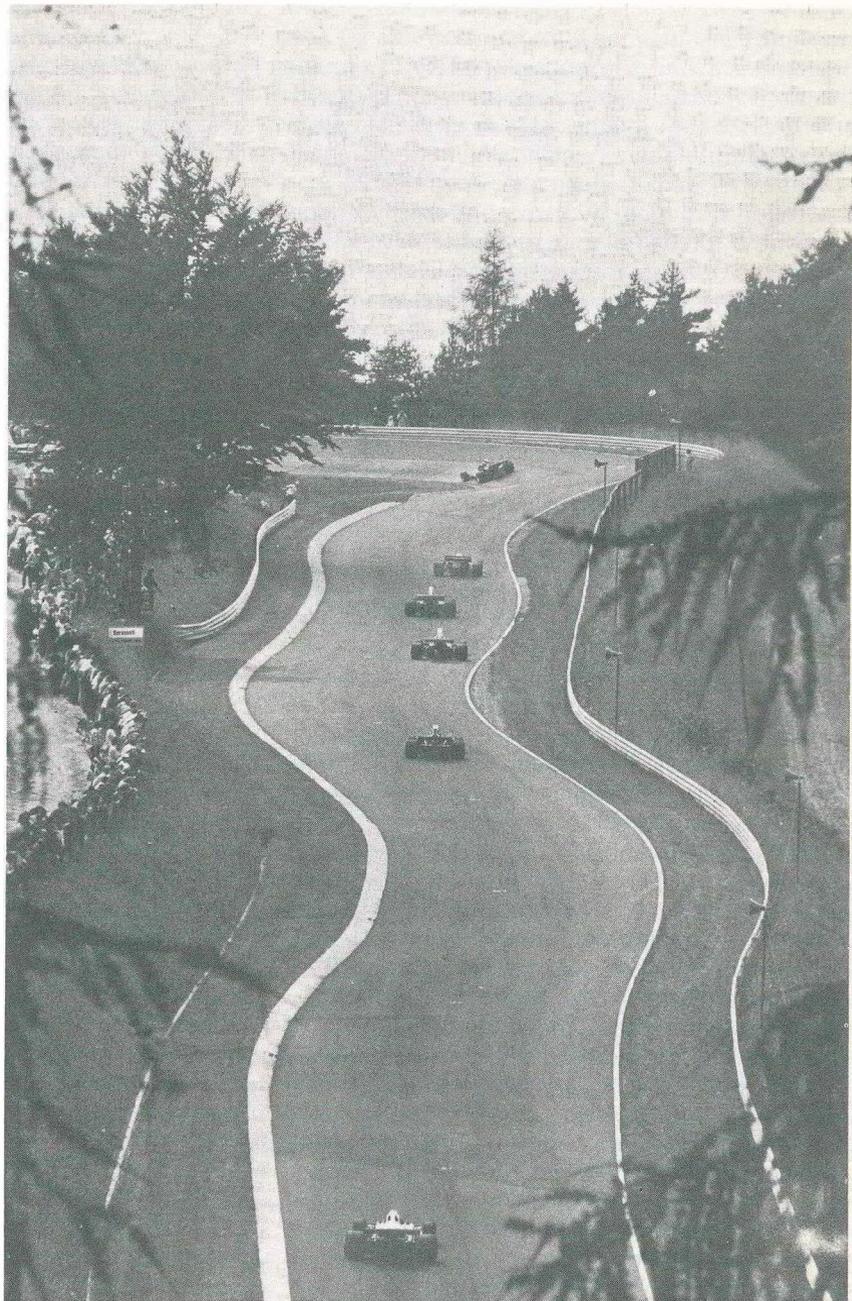


Left: *A Bleak Outlook* – The flat terrain of the old airfield at Silverstone has few gradients, but several difficult corners

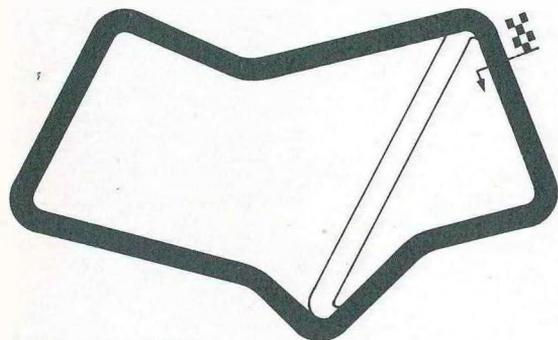
Top left: *Baptism of a Circuit* – Nivelles, with its superb safety facilities, was completed only a few months before it played host to the 1972 Belgian Grand Prix

Above: *Round the Houses* – Monaco's inhabitants don't need to leave their homes to savour the excitement

Right: *Paths of Glory* – The road to the famous Nurburgring Karussel



There was criticism for Nivelles at its first meeting, a round of the European Formula 5000 championship, at the end of 1971. Many of the promised facilities had not been completed, and the drainage of the track was poor, with the result that cars which slithered off the tarmac managed to get stuck irretrievably in the mud. But more work during the winter brought a dramatic improvement, and with better promotion, it seems that Nivelles will become one of Europe's best-known race venues.



SILVERSTONE NEAR NORTHAMPTON

The history of the circuit at Silverstone is indelibly linked with the proud renaissance of post-war British motor racing. When hostilities were over, and people could get back to their pre-war pastimes, they found that Brooklands and Donington Park—the two most popular pre-war circuits—were out of use.

A substitute had to be found, and it had to be cheap. What better, therefore, than to convert old military airfields into race circuits? That's just what the British Racing Drivers' Club did at Silverstone, and in 1948 they organised the British Grand Prix. The track they used was very different from the one which will be used for the John Player Grand Prix in July, but then there have been many changes in the quarter-century since 1948.

"In Formula One, I think it's one of the fastest

circuits in Europe, now", says Emerson Fittipaldi. "I drove there first in a Formula Ford, and there seemed to be a lot of long straights and not many corners. One year later, I was trying a Formula One Lotus there, and the straights had turned into very short straights, and there seemed to be many more corners than before!"

Does Emerson have any criticism of Silverstone? "The only thing is that it's so very flat, without many gradients. But it's a very interesting circuit to drive, especially in a fast car, and there are four or five very difficult corners. Most of the corners give understeer to the car, so my technique is to brake late and throw the car into oversteer, trying to throw the back of the car a bit."

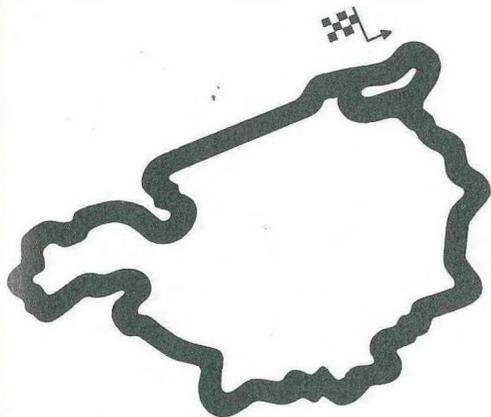
From the Dunlop tower, overlooking Woodcote Corner, there is a splendid view of the racing. Woodcote itself is the fastest corner on the circuit, and it's a great place to watch the best drivers at work. "In my Formula Ford, I was going very fast", remembers Emerson. "To take Woodcote flat was very difficult, and it's even more exciting in Formula One, because we take the corner almost flat in top gear. The track is quite wide, but to do it properly you have to choose your line very carefully. You can see this by watching Formula One drivers: they keep to the same line at most corners."

Silverstone also has a smaller, slower, club circuit. It's one of the most popular in England, and is in use almost every weekend. The British Racing Drivers' Club now owns the freehold of the circuit, and has put in hand a major programme of circuit safety improvements which have had the additional effect of improving viewing at many places by raising spectating points.

For private testing, too, the track is ideal. At least one top-line Formula One race takes place there each season—plus the Grand Prix every alternate year—and it is possible to hire the circuit for private testing, so teams can

make periodic visits to ensure that they are keeping up with car developments.

With the building of the M1 Motorway, Silverstone in its central position has become a very accessible circuit for thousands of people. Grand Prix day there has an atmosphere all its own, especially if the sun is shining, and it's definitely a race not to be missed.



NURBURGRING WEST GERMANY

Ask any Grand Prix driver which is his favourite circuit, and the likely answer will be "the Nürburgring, of course". Emerson Fittipaldi is no exception: he says: "Oh yes, I also think that the best circuit is Nürburgring . . . it's the circuit which I most enjoy to drive."

When a racing driver says that he "enjoys" driving at a particular circuit, he doesn't mean it's easy, far from it. What he's trying to say is that the circuit keeps him—and his rivals—really busy, enabling them to show their talents to their fullest advantage. And there's no circuit which keeps a driver busier than Nürburgring. It is 14 kilometres of undulating road in the Eifel mountains of West Germany, with crests and dips where the car alternately lifts all four wheels off the ground or bottoms on its suspension.

One Formula One driver who had never raced at the Nürburgring before decided to start learning the track by walking round it. Although Emerson has not done that, he spent several days before his first race there at the wheel of his mother's long-suffering Alfa-Romeo, just trying to memorise the order in which the corners turned.

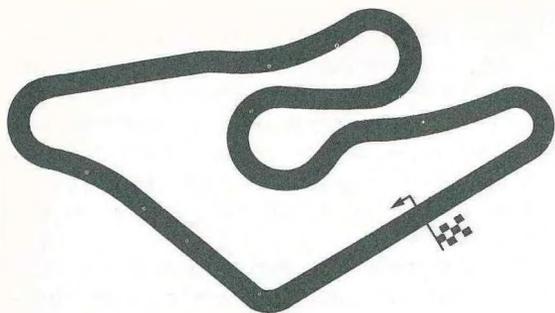
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"At that time, I felt that the circuit was very dangerous" he recalls. "There was very little guard-rail, and if you made a mistake, you usually ended up in the trees or in a ditch. I don't think they had made sufficient changes since the circuit was built in 1926."

That same year, 1970, the German Grand Prix was moved to Hockenheim while the Nürburgring's circuit owners began the alterations which were so necessary. They levelled out most of the bumps, filled in the ditches, cut down trees and erected miles of guard-rail. The 'new' Nürburgring was back in action in time for the 1971 German Grand Prix, and even the traditionalists had to agree that the circuit had lost none of its classic 'character'.

The drivers, too, were delighted. "It's just as difficult as before," said Emerson. "In fact, I think it's a bit more difficult, because you're going faster in a lot of places and you have to get into a 'rhythm' on the downhill sections. The safety measures have proved themselves, too. My brother Wilson had a big accident after a tyre punctured while he was testing at the 'Ring with his Formula Two car, and although the car was very badly damaged, Wilson was unhurt. He would not have been so lucky before the alterations were made."

Although Emerson has raced only three times at Nürburgring, in Formula One he has always struck trouble. But his ambition is to see what he can do about challenging 'Ringmeister' Jacky Ickx. Says Emerson, "I want very much to have a good result at Nürburgring. Jacky Ickx knows the circuit very well, but I don't think he's unbeatable . . . maybe it will be my turn next year."



THE OSTERREICHRING ZELTWEG, AUSTRIA

When Austria first held a Formula One Grand Prix race in 1964, the track used was a bumpy military airfield at Zeltweg in the southern part of the country called Styria. Lying in rolling foothills, it was a beautiful holiday area, but the track was far from suitable for a World Championship race. It dropped out of the calendar until 1969, by which time the industrious Austrians had constructed a superb new track near to the airfield. That track, the Osterreichring, has now become one of the most scenic and popular of all Grand Prix circuits.

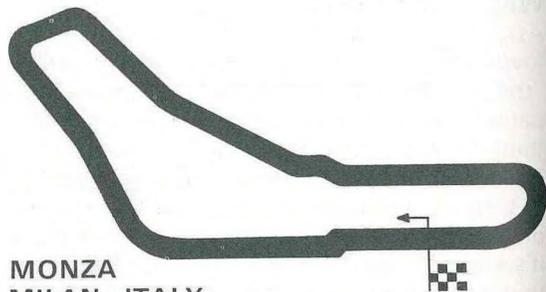
Its reputation is well deserved, for although the circuit is entirely artificial, it retains the essential features of a real road circuit. It is fast—perhaps too fast for anything but very powerful cars—very challenging and well appointed. Perhaps there aren't enough hotel rooms in the locality, but the locals bring their tents and spend a weekend in the sunshine, watching the race from the natural sloping grandstands of the hilly surrounding countryside.

"I always like fast circuits, and the Osterreichring is now one of the fastest in the world", says Emerson Fittipaldi. "It is also very safe, and the organisers always make sure that they are up to date with their safety modifications. In 1972 they tried out some special catch fences. Nobody needed to use them, but it was very reassuring to have them. To drive, you must have the car very well set up at Oster-

reichring, and we found that our tyre-testing there for the 1972 Austrian Grand Prix helped us a lot in the race."

The holiday atmosphere prevails night and day at the track. The campers are catered for in beer tents, where Tyrolean bands and rock groups (either, to your taste) belt out amplified music while flustered waitresses in dirndls rush around, their trays loaded with beer and sausages. Meanwhile, in the paddock, the mechanics toil in the open air under floodlights to extract the last bit of performance from their cars.

It's all in noisy contrast with the normal sleepy nature of the Styrian countryside, and the confusion isn't helped by the huge influx of Italians from across the nearby border, who come to cheer their favourite Ferraris. But once the race is over and the flag has dropped, they all join a huge traffic jam outside the circuit in order to get back home. The drivers and team managers are invariably air-lifted back from the old airfield where it all started not so long ago, probably wishing that Britain could have a circuit with the scenery and atmosphere of the beautiful Osterreichring.



MONZA MILAN, ITALY

Grand Prix races have been held at Monza since 1922, which makes it the oldest race track still in use for Grand Prix racing. A variety of circuits has been available, but the famous banked part of the track became much too bumpy for modern-day cars in recent years, and the high speed road circuit—3.4 miles—has been used.

All the corners are fast, so fast in fact that Monza became the place where 'slipstreaming' (using another car's vacuum to improve one's own performance) was practised *par excellence*.

Emerson Fittipaldi speaks out strongly against the dangers of slipstreaming. "I think it should be banned altogether", he says. "It gives opportunities for a bad driver to dice together with a good driver, and for this reason Monza was not selective. All through the history of motor racing, slipstream circuits have produced surprise winners, people who never expect to win, with bad handling cars too, because handling is not so important."

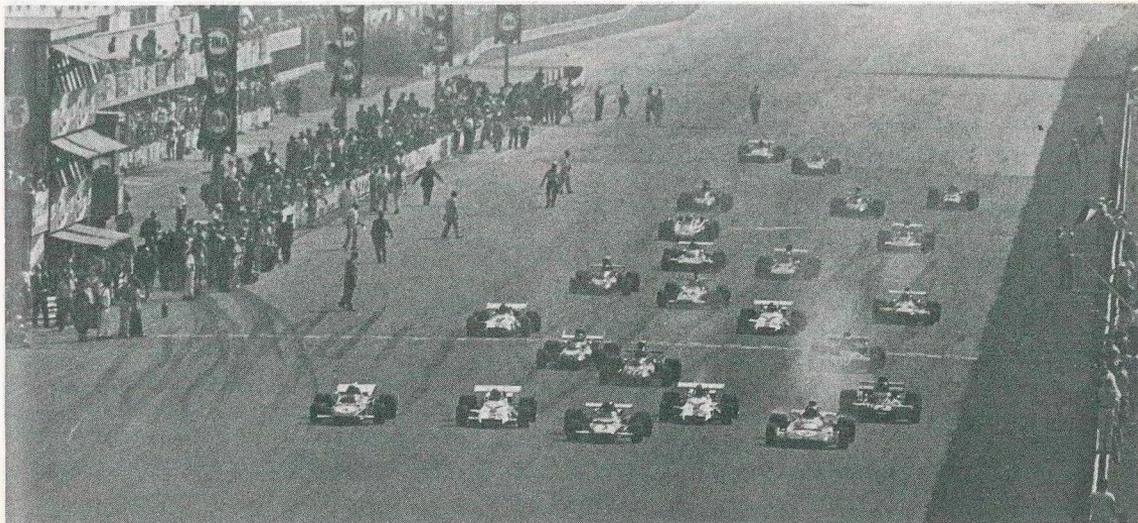
For the 1972 race, the Monza authorities promised fairly drastic alterations to the old Monza layout. They hoped to make some "ess" bends off the old track, to slow the cars and reintroduce a skill element into the racing in place of the closely matched groups which had become such an element of the Italian Grand Prix. Of the two additional corners at Monza, in 1972, only one was a true "ess", and that an acute one.

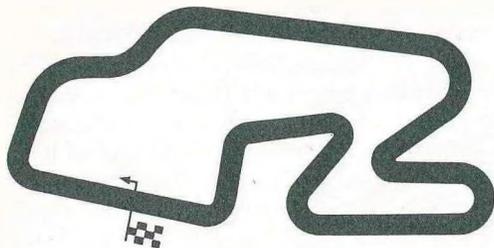
"I really didn't like the chicanes," said Emer-

son, "I prefer a proper 'ess' . . . there was only room for one car, and this could be dangerous. But it was better than slipstreaming, because with ten or 12 cars slipstreaming together at 170 m.p.h., if someone has a puncture, or an engine blow up, then you could have a terrible shunt, with cars going over the barrier and into the crowd. There's a chance that an accident like that could stop racing all over the world."

As things turned out, it was an accident *on the road* to Monza which almost scotched Emerson's chances in the 1972 Italian Grand Prix: the truck carrying his John Player Special overturned into a ditch outside Milan, damaging both the racing car and a couple of the mechanics. But a spare car was at hand and, despite a last minute panic when a fuel tank burst as the car was being warmed up, Emerson outran all the opposition to win a clear-cut victory and the 1972 World Championship. As he said afterwards: "The Italians treated me just like one of themselves, and I think they were almost as happy to have someone with an Italian name win the race as they would have been to see a Ferrari in front."

The Wide One – The broad expanse of the starting grid at Monza





WATKINS GLEN NEW YORK, USA

Emerson Fittipaldi raced at Watkins Glen for the first time in 1970. It was only his fourth-ever Grand Prix, and his first in a Lotus 72, yet he pulled off a win which guaranteed a posthumous World Championship for his idol Jochen Rindt and showed that Emerson too had the style of a Champion.

"At that time, the track was very short", he remembers. "The lap time was only a little bit more than one minute, and it was really too short for a Grand Prix." Less than a year later, Watkins Glen had been completely rebuilt by the enterprising Watkins Glen Grand Prix Corporation, using money raised almost entirely within the small rural community of Watkins Glen itself.

"It was incredible what they had done", says Emerson. "They had extended the track by more than half, widened it, resurfaced it and erected new guard-rails. The pits had been completely rebuilt and a new garage built for the mechanics to work on the cars. It is always

difficult to state things definitely, but in my opinion Watkins Glen is now one of the five best circuits in the whole world."

So the circuit now matches the standards of the prize fund, which has always been high. Emerson's 1970 win earned for Gold Leaf Team Lotus a sum well in excess of 50,000 dollars, and when Jackie Stewart and François Cevert finished first and second for Ken Tyrrell in the 1972 U.S. Grand Prix, Tyrrell took more than 100,000 dollars back home to England with him.

The Americans pay well because they have excellent crowds, who pay a great deal of money to see the race. For them, it's a once-a-year beanfeast, an occasion which they look forward to. Young and old alike, they bring their tents and their mobile campers to Watkins Glen, putting up quite often with bitter cold, and just enjoy themselves.

The racing is invariably good, too. With all that prize money, the teams make maximum effort, often entering three cars. The drivers, too, play their part, and in the year that he won Emerson had to hurry up in the closing stages of the race because Jacky Ickx—who had made a brief stop with his Ferrari—looked like catching him.

In 1972, for the first time at Watkins Glen, there were crowds of young Brazilians carrying flags and cheering for the Brazilian drivers in the race. It had been a common sight at all the European races, but for the Americans it marked a real turning point. The Latin-Americans were back in the racing business in a big way.

THE GRAND PRIX TEAMS



BRABHAM

Motor Racing Developments Ltd, Byfleet Road, New Haw, Weybridge, Surrey, England. Weybridge 46626

Year formed: 1961

First Formula One race: German GP 1962

Personnel:

Managing Director: Bernard Ecclestone

Secretary to Racing Division: Ann Jones

Chief Designer F1: Gordon Murray

Chief Production Designer: Geoff Ferris

Chief Mechanic: Bob Dance

Mechanics to Wilson Fittipaldi: Ian Taylor and Alan Turner

Mechanics to Carlos Reutemann: Kerry Adams and Derek Walker

I/c training car: Robin Young

I/c engine and gearbox rebuilding: Wally Rawlins and R. Cakebread

I/c fabrication: Nick Goozee

I/c glass-fibre: Paul Amon

1973 GP Team: Carlos Reutemann, *Argentina*, Wilson Fittipaldi, *Brazil*

Team's Major Successes:

1966: Drivers' World Championship, Jack Brabham. Constructors' Championship

1967: Drivers' World Championship, Denny Hulme. Constructors' Championship

Formula One victories:

1964: French and Mexican GPs (Dan Gurney)

1966: French, British, Dutch and German GPs (Jack Brabham)

1967: Monaco and German GPs (Hulme), French and Canadian GPs (Brabham)

1969: German and Canadian GPs (Jacky Ickx)

1970: South African GP (Jack Brabham)

1971: GKN/Daily Express International Trophy, Silverstone (Graham Hill)

1972: Brazilian GP, Interlagos (Carlos Reutemann)

Past and present Brabham drivers (F1):

Jack Brabham, Dan Gurney, Denny Hulme, Jochen Rindt, Jacky Ickx, Rolf Stommelen, Tim Schenken, Graham Hill, Carlos Reutemann, Wilson Fittipaldi

Occasional works drivers: Frank Gardner, Kurt Ahrens, Dave Charlton, Giancarlo Baghetti, John Watson

Souvenirs, team stickers, photographs, etc.: Write direct to above address



BRM

MARLBORO-B.R.M.

British Racing Motors, Bourne, Lincolnshire, England, PE10 9LF. Bourne 2327

Year formed: 1949 (became part of the Owen Organisation in 1953)

First Formula One race: Daily Express Trophy Race, Silverstone 1950 (failed to leave start-line—transmission failure)

Personnel:

Chairman and Joint Managing Director: Louis T. Stanley



Concentration – Mr and Mrs Louis Stanley

Joint Managing Director: Jean Stanley
Directors: Raymond Mays, William Holmes and Peter Spear
Company Secretary: James Sandicombe
Team Engineer: Tim Parnell
Chief Engineer: Peter Windsor-Smith
Chief Designer (Cars): Michael Pilbeam
Chief Designer (Transmissions): Alex Stokes
Chief Mechanic: Alan Challis
Mechanics: Gerry van der Weyden, Peter Bottomley, Tony Connor, David Stubley
Gearboxes: Ben Casey
Engines: Willie Southcott
1973 GP Team: Clay Regazzoni, *Switzerland*, Vern Schuppan, *Australia*, Jean-Pierre Beltoise, *France*, Niki Lauda, *Austria*
Team's Major Successes:
 1962: Drivers' World Championship, Graham Hill. Constructors' Championship
Formula One victories:
 1959: Dutch GP (Jo Bonnier)
 1962: Dutch, German, Italian and South African GPs
 1963: Monaco and United States GPs
 1964: Monaco and United States GPs
 1965: Monaco, Italian and United States GPs
 1966: Monaco GP
 1970: Belgian GP
 1971: Austrian and Italian GPs
 1972: Monaco GP, John Player Challenge Trophy (Brands Hatch)

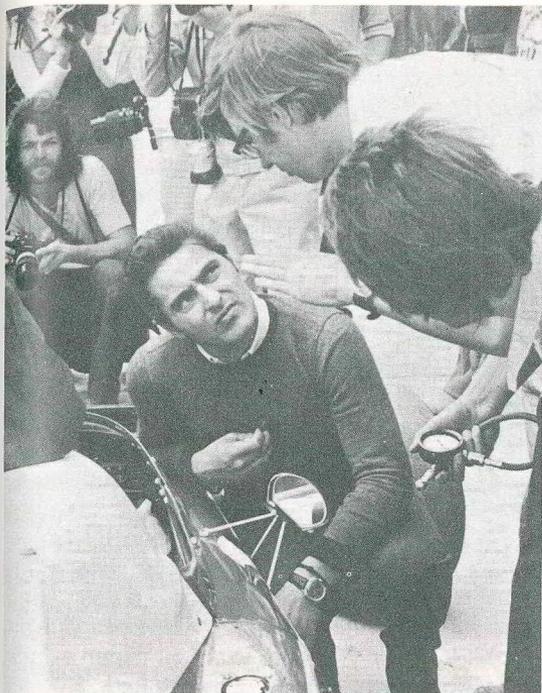
Past and present B.R.M. drivers (F1):

Ken Wharton, Reg Parnell, Froilan Gonzales, Ron Flockhart, Juan Manuel Fangio, Mike Hawthorn, Peter Collins, Roy Salvadori, Peter Walker, Hans Stuck, Mackay Fraser, Jack Fairman, Les Leston, Maurice Trintignant, Tony Brooks, Jean Behra, Harry Schell, Joachim Bonnier, Stirling Moss, Dan Gurney, Graham Hill, Richie Ginther, Jackie Stewart, John Surtees, Mike Spence, Jackie Oliver, Vic Elford, Pedro Rodriguez, Jo Siffert, Bobby Unser, Bill Brack, Jean-Pierre Beltoise, Peter Gethin, Howden Ganley, Helmut Marko, Alex Soler-Roig, Reine Wisell, Vern Schuppan, Niki Lauda
Souvenirs, team stickers, photographs, etc.:
 Write to: Crawford Management Ltd., Redan House, 1 Redan Place, London W2 4SA



FERRARI

Scuderia Ferrari, Casella Postale 589, 41100 Modena, Italy. Modena 22 40 81; Maranello 94 11 61 and 94 11 88
Year formed: 1929 (Alfa-Romeo cars)
First Formula One race (with Ferrari car): Turin 1948
Personnel:
Chief Engineer: Allesandro Colombo
F1 Engineer and Team Manager: Giulio Ferrari
Chief Mechanic: Giulio Bosari
1973 GP Team: Jacky Ickx, *Belgium*, Arturo Merzario, *Italy*
Grand Prix victories:
 1951: British German and Italian GPs
 1952: Swiss, Belgian, French, British, German, Dutch and Italian GPs (all F2)



Multi-lingual – Ferrari's 1972 Team Manager, Peter Schetty

1953: Argentine, Dutch, Belgian, French, British, German and Swiss GPs (all F2)
 1954: British and Spanish GPs
 1955: Monaco GP
 1956: Argentine, Belgian, French, British and German GPs
 1958: French and British GPs
 1959: French and German GPs
 1960: Italian GP
 1961: Dutch, Belgian, French, British and Italian GPs
 1963: German GP
 1964: German, Austrian and Italian GPs
 1966: Belgian and Italian GPs
 1968: French GP
 1970: Austrian, Italian, Canadian and Mexican GPs
 1971: South African and Dutch GPs
 1972: German GP

Past and present Ferrari drivers (who have won World Championship races):

Froilan Gonzales, Alberto Ascari, Piero Taruffi, Mike Hawthorn, Giuseppe Farina, Luigi Musso, Juan Manuel Fangio, Peter Collins, Tony Brooks, Phil Hill, Wolfgang von Trips, Giancarlo Baghetti, John Surtees, Lorenzo Bandini, Lodovico Scarfiotti, Jacky Ickx, Clay Regazzoni, Mario Andretti

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JOHN PLAYER TEAM-LOTUS

John Player Team Lotus, Norwich, Norfolk NOR 92W, England. Wymondham 2016

Year formed: 1954 (Gold Leaf Team Lotus 1968, John Player Team Lotus 1972)

First Formula One race: 1958

Personnel:

Team Manager and Chairman: Colin Chapman, CBE, BSc Eng.

Competitions Manager: Peter E. Warr

Chief Designer (F1): Ralph Bellamy

Chief Designer (F2): Martin Waide

Design Engineer: Dave Baldwin

Design Draughtsman: Jeff Aldridge

Accountant: Manning Buckle

Assistant to Competitions Manager: Miss Trisha Strong

Buyer: Mike Watson

Chief Mechanic F1 Team: Eddie Dennis

Mechanics F1 Team: Rex Hart, Jim Pickles,

Keith Leighton, Yoshiatso Itoh, Steve May,

Trevor Seaman

Chief Mechanic F2 Team: Ian Campbell

Mechanics F2 Team: John Robinson, Steve

Gooda, Robert Clark, Mike Smythe

Inspector: John Murray



In jovial mood – Colin Chapman

Development Section: Colin Knight, Roy Franks, Frank Cubitt

Transport driver F1 Team: Vic McCarthy

Transport driver F2 Team: Mike Norman

Workshop Assistant: Brian Leighton

1973 GP Team: Emerson Fittipaldi, *Brazil*, Ronnie Peterson, *Sweden*

Team's Major Successes:

1963: Drivers' World Championship, Jim Clark. Constructors' Championship

1965: Drivers' World Championship, Jim Clark. Constructors' Championship

1968: Drivers' World Championship, Graham Hill. Constructors' Championship

1970: Drivers' World Championship, Jochen Rindt. Constructors' Championship

1972: Drivers' World Championship, Emerson Fittipaldi. Constructors' Championship

Championship

Formula One victories:

1961: United States GP (Innes Ireland)

1962: Belgian and British GPs (Jim Clark)

1963: Belgian, Dutch, French, British, Italian, Mexican and South African GPs (Jim Clark)

1964: Dutch, Belgian and British GPs (Jim Clark)

1965: South African, Belgian, French, British Dutch and German GPs (Jim Clark)

1966: United States GP (Jim Clark)

1967: Dutch, British, United States and Mexican GPs (Jim Clark)

1968: South African GP (Jim Clark), Spanish, Monaco and Mexican GPs (Graham Hill)

1969: Monaco GP (Graham Hill) and United States GP (Jochen Rindt)

1970: Monaco, Dutch, French, British and German GPs (Jochen Rindt), United States GP (Emerson Fittipaldi)

1972: Spanish, Belgian, John Player, Austrian and Italian GPs (Emerson Fittipaldi)

Past and present Lotus drivers (F1):

Cliff Allison, Graham Hill, Innes Ireland, Jim Clark, Trevor Taylor, Alan Stacey, John Surtees, Peter Arundell, Mike Spence, Pedro Rodriguez, Mario Andretti, Jochen Rindt, John Miles, Reine Wisell, Emerson Fittipaldi, Giancarlo Baghetti, Jackie Oliver, Moises Solana, Tony Trimmer, Bill Brack, Richard Attwood, Wilson Fittipaldi, Dan Gurney, Walt Hansgen, Jack Brabham, Dave Charlton, Dave Walker, Ronnie Peterson

Souvenirs, team stickers, photographs, etc.:

Write to John Player Team Lotus Supporters Club, Dpt. MSYB, NOR 92W, Norfolk



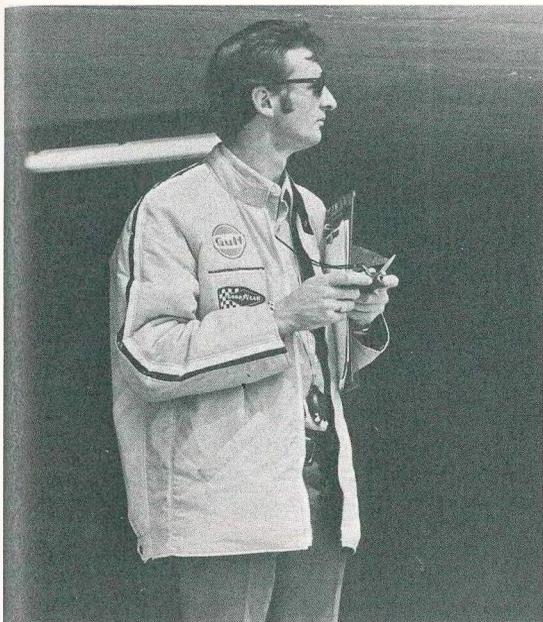
YARDLEY-McLAREN

Bruce McLaren Motor Racing Ltd, 17 David Road, Poyle Estate, Colnbrook, Bucks, England. Colnbrook 2291

Year formed: September 2nd 1963

First race: Tasman (2.5 litre Cooper) 1964

First Formula One race: Monaco GP 1966



Counting the seconds – McLaren Team Director, Phil Kerr

Formula One victories:

1968 Belgian GP (Bruce McLaren). Italian and Canadian GPs (Denny Hulme)

1969: Mexican GP (Denny Hulme)

1972: South African GP (Denny Hulme)

Past and present McLaren drivers (F1):

Bruce McLaren, Denny Hulme, Dan Gurney, Peter Gethin, Andrea de Adamich, Jackie Oliver, Peter Revson, Brian Redman, Jody Scheckter

Souvenirs, team stickers, photographs, etc.:

Write direct to above address



STP-MARCH

March Engineering Ltd, Murdock Road, Bicester, Oxfordshire, England. Bicester 3993 (Telex: 83553)

Year formed: November 7th, 1969

First Formula One race: South African GP 1970

Personnel:

Directors: Max Mosley, Robin Herd, Jonathan Guinness

Chief F1 Mechanic: Pete Kerr

Chief F2 Mechanic: Jon Redgrave

F1 Mechanics: Dave Sims, Don McKenzie and Dave White

Febricator: Dave Buller

Team Manager: Peter Briggs

I/c spares and Assistant Team Manager: Jim Eccles

1973 GP Team: Jean-Pierre Jarier, *France*

Team's Major Successes:

1970: Chris Amon: 1st in Daily Express International Trophy at Silverstone

1971: Ronnie Peterson: 2nd in Drivers' World Championship with 33 points including 2nd placings in Monaco, British, Italian and Canadian GPs

1971: Ronnie Peterson: European Formula Two Champion

Personnel:

Team Directors: Teddy Mayer and Phil Kerr

Chief Engineer: Tyler Alexander

Chief Designer: Gordon Coppuck

Chief Mechanic F1: Alastair Caldwell

F1 Mechanics to Denny Hulme: Barry Sullivan and Peter Davies

F1 Mechanics to Peter Revson: Dave Luff and Phil Sharp

F1 Mechanics (T car): Ian Griffiths and Peter Bruin

Transport and spares: Roy Reader

1973 GP Team: (Yardley McLaren) Denny Hulme, *New Zealand*, Peter Revson, *USA*, Jody Scheckter, *South Africa*

Team's Major Successes:

Can-Am Champions 1967, 1968, 1969, 1970 and 1971. Second in F1 Constructors' Championship 1968. Third in F1 Constructors' Championship 1972

1972: Niki Lauda: 1st in John Player F2 Championship

Past and present STP-March drivers (F1):

Chris Amon, Jo Siffert, Ronnie Peterson, Alex Soler-Roig, Andrea de Adamich, Niki Lauda, Nanni Galli, Jean-Pierre Jarier

Souvenirs, team stickers, photographs, etc.:

Send s.a.e. to Nick Brittan Associates, 35 Alwyne Road, London N1



rondel racing limited

TEAM MOTUL RONDEL

Rondel Racing Ltd, 1 Burfield Road, Old Windsor, Berkshire, England. Windsor 52212

Year formed: 1971 (Formula One 1973)

Personnel:

Chairman: Tony Vlassopolus

Managing Director: Ron Dennis

Technical Director: Neil Trundle

Publicity Director: John Hogan

F1 Designer: Ray Jessop

First Formula One race: Mid 1973

1973 GP Team: Tim Schenken, *Australia*

Past and present drivers (F2):

Tim Schenken, Carlos Reutemann, Graham Hill, Henri Pescarolo, Jean-Pierre Beltoise, Bob Wollek, Derek Bell, Jean Max, Reine Wisell, Ronnie Peterson

UOP SHADOW

Nichols Advanced Vehicle Systems Inc, Weedon Road Industrial Estate, Northampton NN5 5AJ, Northampton 51332 (extension 67)

Year formed: 1968

First Formula One race: South African GP 1973

Team Manager: Alan Rees

Chief Engineer: Tony Southgate

Detail Draughtsmen: John Gentry and Andy Smallman

Buyers: Richard Wilsher and Andy McLennan
Mechanics: Mike Lowman, Colin Moss and Larry Gerrish

Secretary: Mrs Carol Richardson

Workshop foreman: Roger Silman

Fabricators and sheet metal workers: Grant Warwick, Bill Wooldridge and Mike Loman

Machinist: Mike Buxton

(Other personnel: Brian Smith)

Team's Major Successes: (Can-Am series)

1971: 3rd Edmonton (Oliver)

1972: 2nd Mid Ohio, 3rd Donnybrooke, 4th Riverside, 4th Edmonton (Oliver)

1973 GP Team: Jackie Oliver, *Great Britain*, George Follmer, *USA*

Souvenirs, team stickers, photographs, etc.:

Write to M. Bernard Cahier, c/o Rene Lachat, Rue de Moillebeau 3b, 1211 Geneva 28, Switzerland



BROOKE BOND OXO

ROB WALKER

TEAM SURTEES

Team Surtees Ltd, Station Road, Edenbridge, Kent, England. Edenbridge 3773

Year formed: 1965 (F1 constructor from July, 1970)

First Formula One race: British Grand Prix 1970 (with car of own manufacture)

Personnel:

Managing Director: John Surtees

Chief F1 Mechanic: Bob Mills

F1 mechanics: Bernie Ferri, Jim Chisman, Steve Roby and Barrie Green

1973 GP Team: Mike Hailwood, *Great Britain*, Carlos Pace, *Brazil*



Working Things Out – John Surtees and Rob Walker

Team's Major Successes:

1970: 1st Oulton Park Gold Cup (John Surtees)

1971: 1st Oulton Park Gold Cup (John Surtees)

1972: 2nd Italian GP (Mike Hailwood), fastest laps at Kyalami and Silverstone (Mike Hailwood)

Past and present Team Surtees drivers:

John Surtees, Rolf Stommelen, Tim Schenken, Mike Hailwood, Andrea de Adamich, David Hobbs, Derek Bell, Sam Posey, Carlos Pace

Souvenirs, team stickers, photographs, etc.:

Available from above address

elf
Team
Tyrrell

ELF TEAM TYRRELL

Tyrrell Racing Organisation Ltd, Long Reach, Ockham, near Ripley, Surrey. Ripley (Surrey) 2525-6

Year formed: 1960

First Formula One race: South African Grand Prix 1968 with Matra-Ford. (First GP with Tyrrell-Ford: Canadian Grand Prix, September 20th, 1970)

Personnel:

Managing Director: Ken Tyrrell

Secretary, timekeeper, lap scorer: Norah Tyrrell

Design director: Derek Gardner

Works manager: Neil Davis

Joint chief mechanics: Roger Hill, Roland Law

1973 GP Team: Jackie Stewart, *Great Britain*, François Cevert, *France*

Team's Major Successes:

Jackie Stewart: Drivers' World Championship 1969 and 1971.

Constructors' Championship 1971

Formula One victories:

1968: Dutch, German and United States GPs. (Jackie Stewart 2nd in World Championship)

1969: South African, Spanish, Dutch, French, British and Italian GPs

1970: Spanish GP

1971: Spanish, Monaco, French, British, German and United States GPs. (François Cevert 3rd in Championship)

1972: Argentine, French, Canadian and United States GPs. (Jackie Stewart 2nd in World Championship)

Formula 2: Jacky Ickx, European Championship 1967 (Matra-Ford)

Team History:

1960 Formula Junior Drivers: John Surtees and Henry Taylor

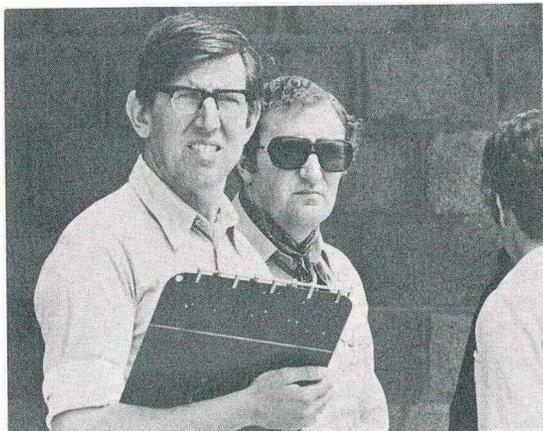
1961: Formula Junior Drivers: John Love and Tony Maggs

1962 Formula Junior Drivers: John Love and Tony Maggs

1963 Formula Junior Drivers: Timmy Mayer and Peter Procter

1964 Formula 3 Drivers: Jackie Stewart and Warwick Banks

1965 Formula 2 Drivers: Jackie Stewart and John Surtees



Successful Combination – Ken Tyrrell and Derek Gardner

1966 Formula 2 and Formula 3 Drivers: Jackie Stewart and Jacky Ickx

1967 Formula 2 Drivers: Jackie Stewart and Jacky Ickx

1968 Formula 1 Drivers: Jackie Stewart and Johnny Servoz-Gavin

1969 Formula 1 Drivers: Jackie Stewart and Jean-Pierre Beltoise

1970 Formula 1 Drivers: Jackie Stewart, Johnny Servoz-Gavin and François Cevert

1971 Formula 1 Drivers: Jackie Stewart and François Cevert

1972 Formula 1 Drivers: Jackie Stewart and François Cevert

Past and present Tyrrell drivers (F1):

Jackie Stewart, François Cevert, Jean-Pierre Beltoise, Johnny Servoz-Gavin, Peter Revson, Patrick Depailler



FRANK WILLIAMS ISO-MARLBORO

Frank Williams (Racing Cars) Ltd, 36 Bennet Road, Reading, Berkshire. Reading 85955 (Telex: Racecars Reading 847509)

Year formed: January 1st, 1968

First Formula One race: Daily Express International Trophy Meeting, Silverstone, April 1969

Personnel:

Director: Frank Williams

Designer: John Clark

Draughtsman: Peter Taylor

Chief Mechanic: Vince Higgins

Race mechanics on Ganley car: Mike Coyte and Bruce Bayliss

Race mechanics on Galli car: Bruce McIntosh and Laurie Billings

Gearboxes: Royce Creasey

Engines: Johnny Middleton and Chuck Gladding

Prototype shop: John Dornay, Bob Daly, Cobb Sheridan, John Waite and Colin Cook

1973 GP Team: Howden Ganley, *New Zealand*, Nanni Galli, *Italy*

Team's Major Successes:

Second Monaco GP 1969

Second United States GP 1969

Fourth British GP 1971

Past and present drivers:

Piers Courage, Tim Schenken, Henri Pescarolo, Carlos Pace, Brian Redman, Chris Amon, Nanni Galli

Souvenirs, team stickers, photographs, etc.:

Available from above address

Contemplation – Frank Williams and Ron Tauranac



THEY ALSO SERVED

Grand Prix racing could not flourish in its current, exotic form without the expensive and expert assistance of many major concerns. A modern Formula One car is nothing more nor less than a mobile laboratory—which places the very latest materials, methods and designs

under the stress of competition.

This 1972 roll of honour is intended to give the reader some insight into the multitude of interests involved in bringing the top cars to the starting flag. They are listed in alphabetical order.

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BRABHAM

Major sponsors: Esso Uniflo, Varga, Bardahl and Y.P.F. Tyres: Goodyear. Fuel: Esso. Oil: Uniflo. Brakes: Girling. Pads: Ferodo. Suspension dampers: Koni. Gearbox: Hewland. Clutch: Borg & Beck. Plugs: Champion. Injection: Lucas. Ignition: Lucas. Instruments: Smiths.

MATRA-SIMCA

Major Sponsors: Simca. Tyres: Goodyear. Fuel and Oil: Shell. Brakes: Lockheed. Pads: Ferodo. Suspension dampers: Koni/Armstrong. Gearbox: Hewland. Clutch: Borg & Beck. Plugs: Marchal. Injection: Lucas. Ignition: Ducellier-Matra. Instruments: Smiths/Air Equipment.

B.R.M.

Major Sponsors: Marlboro. Fuel and Oil: B.P. Tyres: Firestone. Brakes: Lockheed. Pads: Ferodo. Suspension dampers: Koni. Gearbox: B.R.M. Clutch: Borg & Beck. Plugs: Champion. Injection: Lucas. Ignition: Marelli. Instruments: Smiths.

YARDLEY-McLAREN

Major Sponsors: Yardley. Tyres: Goodyear. Fuel and Oil: Gulf. Brakes: Lockheed. Pads: Ferodo. Suspension dampers: Koni. Gearbox: Hewland. Clutch: Borg & Beck. Plugs: Champion. Injection: Lucas. Ignition: Lucas. Instruments: Smiths.

FERRARI

Major Sponsors: FIAT. Tyres: Firestone. Fuel and Oil: Shell. Brakes: Lockheed. Pads: Ferodo. Suspension dampers: Koni. Gearbox: Ferrari. Clutch: Borg & Beck. Plugs: Champion. Injection: Lucas. Ignition: Marelli. Instruments: Borletti.

POLITOYS-FORD

Major Sponsors: Politoys and Motul. Tyres: Goodyear. Fuel and Oil: Motul. Brakes: Girling. Pads: Ferodo. Suspension dampers: Koni. Gearbox: Hewland. Clutch: Borg & Beck. Plugs: Champion. Injection: Lucas. Ignition: Lucas. Instruments: Smiths.

JOHN PLAYER TEAM LOTUS

Major Sponsor: John Player. Fuel: Texaco. Oil: Havoline. Tyres: Firestone. Brakes: Girling. Pads: Ferodo. Suspension dampers: Koni. Gearbox: Hewland. Clutch: Borg & Beck. Plugs: Champion. Injection: Lucas. Ignition: Lucas. Instruments: Smiths.

SURTEES

Major Sponsors: Brooke Bond Oxo. Rob Walker. Tyres: Firestone. Fuel: B.P. Oil: Duckhams. Brakes: Lockheed. Pads: Ferodo. Suspension dampers: Koni. Gearbox: Hewland. Clutch: Borg & Beck. Plugs: Motorcraft. Injection: Lucas. Ignition: Lucas. Instruments: Smiths.

TECNO-MARTINI

Major Sponsors: Martini. Tyres: Firestone. Fuel and Oil: Burmah & Castrol. Brakes: Lockheed. Pads: Ferodo. Suspension dampers: Koni. Gearbox: Hewland. Clutch: Borg & Beck. Plugs: Motorcraft. Injection: Lucas. Ignition: Marelli. Instruments: Smiths.

STP-MARCH

Major Sponsor: STP. Tyres: Goodyear. Fuel: Fina. Oil: STP. Brakes: Girling. Pads: Ferodo. Suspension dampers: Koni/Armstrong (Koni/Armstrong/Bilstein on 721X). Gearbox: Hewland (March/Alfa-Romeo on 721X). Clutch Borg & Beck. Plugs: Champion. Injection: Lucas. Ignition: Lucas. Instruments: Smiths.

ELF-TYRRELL

Major Sponsor: Elf. Tyres: Goodyear. Fuel and Oil: Elf. Brakes: Girling. Pads: Ferodo. Suspension dampers: Koni. Gearbox: Hewland. Clutch: Borg & Beck. Plugs: Motorcraft. Injection: Lucas. Ignition: Lucas. Instruments: Smiths.

THE CHAMPIONSHIP CHALLENGERS

100 Profiles of the men who will be challenging for motor sport's most important title—The World Drivers' Championship. Included amongst the details of the more experienced campaigners you will find a unique guide to their GP results to date.

Key to abbreviations:

A Austrian GP
ARG Argentine GP
B Belgian GP
CDN Canadian GP
D German GP
E Spanish GP
F French GP
 dne—did not enter
 dnq—did not qualify
 dns—did not start

GB British GP
I Italian GP
MC Monaco GP
MEX Mexican GP
NL Dutch GP
USA US GP
ZA South African GP
 cr—crash
 nc—not classified
 pa—practice accident
 r—retired

CHRIS AMON New Zealander. Born 20th July 1943, Bulls, N.Z. Divorced. Son of a sheep rancher. First raced an A40 on neighbouring Levin track. Discovered by Reg Parnell. First Formula 1 race Easter Monday, Goodwood, 1963 when he was 19. Now a flyer and a race-horse owner, Chris has undoubtedly proved to be one of the unluckiest Grand Prix (GP) drivers of all. Time and again he has seemed certain to win a World Championship Grand Prix, but is still waiting for that elusive 'first' after battling on since 1963. Won Le Mans with his compatriot Bruce McLaren in 1966 and the non-Championship Argentine GP in 1971. Always seemed to be with the wrong team at the wrong time. Parnell 1963/1964/1965. McLaren 1966. Ferrari 1967/1968/1969. March 1970. Matra 1971 and 1972. In the French GP last season he had the consolation of being recognised as moral victor by the whole of the world's Press. He completely conquered the tortuous Clermont-Ferrand circuit and was a certain



AMON

winner until his now, notorious jinx struck again and he was temporarily halted with a puncture. But his fight back to third place was in the Moss tradition. The rest of the year was a catalogue of misfortune; his car failed to start in time in the Argentine and Germany; he ran out of petrol in Belgium and his brakes failed in Italy. Not surprisingly he has quit Matra and, after a financial dispute with March, is still looking for a 1973 drive at the time of writing.

1963

MC/dns B/r NL/r F/7th GB/7th D/cr I/pa USA/dne MEX/dne ZA/dne no points.

1964

MC/dnq NL/5th B/r F/11th GB/r D/r A/r I/dne USA/r MEX/r Pts. 2 Placed 16th.

1965

ZA/dne MC/dne B/dne F/r GB/dne NL/dne D/r I/dne USA/dne MEX/dne no points.

1966

MC/dne B/dne F/8th GB/dne NL/dne D/dne I/dne (2-litre) USA/dne MEX/dne no points.

1967**ZA/3rd MC/3rd NL/4th B/3rd F/r GB/3rd D/3rd CDN/6th I/7th USA/r MEX/9th Pts. 20 Placed 4th=.****1968****ZA/4th E/r MC/dne B/r NL/6th F/10th GB/2nd D/r I/r CDN/r USA/r MEX/r Pts. 10 Placed 10th.****1969****ZA/r E/r MC/r NL/3rd F/r GB/r D/dne I/dne CDN/dne USA/dne MEX/dne Pts. 4 Placed 12th.****1970****ZA/r E/r MC/r B/2nd NL/r F/2nd GB/5th D/r A/8th I/7th CDN/3rd USA/5th MEX/4th Pts. 23 Placed 6th.****1971****ZA/5th E/3rd MC/r NL/r F/5th GB/r D/r A/dne I/6th CDN/10th USA/12th Pts. 9 Placed 9th=.****1972****ARG/dns ZA/15th E/r MC/6th B/6th F/3rd GB (John Player)/4th D/15th A/5th I/r CDN/6th USA/15th Pts. 12 Placed 9th=.**

JEAN-PIERRE BELTOISE French. Born 6th April 1937, Paris. Married: Jacqueline (sister of François Cevert). Son of a butcher. Started as a motorcyclist and won eleven French national two-wheel championships. Became a mechanic at the Bonnet works, hoping to get a drive, and was suddenly thrown in at the deep end with a 1-litre Renault-Bonnet prototype drive in the Targa Florio 1963. His practice laps were quicker than his co-driver's but he didn't get first go and was still sitting in the pits when his co-driver retired the car. He was given his second chance at Nurburgring—again the deep end—and led the whole Bonnet team for four laps before his engine blew up. His third four-wheel drive was at Le Mans, where he finished eleventh, won the 1-litre class and took the Index of Thermal Efficiency Award. In 1964 raced Formula (F) 2 and GTs for René Bonnet but was lucky to survive a fiery crash in the Rheims 12-hour race. Still limps and has a weak left arm as a result. On his return six months later found Matra had taken over the René Bonnet firm and built a French F3 car. Beltoise gave them their first international success—back at Rheims—in 1965. Won the

French F3 Championship though still only half fit. Won F3 Monaco 1966 and drove the new Matra F2 car. Continued successfully in 1967 and even entered Grands Prix (GP)—plus ballast—in the F2 car finishing seventh in both the US and Mexican GPs. In 1968 he was at last given his real F1 chance when Jackie Stewart broke his wrist and Jean-Pierre was given his Matra-Ford for the Spanish Grand Prix. He led the race for four frantic laps until an oil leak sent him to the pits. Drove the French V-12 engined version for the rest of the season and also won the European F2 Championship. Became number two to Jackie Stewart in Ken Tyrrell's Matra-Ford team in 1969 and won the Paris 1000 Kms in the Matra V-12 sports car. Returned to lead the Matra team in 1970. Started 1971 tragically when he was charged with being responsible for the Italian Giunti's death in the Argentine 1000 Kms: Giunti had hit Beltoise's car as he was pushing it—on the track—back to the pits. Was disqualified from driving for a time but still gave of his best for Matra. Caused a sensation when he was picked as the new B.R.M. team-leader for 1972, but proved his worth by becoming the only driver to win for the Bourne brigade. His great

BELTOISE



moment was at Monaco when raw courage and cool control gave him victory in exceptionally dangerous, flooded conditions. He was the first Frenchman to win since Trintignant in 1958. Mixed fortunes followed but he triumphed in the last race of the season at Brands Hatch to give the Marlboro-B.R.M. P180 its only victory. Driving for B.R.M. again this season.

1968 (Matra F2; Matra-Ford and Matra V-12)
ZA/6th (F2 car) **E**/5th **MC**/r **B**/8th **NL**/2nd **F**/9th **GB**/r
D/cr **I**/5th **CDN**/r **USA**/r **MEX**/r **Pts. 11 Placed 9th.**

1969 (Matra-Ford)
ZA/6th **E**/3rd **MC**/r **NL**/8th **F**/2nd **GB**/9th **D**/6th **I**/3rd
CDN/4th **USA**/r **MEX**/5th **Pts. 21 Placed 5th.**

1970 (Matra-Simca)
ZA/4th **E**/r **MC**/r **B**/3rd **NL**/5th **F**/13th **GB**/r **D**/r **A**/6th
I/3rd **CDN**/8th **USA**/r **MEX**/5th **Pts. 16 Placed 8th.**

1971 (Matra-Simca)
ZA/dne **E**/6th **MC**/r **NL**/9th **F**/7th **GB**/7th **D**/dne **A**/dne
I/dne **CDN**/r **USA**/8th **Pts. 1 Placed 22nd.**

1972
ARG/dne **ZA**/r **E**/r **MC**/1st **B**/r **F**/15th **GB** (John Player)/
11th D/9th **A**/8th **I**/8th **CDN**/r **USA**/r **Pts. 9 Placed 11th=.**

MIKE BEUTLER British. Born 13th April 1943, Cairo, Egypt. Unmarried. Connected with motor racing since 1960, he did not start his career proper until 1968 when he received the backing of two London stockbrokers, Ralph Clarke and David Mordaunt, who have continued to support him right up to Formula (F) 1. On leaving public school, Mike joined the Chequered Flag racing team to help with administration and was even given a chance to race but damaged the car. After this, Mike switched to working for a theatrical agency but was soon back in motor racing as Assistant Secretary to the B.R.S.C.C. In 1966, he rejoined the Chequered Flag but it wasn't until 1968 that he persuaded the two stockbroker friends to sponsor him in Formula (F) 3. In his first full season, he competed in 54 races in one year with his second-hand Brabham. With a new F3 Brabham in 1969, he started to

show some excellent results. In 1970 he had yet another Brabham and was undoubtedly one of the top names in the Formula and won the important F3 race supporting the British Grand Prix, amongst others. In 1971, Clarke and Mordaunt recruited a third stockbroker to the sponsorship syndicate and made the headlines when they announced that not only were they providing Mike with an F2 March but also an F1 car. Rounded off 1971 F2 season with a win at Vallelunga. Throughout 1972, he campaigned a March again for the three stockbrokers plus Jack Durlacher. Rob Walker's former co-sponsor. But it was a grim year without a single point to show for a lot of endeavour.



CEVERT

FRANCOIS CEVERT French. Born 25th February 1944, Paris. Unmarried—a situation which may not last for long as he is one of the sport's most handsome drivers. Won his first car in the Shell-backed scholarship scheme in 1967 and became French Formula (F) 3 Champion in 1968. Tecno gave him an F2 drive in 1969 and he had sports car drives for Matra in 1970. Finished 7th in F2 Championship 1970.

5th in 1971. Ken Tyrrell gave him his first F1 drive at Zandvoort, 1970 after Johnny Servoz-Gavin had retired. He scored one point at Monza. Came into his own in 1971 with a fine US GP win, two seconds to Stewart and a third place in the World Championship. In 1972 he didn't quite live up to his 1971 promise, except on two occasions. In Belgium he scored a fine second placing in Jackie Stewart's absence, and he again proved his liking for both Watkins Glen and dollars by finishing second in the US Grand Prix. He was also second at Le Mans, and drove a very brave race at Clermont-Ferrand after a severe practice crash. Tried his hand at Can-Am racing and won the Donnybrooke round in a privateer McLaren. Will again be campaigning with Jackie Stewart this year.

1970

NL/r F/11th GB/7th D/7th A/r I/6th CDN/9th USA/r MEX/r Pts. 1 Placed 21st=.

1971

ZA/r E/7th MC/r NL/r F/2nd GB/10th D/2nd A/r I/3rd CDN/6th USA/1st Pts. 26 Placed 3rd.

1972

ARG/r ZA/9th E/r MC/18th B/2nd F/4th GB (John Player)/r D/10th A/9th I/r CDN/r USA/2nd Pts. 15 Placed 6th=.

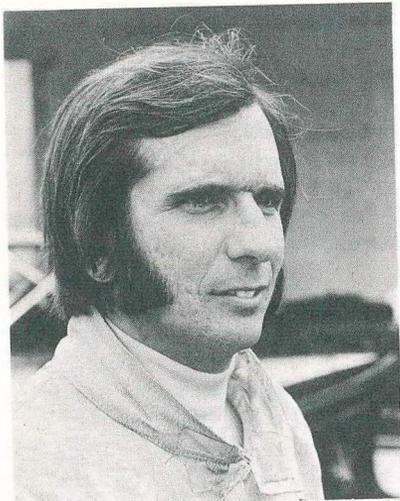
ANDREA DE ADAMICH Italian. Born 3rd October 1941, Trieste. Married: Donatella. Made his name in saloon car racing. Andrea was born of wealthy parents and while studying for a law degree, became interested in racing and started to tune his Triumph TR2. In 1962 he was competing in hill climbs and soon he started saloon car racing. By 1965 he scored his first major victory in the Monza 4-Hours driving an Alfa-Romeo and was also doing well in Italian F3 events. In 1966, he swept all before him in the European Touring Car Championship with a works Alfa-Romeo

GTA. He won the Championship that year and in 1967 and showed skill in Alfa T33 sports cars as well. At the end of 1967 he was snapped up by Ferrari who, ever keen to have an Italian driver, pushed him straight into F1. He crashed in his second race, which was the South African Grand Prix, and then again at the Race of Champions in practice, badly hurting his neck on this occasion. He was out of racing until October but finished the season by winning the important Argentinian F2 Temporada series for Ferrari. Nevertheless he was dropped by the Commendatore, rejoined Alfa for sports cars and signed for John Surtees in Formula 5000. In 1970 he was keen to get back into F1 and persuaded Alfa-Romeo to lend their V8 sports car engines to be fitted in the back of a McLaren F1 for him to drive. A similar arrangement was made with March in 1971 but neither project saw any success at all. Meanwhile de Adamich continued to be a mainstay of the Alfa sports car team, winning with Pescarolo at the BOAC 1000 and with Peterson at Watkins Glen. Scored his first World Championship points after an inspired drive in Spain last season when he finished fourth, and was a fine third in the John Player Challenge Trophy at Brands last October.

1972

ARG/r ZA/nc E/4th MC/7th B/r F/14th GB (John Player)/r D/13th A/14th I/r CDN/r USA/r Pts. 3 Placed 16th=.

EMERSON FITTIPALDI Brazilian. Born 12th December 1946. Married: Maria-Helena. Son of a motor racing journalist, Fittipaldi's career reads more like Grand Prix fiction than fact. Youngest of two racing brothers—he and Wilson are to Brazil what the Charlton brothers have been to British football!—Emerson is, at 24, as big a name as Pele in his home country. And the facts of his incredible rise to fame amply fuel the legends. At seven years of age he

EMERSON
FITTIPALDI

was winning soap-box derbies. At 17 he began karting and won the Brazilian Championship in 1965. This hairy triumph won him a Renault Dauphine drive and he went on to win the novice championship. His brother, meanwhile, had been to Europe and brought a leather steering wheel home with him as a souvenir. No such luxuries existed in Brazil at the time and the brothers decided to "do a Leston" and start their own accessory business. They also built karts and, when Formula Vee arrived in Brazil in 1967, built their own, exotic Fitti-Vees. Emerson won five races and finished second in two more to become Brazilian Champion. By now Europe beckoned, and in May, 1969, he arrived in England with just enough money to buy a Formula Ford. In his first race—a Johnson Euro-Trophy Round at Zandvoort—he was second fastest in practice (behind Tony Trimmer) and was leading his heat when the engine blew up. He won three out of nine races and was instantly promoted to Formula Three by courtesy of Jim Russell. He was fifth in his first F3 race at Mallory Park, third in his second race and first in his third. He won his first Continental race at Montlhéry and after winning the Lombank Championship moved

to Formula (F) 2 for 1970. Thanks to a handful of third and fourth places he finished third in the European Championship. In May that year Colin Chapman gave him a test drive in F1 and entered him for the British Grand Prix in the dated Lotus 49; he finished eighth. In his second Grand Prix, the German, he was fourth. He crashed in practice for the Italian but—after Rindt's tragic death—found himself the team-leader of Lotus after only three F1 races. Even his father couldn't have anticipated the next headline: Emerson won the season's richest race, the US Grand Prix. It was his fourth F1 race. In 1971 his luck slowed down a little. He had an accident at Dijon en route to his home in Switzerland and missed a race. But he finished fifth in the Championship and won three F2 races. Last year we wrote here: "He is certainly one of the top six drivers. And he is still one of the youngest." He proved us to be prophetic by becoming the youngest World Champion in history at the tender age of 25, with no fewer than *five* Championship victories. To these he added non-Championship wins in the Race of Champions, the Silverstone International Trophy Race; the Grand Prix della Republica at Vallelunga and the Rothmans 50,000. He also won the Brazilian F2 Temporada Championship to add to the ecstasy his country already felt for him. Will again be campaigning the John Player Special this season.

1970

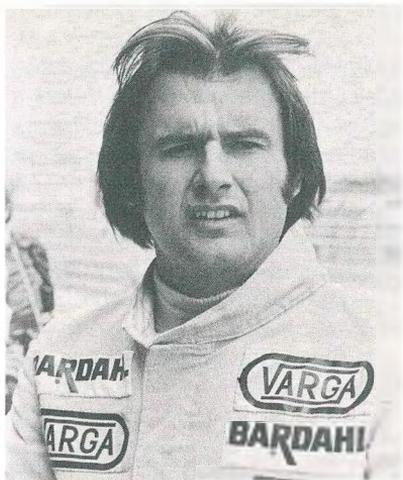
GB/8th D/4th A/15th I/dns CDN/dne USA/1st MEX/r Pts. 12 Placed 10th.

1971

ZA/r E/r MC/5th NL/dne F/3rd GB/3rd D/r A/2nd I/8th CDN/7th USA/19th Pts. 16 Placed 6th.

1972

ARG/r ZA/2nd E/1st MC/3rd B/1st F/2nd GB (John Player)/1st D/r A/1st I/1st CDN/11th USA/r Pts. 61 Placed 1st.



WILSON
FITTIPALDI

WILSON FITTIPALDI Junior, Brazilian. Born 24th December 1943, São Paulo. Married: Suzy. One son, Christian. Lives Lausanne, Switzerland. Three years older than Emerson (to whom he refers as 'Shorty'), Wilson Fittipaldi's career in Europe has been rather overshadowed by his champion brother. Back home in São Paulo however, it was Wilson who first grabbed the headlines. Miniature motorcycles, powerboats, karts, saloon and sports cars: Wilson was winning in all of these before his kid brother ever got behind the wheel. It wasn't until 1968, when Emerson did a practice lap of Interlagos 0.2 seconds faster than Wilson at the wheel of their famous Fitti-Porsche Special, that the tide began to turn. Not many people know that Wilson had had his first chance in Europe when he came to France in 1966 to race a works F3 Alpine (a car which never actually materialised). Disheartened, he returned home and started work on the design of the Formula Vee car which won the 1967 Brazilian championship for Emerson. In 1970 Wilson was racing an F3 Lotus, and success with this car led to an F2 season alongside Emerson in 1971. The elder Fittipaldi suffers from a lack of luck which is just as remarkable as Emerson's good fortune,

and this followed him into his first full season of F1, in 1972, when (despite some excellent drives) he had little to show in the way of results from his efforts with the third works Brabham. Nevertheless, he is happy with the team and will remain there this season, hoping to break the bad luck streak.

105

1972

ARG/r ZA/dns E/7th MC/9th B/r F/8th GB (John Player)/12th D/7th A/r I/r CDN/r USA/r

GEORGE FOLLMER American. Born 27th January 1934, Arcadia, California. Married: Glenda. Three children, James, Sharyle, Janice. Lives Arcadia. 1972 was a year George Follmer is unlikely to forget. First he cleaned up the Trans-Am Championship with a Roy Woods Racing AMC Javelin, then he stepped into the L&M Penske Porsche Can-Am car as a replacement for the injured Mark Donohue and walked off with the Can-Am title. At the end of 1972, aged 38, he was offered a place in the new American Shadow F1 team for this season. George's competition career dates right back to 1959 when he took part in slaloms with a Volkswagen. Soon he took to the race track, driving in club events in saloon and sports cars but his big break came in 1965 with a Porsche engined Lotus 23. He finished an excellent season by winning the U.S. Road Racing Championship. For 1966 he moved on to more powerful machines driving in both the Can-Am and Trans-Am in a variety of cars. Although he won several Trans-Am races he never got to the victory circle in Can-Am until 1972. He also tried his hand at various other categories including Indianapolis-type racing and actually won the Phoenix 150 in 1970. Follmer was regarded as one of those tremendously experienced and consistently fast competitors who would always be good for a place, but few would have said he was a potential F1 driver.

Then, in 1972 Follmer's talent really blossomed. The Trans-Am championship came easily for the competition was limited but it was as the replacement for Mark Donohue, in the tremendously powerful turbo-Porsche, that George really shone. He won his first race in the car and went on to four more victories and the championship title. For this season he rejoins the Shadow team (and it was George who raced the first ever Shadow Can-Am car). Many are predicting that this 38-year-old Californian is going to spring some surprises in his debut year in the Grand Prix arena.



GALLI

NANNI GALLI Italian. Born 2nd October 1940, Bologna. Unmarried. Lives Florence, Italy. Galli has scored numerous successes in both saloon and sports cars but he has yet to shine in F1, although admittedly he has never had the best equipment. Originally his parents, who own a textile factory, were opposed to his racing so Giovanni Galli raced under the pseudonym of 'Nanni' in order to prevent their knowing of his activities behind the wheel of a Mini-Cooper. They soon found out when Nanni cleaned up his class in the 1965 Italian

Touring Car Championship in his first year of car racing. Earlier, at 18, he had raced karts. Successes in Alfa-Romeos followed in 1966 and, at the end of the year he was offered a works drive by the Autodelta racing division. In fact he has driven for the team ever since, although he has been dropped for 1973. There have been many successes in the Autodelta T33 sports cars, including second places at both Le Mans and the Targa Florio. Nanni's single-seater exploits all started with a works Tecno F2 in 1970 and later that year he practised for the Italian GP in the spare McLaren-Alfa, but as a reserve did not get a race. His F1 debut came in 1971 at the non-championship Hockenheim race where he drove an STP March-Alfa and he continued with the team, also driving Ford-powered cars on occasions. In 1972 he moved to the new Tecno GP team but the car needed a great deal of development. He also drove once in a Ferrari at the French GP. Not surprisingly he failed to score his first championship points but he hopes for better luck this year with the Frank Williams Iso-Marlboro team.

1970

I/dns

1971

ZA/dne E/dne MC/dnq NL/r F/dne GB /11th D/12th A/12th I/r CDN/16th USA/r no points.

1972

ARG /dne ZA/dne E/dne MC/dne B/r F/13th GB (John Player)/r D/dne A/nc I/r CDN/dne USA/dne no points.

HOWDEN GANLEY New Zealander. Born 1941, Hamilton, N.Z. Unmarried. Patient and personable Kiwi who was prepared to wait and wait for his big chance. A former McLaren mechanic, he came to Europe in 1962. Drove single-seaters including his own Formula (F) 3 car. Went to USA. Finally was given the chance to prove himself by "patron" Barry Newman in 1970. Finished second in F5000 Championship

(to Peter Gethin). First Grand Prix race SA 1971. Finished season with five points after particularly good drive in US Grand Prix. In 1972, he suffered from the vagaries of being one of a fleet of drivers vying for places in the best B.R.M. cockpits. But he scored a good fourth at the Nürburgring and proved his prowess in sports cars both in the Interserie Alcan-B.R.M. P167 and at Le Mans where he finished second for Matra. Has been snapped up by Frank Williams for the 1973 season and it is to be hoped that the new drive will give him a real chance to shine.

1971

ZA/r E/10th MC/dnq NL/7th F/10th GB/8th D/r A/r I/5th CDN/dnq USA/4th Pts. 5 Placed 14th=.

1972

ARG/9th ZA/nc E/r MC/r B/8th F/dns GB (John Player)/dne D/4th A/6th I/11th CDN/10th USA/r Pts. 4 Placed 12th=.

PETER GETHIN British. Born 21st February 1940, Ewell, Surrey. Unmarried. Son of the famous jockey, Ken Gethin, Peter will always be remembered for his photo-finish victory in the Italian Grand Prix at Monza, 1971. In fact it was so close at the line that there was only 24 inches in it! The victory was the more unexpected because Gethin was a "transferred" driver. McLaren had let him go in the middle of the season and someone at B.R.M. had had the good sense to snap him up. He had waited nine years for a major triumph. He began racing in 1962 in a Lotus 7, moved through to Formula (F) 3 and by 1968 was driving both Brabhams and Chevrons in F2. Really came into his own with Formula 5000. The horsepower suited him and he totally dominated the 5-litre Formula in 1969 and 1970 in his McLaren. When Denny Hulme burnt his hands in his Indianapolis test-crash, Gethin was given his big chance in the orange McLaren F1 car in the Dutch Grand Prix. He qualified on the fifth



GANLEY



GETHIN

row of the grid and was in seventh place until his car understeered off the road. Bruce McLaren's tragic death meant that Gethin became a permanent member of the team. He proved his worth in Can-Am racing with a win at Elkhart Lake and a third place in the Championship behind Hulme and Motschenbacher. Last season was a disappointing one for the perky Briton—with no fewer than seven retirements in the ten Grands Prix he contested. Fortunately, he had some fine runs in F2 to maintain his morale—with a win at Pau and two inspired drives at Imola and Mantorp Park.

1970

NL/r F/dne GB/dne D/r A/10th I/9th CDN/6th USA/14th MEX/r Pts. 1 Placed 22nd=.

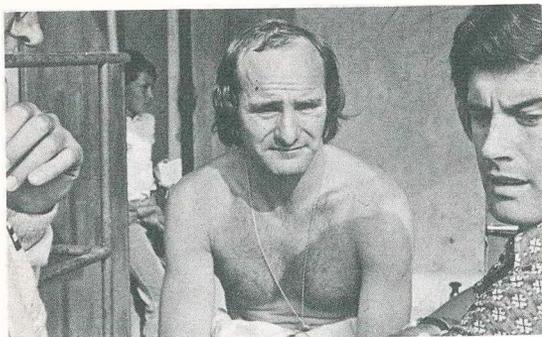
1971

(With McLaren) **ZA/r E/8th MC/r NL/15th F/9th GB/r D/r (With B.R.M.) A/10th I/1st CDN/14th USA/9th Pts. 9 Placed 9th=.**

1972

ARG/r ZA/nc E/r MC/r B/r F/dns GB (John Player)/r D/dne A/13th I/6th CDN/r USA/r Pts. 1 Placed 21st.

MIKE HAILWOOD British. Born 4th April 1940, Oxfordshire. Unmarried. Hailwood was just about the fastest thing motorcycle racing



HAILWOOD

has ever known. His transition to four-wheel racing has been slow and it was not until 1971 that it looked as if it might take him to the very top. Mike followed his father's footsteps into motorcycle racing as soon as he was old enough and, during the period 1961–1967, won no fewer than nine World Championships, 75 Grands Prix and 12 Isle of Man TTs. However, he was keen to get into the four-wheel world and he made his debut in 1963 with a Brabham Formula (F) J and was soon making quite an impression. He moved straight into F1 in 1964 with a private Lotus but his car was never competitive, and he therefore went back to bikes. Every so often, he had an occasional sports car race and, towards the end of 1968, did very well in the Springbok series with a private Ford GT40. This led to his being signed to drive for the JW team in 1969, gaining third place at Le Mans. In addition, he drove one of the difficult Lola T142 Formula 5000 cars. In 1970, he was one of the regular front-runners in F5000, again in a Lola, and continued in the Formula in 1971 though swapping to John Surtees' team. Under John's guidance he has matured tremendously and finished second in the 5000 Championship to Frank Gardner. However, the big news was when John put him into the F1 team for the Italian Grand Prix. Mike led the race on several occasions and eventually finished fourth, earning a permanent place in

the team for the 1972 season. He claimed the fastest lap in a superb showing in last year's South African Grand Prix, and continued to impress despite many F1 retirements in his best-ever season. He was robbed of victory at Silverstone by a freak mechanical failure but really shone again at Monza when he was second despite a missing air-box. Many enthusiasts feel he could be the next *English* World Champion and he gained his first four-wheel-title when he took the European F2 Championship for the Matchbox team. Always exciting to watch on the track and immensely likeable off it.

1972

ARG/dne ZA/r E/r MC/r B/4th F/6th GB (John Player)/r D/r A/4th I/2nd CDN/dne USA/r Pts. 13 Placed 8th.

GRAHAM HILL OBE English. Born 15th February 1929, London. Married: Bette. Three children: Brigitte, Damon, Samantha. One of the richest personalities ever to act as an ambassador for motor sport. Son of a stockbroker. Caught the racing bug with four laps for £1. Went on the dole until he could force a way into the sport. First race: Formula (F) 3 Cooper 1954, finished fourth. Mechanic with Team Lotus 1954. First works drive, 1956 (finished first). F1 debut for Lotus, Monaco 1958: a wheel came off! Left for B.R.M. 1960; nearly won British GP. Won first GP, the Dutch, in 1962 and went on to win Championship. Won Indianapolis at first attempt 1966. Left B.R.M. to race with Jim Clark and Lotus, 1967 season. Won Championship again 1968. Won Monaco for fifth time, 1969, but seriously injured in crash at Watkins Glen. Made incredible recovery to finish sixth in South African GP five months later for Rob Walker. Joined Brabham 1970. Won International Trophy Silverstone, 1971. Stayed with Brabham for 1972 and shared the mixed fortunes of the team. His most outstanding drive was un-

doubtedly at Monza where he would have been a fighting fourth but for serious brake failure. His F2 season wasn't a happy one either, although he did win at Monza. But he still managed to produce a major and highly popular success when he won with Pescarolo at Le Mans. It was a victory which gave him the unique personal record of becoming the only driver ever to have won Le Mans, Indianapolis and the Championship.

1962

NL/1st MC/6th B/2nd F/9th GB/4th D/1st I/1st USA/2nd ZA/1st Pts. 52 (42) Placed 1st.

1963

MC/1st B/r NL/r F/3rd GB/3rd D/r I/16th USA/1st MEX/4th Pts. 25 Placed 3rd.

1964

MC/1st NL/4th B/5th F/2nd GB/2nd D/2nd A/r I/r USA/1st MEX/11th Pts. 39 Placed 2nd.

1965

ZA/3rd MC/1st B/5th F/5th GB/2nd NL/4th D/2nd I/2nd USA/1st MEX/r Pts. 40 Placed 2nd.

1966

MC/3rd B/r F/r GB/3rd NL/2nd D/4th I/r USA/14th MEX/r Pts. 17 Placed 5th.

1967

ZA/r MC/2nd NL/r B/r F/r GB/r D/r CDN/4th I/r USA/2nd MEX/r Pts. 15 Placed 6th=.

1968

ZA/2nd E/1st MC/1st B/r NL/9th F/r GB/r D/2nd I/r (100th GP) CDN/4th USA/2nd MEX/1st Pts. 48 Placed 1st.

1969

ZA/2nd E/r MC/1st NL/7th F/6th GB/7th D/4th I/9th CDN/r USA/cr Pts. 19 Placed 7th.

1970

ZA/6th E/4th MC/5th B/r NL/12th F/10th GB/6th D/r A/dne I/dns CDN/nc USA/r MEX/r Pts. 7 Placed 12th.

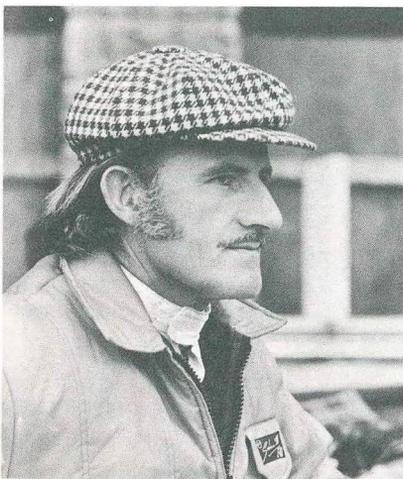
1971

ZA/9th E/r MC/r NL/10th F/r GB/r D/9th A/5th I/11th CDN/r USA/7th Pts. 2 Placed 21st.

1972

ARG/r ZA/6th E/10th MC/12th B/r F/10th GB (John Player)/cr D/6th A/r I/5th CDN/8th USA/11th Pts. 4 Placed 12th=.

DENIS (DENNY) HULME New Zealander. Born 18th June 1936, Te Puke, N.Z. Married: Greta. Two children: Martin and Adele. Son of a Second World War VC, Clive Hulme. Denny first raced in an M.G. TF in local hill climbs in 1956. Promoted himself to a single-seater Cooper and won the 1960 'Driver to Europe' scholarship, two years after Bruce McLaren. Raced Formula (F) Juniors privately but had to become a Brabham mechanic to make ends meet. Given a Brabham drive in 1962 in F Junior and a full season in 1963—as long as he prepared his own car. This one-man team won seven out of fourteen major races, and in 1964 he finished second to Brabham in the F2 Championship. Given his first Grand Prix drive at Monaco in 1965, when Gurney was at Indianapolis, he finished eighth. His drives were only occasional until 1966, however, when he backed Brabham in the Australian's highly successful Championship bid. Denny finished fourth in the Championship and won some impressive sports car victories. In 1967 he showed all his aggression by taking the title from his team-leader with two fine wins at Monaco and Nürburgring, and finished fourth at Indianapolis in a Gurney Eagle to become 'Rookie of the Year'. As



HILL



HULME

if this were not enough, he won three Can-Am races and finished second in that Championship. In 1968 he joined the McLaren team and narrowly lost the World Championship but became Can-Am Champion—a feat he repeated in 1970. This was a gritty effort that typified Hulme. He not only fought back after the loss of Bruce McLaren, his friend, fellow countryman and team-leader, but conquered the pain of hands badly burnt after an Indianapolis accident. He is one of the toughest and most likeable drivers on the circuits. After a dismal 1971 season as far as Grands Prix were concerned, Denny really roared back into form in 1972. He won the South African Grand Prix to give McLaren their first GP win since Mexico 1969 and, together with Jackie Stewart, provided the real challenge to Emerson Fittipaldi right throughout the season. He was consistently amongst the points and only Stewart's North American successes robbed him of the runner-up role. In contrast, McLaren's Can-Am monopoly was destroyed by Porsche and Denny had to be content with second place in the Championship, with wins at Mosport and Watkins Glen. He had a very lucky escape indeed from a serious crash at Road Atlanta but still turned up smiling for the John Player Grand Prix a week later.

1965

ZA/dne MC/8th B/dne F/4th GB/r NL/5th D/r I/r USA/dne MEX/dne. Pts. 5 Placed 11=.

1966

MC/r B/cr F/3rd GB/2nd NL/r D/r I/3rd USA/r MEX/3rd Pts. 18 Placed 4th.

1967

ZA/4th MC/1st NL/3rd B/r F/2nd GB/2nd D/1st CDN/2nd I/r USA/3rd MEX/3rd Pts. 51 Placed 1st.

1968

ZA/5th E/2nd MC/5th B/r NL/r F/5th GB/4th D/7th I/1st CDN/1st USA/r MEX/r Pts. 33 Placed 3rd.

1969

ZA/3rd E/4th MC/6th NL/4th F/8th GB/r D/r I/7th CDN/r USA/r MEX/1st Pts. 20 Placed 6th.

1970

ZA/2nd E/r MC/4th B/dne NL/dne F/4th GB/3rd D/3rd A/r I/4th CDN/r USA/7th MEX/3rd Pts. 27 Placed 4th.

1971

ZA/6th E/5th MC/4th NL/12th F/r GB/r D/r A/r I/dne CDN/4th USA/r Pts. 9 Placed 9th=.

1972

ARG/2nd ZA/1st E/r MC/15th B/3rd F/7th GB (John Player)/5th A/2nd I/3rd CDN/3rd USA/3rd Pts. 39 Placed 3rd.

JACKY ICKX Belgian. Born 1st January 1945, Brussels. Married: Catherine. The son of a journalist, he has hit the headlines time and again with his often brilliant and always brave driving. Twice runner-up in World Championship but has so far lacked the mechanical reliability and sometimes personal consistency to take the title. Outstanding in the rain and a master of sports cars. His Le Mans victory in



ICKX

1969 is historic. Started on motorcycles. Was for three years Belgian national motorcycle trials champion. First drive, 1963, Belgian hill-climb championship: he overturned! Belgian saloon car champion in Lotus-Cortina, 1965. Whilst tank instructor, given test drive by Tyrrell and drove Matra F3. Joined Stewart in Matra F2 team 1967 and won European Championship. Made F1 debut for Cooper in Italian GP: finished sixth. Signed for Ferrari for 1968 season and drove JW Gulf GT40s. Broke leg practising for Canadian GP. Drove for Brabham 1969. Returned to the Ferrari fold in 1970 to win two GPs. In 1971 won after a magnificent rainy drive at Zandvoort. In 1972 was the only driver to give Ferrari a GP win after one of his classic Nürburgring drives and was unlucky not to win both the British and Italian Grands Prix. But Ferrari's Formula One reliability couldn't match the precision and incredible performance of their sports cars in which Ickx won no fewer than six of the 11 World Championship rounds. He is still one of the truly outstanding drivers who on his day can outpace anyone.

1968

ZA/r E/r MC/dne B/3rd NL/4th F/1st GB/3rd D/4th I/3rd CDN/pa USA/dne MEX/r Pts. 27 Placed 4th.

1969

ZA/r E/r MC/r NL/5th F/3rd GB/2nd D/1st I/10th CDN/1st USA/r MEX/2nd Pts. 37 Placed 2nd.

1970

ZA/r E/r MC/r B/8th NL/3rd F/r GB/r A/1st I/r CDN/1st USA/4th MEX/1st Pts. 40 Placed 2nd.

1971

ZA/8th E/2nd MC/3rd NL/1st F/r GB/r D/r A/r I/r CDN/8th USA/r Pts. 19 Placed 4th.

1972

ARG/3rd ZA/8th E/2nd MC/2nd B/r F/11th GB (John Player)/r D/1st A/r I/r CDN/12th USA/5th Pts. 27 Placed 4th.

onto the GP scene in 1972 after only one F1 drive. In fact, it is only seven years since Lauda, son of a paper mill owner, *watched* his first motor race, and it was not until 1968 that he got the chance to drive a very hot Mini in hill-climbs. He showed he wasn't afraid of horsepower by taking over a Porsche 911S and, with Group 2 specifications, often beat Group 5 versions. He drove FVee single-seaters in 1969 and earned himself a works drive with the McNamara F3 team. It proved to be a dismal season and half-way through the year he returned to Porsche, racing in a 908 which he bought himself. After moderate success, he managed to obtain F2 sponsorship from an Austrian Bank and chose a March-Ford. Once again, determination and obvious confidence in this ultra-competitive formula gave a youngster a really big break. He only finished tenth in the Championship with his best placing a fourth at Rouen, but March were sufficiently impressed to give him a F1 drive in the Austrian Grand Prix. Nevertheless, he obtained a works seat in March's 1972 F1 and F2 teams and won the John Player British F2 Championship after a brave drive in the rain at Oulton Park. It was some consolation for a wretched F1 season in which his best placing was a seventh in South Africa. Has signed for the Marlboro-B.R.M. team for 1973 and is hoping for a change of fortune.

1972

ARG/11th ZA/7th E/r MC/16th B/12th F/r GB (John Player)/9th D/r A/10th I/13th CDN/r USA/19th Pts. 0

ARTURO MERZARIO Italian. Born 11th March 1943, Como, Italy. Married: Anna. Two sons, Claudio and Hugo. Lives Modena, Italy. Apart from Andrea de Adamich and Nanni Galli, Arturo Merzario was the only Italian to race in F1 during 1972 and even then his appearance in a Ferrari Grand Prix car at the John Player GP came as quite a surprise. Merzario, the son of a building contractor, wanted to be a racing driver since he could

NIKI LAUDA Austrian. Born 22nd February 1949, Vienna. Unmarried. One of the youngest of the Grand Prix drivers, Niki Lauda rocketed



MERZARIO

first say the word 'car'. His first competitive event was the Sardinian Rally in 1963 and Arturo won his class with his Alfa-Romeo Spyder. Soon he was racing it at Monza but it was hardly suitable and for 1964 he switched to an Abarth saloon. This gave him a highly successful year and he was runner-up in his class in the Italian saloon car championship. Two years in the Army intervened but, on returning to civilian life in 1967, he found he had not been forgotten and he was offered a drive in a works Abarth. At the end of the year he had finished runner-up in his class in the European Championship and he continued to drive for the Turin firm in 1968 with a little one-litre sports car and, at the end of the season switched to a more powerful two-litre. In 1969 he concentrated mainly on the European Hill Climb Championship and finished second to Peter Schetty's Ferrari. In 1970 drove for Ferrari sports car team, although he continued his Abarth connections, but three fourth places in World Manufacturers' Championship races were his best results. He drove occasionally for the Scuderia in 1971 and won the minor race at Imola for them, as well as scoring

occasional victories for Abarth in two-litre sports car events and also tried his hand in F2 with the uncompetitive Iris team Tecnos. His biggest victory to date occurred in May 1972, when he drove the Ferrari to victory in the Targa Florio with rally man Sandro Munari. He also won the non-championship Kyalami 9-Hours with Clay Regazzoni. In the two-litre Championship, he drove the latest Abarth brilliantly, scoring several victories, and he made his surprise F1 debut at Brands Hatch deputising for the injured Regazzoni—a drive which resulted in an excellent sixth place. His only other F1 appearance was in the German GP where he retired, but Ferrari has promised him more drives this year.

1972

GB (John Player)/6th D/r Pts. 1 Placed 20=.

JACKIE OLIVER British. Born 14th August 1942, Chadwell Heath, Essex. Married: Lynn. One son, Jason. Lives, Walton-on-Thames, Surrey. Jackie returns to a full-time place in a GP team after two years racing in America. As a somewhat cocky Essex lad, he started racing a Mini at club level from the age of 18, and then progressed to Marcos and Lotus Elan sports cars with considerable success. In 1966 he switched to single-seaters and was soon snapped up by Colin Chapman to drive a works F3 Lotus while he also made his name with some fine drives in a big Ford Mustang. In 1967 he drove a Lotus Components F2 car and he scored an excellent win at the Nürburgring. In 1968 he moved on into the full works F2 team but then came Jim Clark's tragic death and Jackie found himself in the F1 team alongside Graham Hill. He soon showed well and actually led the British Grand Prix that year before retiring. In 1969 he left Lotus for B.R.M. but had an unhappy year with the Bourne

outfit. However, he made his mark on long-distance sports car racing, driving for the Gulf JW team in Ford GT40s, and shared the winning car with Jacky Ickx at both Sebring and the Le Mans 24 Hours. He also made his Can-Am debut with a new car called the Ti22. He had another frustrating season with B.R.M. in 1970, but again his sports car fortunes were better and he shared the winning JW Porsche 917 with Pedro Rodriguez at Daytona, Monza and Spa. Since then his F1 fortunes have been restricted to a few drives for McLaren in 1971 and a single appearance in the John Player GP for B.R.M. in 1972. He has continued to be a major force in Can-Am and has scored several second places although has yet to win a round. He will play a part in the management of Shadow team as well as driving for it. It is good to see Oliver back in Formula One.

1968

ZA/dne E/dne MC/r B/5th NL/nc F/dns GB/r D/11th I/r CDN/r USA/dns MEX/3rd Pts. 6 Placed 13th=.

1969

ZA/7th E/r MC/r NL/r F/dne GB/r D/r I/r CDN/r USA/r MEX/6th Pts. 1 Placed 16th=.

1970

ZA/r E/r MC/r B/r NL/r F/r GB/r D/r A/5th I/r CDN/nc USA/r MEX/7th Pts. 2 Placed 19=.

1971

GB/r A/9th I/7th

1972

GB (John Player)/r

saloons with considerable success and won a saloon car championship in the latter year. His career continued with various sports, saloon cars as well as a Formula Vee, right through to 1969 when he raced an Alfa-Romeo T33. In 1970 he came to Britain to drive in F3, along with Wilson Fittipaldi, and by the end of the year he had taken his Lotus 59 to the Forward Trust Championship. In a crammed programme of 36 races he finished in the first three no less than 21 times, including six wins. Due to family illness his 1971 season was delayed but once he sorted out his F2 March he recorded several excellent performances. His F2 car had been run by Frank Williams and for 1972 Frank offered Carlos a drive in his F1 team alongside Henri Pescarolo. The Brazilian soon turned plenty of heads and, while Pescarolo frequently crashed Williams's newer March, Pace in his first year of F1 was not only quicker in the older car but logged up several excellent results including a fine fifth at the Belgian Grand Prix. This led to drives in both the Ferrari and Gulf sports car teams, where he impressed, and after a disastrous F2 season with the unreliable and financially unsound

113



PACE

CARLOS PACE Brazilian. Born 6th October 1944, São Paulo. Married: Elda. One daughter, Patricia. Lives London. Carlos 'Môco' Pace, the son of a clothing manufacturer, was brought up in the same area of São Paulo as the Fittipaldi Brothers and, as a teenager, became a friend of Wilson. Soon they were karting together and then moved on to race saloons. That was ten years ago now and 'Môco' won his second ever race in a Willys GT. In 1964 and 1965 he drove various Renault-powered

BERT Pygmée outfit he made a late change to Team Surtees. A win in the final race of the year at Interlagos, Brazil followed, and this prompted John Surtees to sign him for both the F1 and F2 teams for 1973. In Brazil they used to reckon that Môco was faster than Emerson and in 1973 he will have the equipment to try to substantiate that statement.

1972

ARG/nc ZA/17th E/6th MC/17th B/5th F/r GB (John Player)/r D/nc A/nc I/r CDN/9th USA/r Pts. 3 Placed 16th=.

HENRI PESCAROLO French. Born 25th September 1942, Paris. Unmarried. Son of a well-known French surgeon, Henri started racing when he was 23 years old, driving a Lotus 7, sponsored by his motor club. Soon became the junior member of the Matra Formula (F) 3 team. By 1967 he was generally regarded as the fastest driver in F3 in Europe and graduated to the Matra F2 team in 1968. He finished the season well with a win at Albi but his expected move to F1 did not come as Matra handed over their F1 effort to Ken Tyrrell. So, in 1969, he concentrated on F2 and sports cars, still for Matra. His progress was halted by a testing accident at Le Mans in which he was badly burned. He recovered and celebrated his return to racing with a win in the F2 class of the German Grand Prix but still bears the scars of the fire. He became a full member of the Matra F1 team in 1970 and his best result was third at Monaco. But when Chris Amon joined for 1971, Pescarolo switched to the Frank Williams team, driving a March in F1 and F2. He had little success but did well in sports car racing for Alfa-Romeo, winning the BOAC 1000 with de Adamich. His 1972 season is probably one he would rather forget as far as Formula One is concerned. In a wretched series of accidents he managed to crash five cars. It must be stressed

that he was not to blame—but it was a miserable time for the Frenchman and Frank Williams. Fortunately there was one glowing highlight. Sharing a Matra with Graham Hill, Henri became the first Frenchman to win Le Mans since Trintignant in 1954. He also had a good win for the Motul-Rondel F2 team at Enna.

1972

ARG/8th ZA/11th E/11th MC/r B/nc F/dns GB (John Player)/cr D/cr A/dns I/dnq CDN/13th USA/14th Pts. 0 Placed 0.



PETERSON

RONNIE PETERSON Swedish. Born 14th February 1944, Orebro, Sweden. Unmarried. Without doubt the most exciting driver to burst onto the Grand Prix scene since Jochen Rindt and a very real candidate to become the first Scandinavian World Champion. Son of a baker who is also an engineer, Ronnie watched his father build 500 cc Formula (F) 3 cars when he was just four years old and had little difficulty in persuading him to build him his first 50 cc car when he was only eight. Ten years later his father built him a kart and from 1963—1966 he won five Swedish Kart Championships. Third in the 1966 World Championship, he was beaten by a girl, Suzy Paganelli! In 1966 had five races in a home-made F3 car and in 1967 graduated to a Brabham. Crashed upside down in his first race at Karlskoga but persevered to

earn some promising second placings in the bent car. In 1968, bought a Tecno F3 car and became Swedish Champion. In 1969 chose Tecno again and won seven successive races including the always-important Monaco F3 race. This was especially important to Ronnie as he beat Reine Wisell—his rival Swede. Tecno took note and gave him a Formula 2 ride at Monza. March were now making their plans for 1970 and gave Peterson a drive in the first March F3 at Cadwell Park. He finished third but had his first serious accident at Montlhery in his second March drive. While he was still in hospital March offered him a three-year contract. His first Grand Prix was in the Colin Crabbe March at Monaco in 1970: he finished seventh. Despite a disastrous season for March, he stayed on and became team-leader for 1971. He had two bad crashes—the first at Mallory Park, and the second at Silverstone—but never slackened his pace. He dominated F2 with Rindt-like flair, winning the European Championship through victories at Rouen, Mantorp Park, Tulln and Vallelunga, while no-one will ever forget his incredible win in the non-Championship race at Brands Hatch. In F1, he suddenly seemed to gain confidence after his fine second placing at Monaco—and his second place in the Championship was hard won. But all the promise failed to materialise in a miserable 1972 Formula One season. Not until March scrapped the 721X and rapidly produced the 721G did the patient Peterson have a chance to show anything like his real form. He returned in fine performances in Germany and the USA. But all was not lost. Like Ickx, he had the consolation of driving outstanding machinery in the Ferrari sports car team and shared in two victories. His F2 programme was restricted but he showed all his old dominance in a runaway win at Thruxton. Featured in the shock “transfer” of the season when he announced that he was joining Champion Emerson Fittipaldi in the John Player Team Lotus line-up for 1973.

1970 (March-Ford)

MC/7th B/9th NL/9th F/r GB/9th D/r A/dne I/r CDN/nc USA/11th MEX/dne no points.

1971 (March-Ford)

ZA/10th E/r MC/2nd NL/4th F/r GB/2nd D/5th A/8th I/2nd CDN/2nd USA/3rd Pts. 33 Placed 2nd.

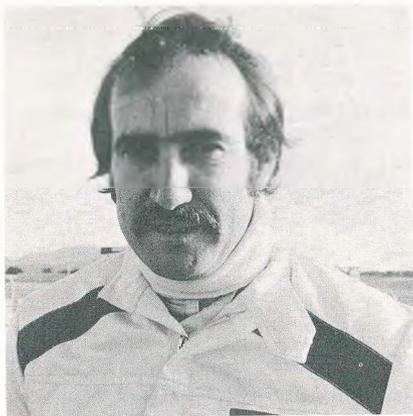
1972

ARG/6th ZA/5th E/r MC/11th B/9th Fr/5th GB (John Player)/cr D/3rd A/12th I/9th CDN/r USA/4th Pts. 12 Placed 9th=.

115

GIANCLAUDIO 'CLAY' REGAZZONI Swiss.

Born 5th September 1939, Mendrisio, in the Italian-speaking part of Switzerland. Married: Maria-Pia. Two daughters: Alessia and Gianmaria. Son of a coachwork builder, Clay Regazzoni didn't really start racing until he was nearly 25, when friends urged him to enter an Austin Healey Sprite in hill-climbs. Went to the Swiss racing school (held at Montlhéry) in 1965 and bought a F3 De Tomaso. Was helped by fellow Swiss, Silvio Moser, who loaned him his Brabham F3 and he impressed Tecno with a characteristically-forceful drive at Monza—despite an almighty crash at the Lesmo. The Pederzani brothers gave him a drive in the Argentine Temporada series at the beginning of 1967 and he developed as their cars improved. Second at Hockenheim, he won convincingly in the season's last big race at Jarama in Spain. It was a sufficiently satisfying performance to make Tecno sign him for F2 in 1968 and persuaded Clay to leave his father's business to become a full-time racing driver. It was not a successful season. His best result was a third place at Crystal Palace—and he had more than anyone's fair share of bumps and crashes. He was nearly decapitated on the quayside at Monaco when the guardrail flew up on impact and guillotined down between his head and the roll-over bar! He finished with F3 there and then and concentrated on F2, where a rough season continued with accidents at Albi, Barcelona and



REGAZZONI

Zandvoort—an incident in which Chris Lambert was killed. It is to Regazzoni's credit that he won through to attract Ferrari's attention and he was signed for F2 for 1969. The cars were totally uncompetitive, however, and Regazzoni returned to Tecno to put them on the victory trail at long last with 1970 wins at Hockenheim and Ricard. He agreed to drive for Ferrari when the Commendatore surprisingly offered him a 'Formula One-only' contract—despite his involvement in a Le Mans accident which instantly eliminated three Ferraris. He made his Grand Prix (GP) debut in the Dutch GP 1970 and finished fourth with a most disciplined and revelatory drive. He repeated the performance in the British GP, led the Austrian GP, before obeying pit signals and letting Ickx win, and emerged as the season's sensation with a tumultuous Italian GP win in his fifth F1 drive. In 1971 he suffered like any other Ferrari driver—but no-one can doubt his ability and determination. In fact, in 1972, he probably showed too *much* determination. He was certainly involved in some controversial incidents. The most notorious was his coming-together with Jackie Stewart at the Nurburgring—an incident in which the Champion came off worse. But Regazzoni's hard charging was self-defeating on other occasions and his crash at Monza certainly robbed him

of a win which would have driven the Italians wild with delight. He was also involved in crashes at Nivelles and Monaco—but still gained sixth place in the Championship despite missing two races because of a football accident! There is no doubting his ability. And he is certainly one of the hardest men to pass in motor sport! They are qualities which persuaded B.R.M. to lure him away from Ferrari with a soccer-sized "signing-on" fee.

1970

NL/4th F/dne GB/4th D/r A/2nd I/1st CDN/2nd USA/14th MEX/2nd Pts. 33 Placed 3rd.

1971

SA/3rd E/r MC/r NL/3rd F/r GB/r D/3rd A/r I/r CDN/USA/6th Pts. 13 Placed 7th.

1972

ARG/4th ZA/12th E/3rd MC/cr B/cr F/dne GB (John Player)/dne D/2nd A/r I/cr CDN/4th USA/8th Pts. 15 Placed 6th=.

CARLOS REUTEMANN Argentinian. Born 12th April 1942, Santa Fe, Argentina. Married: Mimicha, one daughter: Cora. After a drive for Fiat in 1965, Carlos soon started to win races for the marque. By 1967 he had become a big name in Argentinian racing, driving a De Tomaso and also in the Turismo Carretera category. In 1968 drove a Tecno in the Temporada Formula (F) 2 series, but the car proved unreliable. Reaped little reward for his skills as a member of the 1969–70 Argentinian F2 team to Europe. Runner-up to Ronnie Peterson in the European F2 Championship 1971. Signed by Brabham for F1 at end of 1971, he made his debut in the Brands Hatch October F1 meeting. Snatched pole position in 1972 Argentinian GP and finished seventh in his first Championship race. He maintained this startling form by winning the non-Championship Brazilian race on only his fifth Formula One outing but was unlucky enough to break an ankle in a practice accident in a Formula Two meeting at Thruxton. Together

with mechanical problems, this set-back prevented him from really proving his potential amongst the points. But his German and Canadian drives, confirmed many opinions that Carlos is yet another South American with enormous talent.

1972

ARG/7th ZA/r E/dne MC/dne B/13th F/12th GB (John Player)/8th D/r A/r I/r CDN/4th USA/r Pts. 3 Placed 16th=.

PETER REVSON American. Born 27th February 1939, New York City. Unmarried. Returned to 1972 Grand Prix season as a fully-fledged member of the McLaren team—eight years after making a solo attempt in a privately purchased Lotus in 1964. He started his career in Hawaii with a Morgan sports car, moved on to Formula (F) Junior and came to Europe to drive F3 (winning at the Roskilde Ring) in 1963. In his Grand Prix year under the aegis of Tim Parnell, he met with no more success than his equally ambitious flat-mates, Chris Amon and Mike Hailwood. 1965 was a mixed F2 and F3 season—highlighted by his big win in F3 at Monaco. But he returned to America where, in 1966, he really began to show his potential in big sports cars. Driving GT40s for Essex Wire, he helped Ford win the Manufacturers' World Championship with class wins at Sebring, Monza and Spa. He drove a Cougar in Trans-Am races in 1967 and a Javelin in the same events in 1968 and 1969. At Indianapolis in 1969, he drove a Brabham from last place on the grid to fifth overall. He followed this feat with an outright win at Indianapolis Raceway Park. The contracts started flying and he joined Roger Penske for Trans-Am racing, Carl Haas for Can-Am racing and McLaren's for Indianapolis. Eighth in the Can-Am series in a Lola in 1970, he joined McLaren's for 1971 and won the Championship for the orange cars. At Indianapolis he put the McLaren M16 in pole

position and finished a superb second. He had really earned his second chance in the Grand Prix 'circus' and soon showed that he had the ability to be a star performer. Despite missing three Grands Prix through U.S. commitments, he finished a most impressive fifth in the title table after notching up three third places and a second. And his pole position in Canada proved that he is fast as well as consistent. Personable and dedicated, he is the most likely American to succeed in the Championship since big Dan Gurney. Especially if he learns from Andretti's mistakes and decided fully to concentrate his efforts on the F1 scene.

1964

MC/dnq NL/dne B/disq (push start) F/dne GB/r D/14th A/dne I/13th USA/dne MEX/dne no points.

1971 (Tyrrell)

USA/r

1972

ARG/r ZA/3rd E/5th MC/dne B/7th F/dne GB (John Player)/3rd D/dne A/3rd I/4th CDN/2nd US/r Pts. 23 Placed 5th.

JODY SCHECKTER South African. Born 29th January 1950, East London. Unmarried. Now lives Sandhurst, Surrey. Every so often motor racing finds a real natural talent who arrives on the scene like a shooting star. In January 1971 Jody Scheckter drove a single-seater for the first time, it was a Lola Formula Ford in which he won the South African Driver to Europe Award in the Sunshine Series. In September 1972 Scheckter was racing a Formula One McLaren in the United States Grand Prix and was lying fourth, before a spin dropped him to an eventual ninth place. Started his racing career on karts at the age of 12. He then moved on to a 50 cc motorcycle. At the age of 18 he took to racing four wheels with a Renault R8 saloon which he built and prepared himself. He was soon beating the similar works backed cars and the following year, 1970, he supercharged the French engine and won even



SHECKTER

Big brawny Scheckter has a great sense of fun and is tipped as a future World Champion.

1972 (McLaren-Ford)
USA/9th

more races. Then national service in the Army intervened. But at the end of the season he did well with a Mazda in the Springbok series. Then followed the Lola Formula Ford and the scholarship to Europe. He made the best use of the opportunity and bought the famous ex-Fittipaldi/Vandervell Merlyn FF. Soon he was one of the stars of Formula Ford, although his hairy technique earned him the nickname 'Sideways' Scheckter. By mid-season he was driving the works Merlyn F3 and winning with that too, and he also found time to finish runner-up in the Escort Mexico Series. He returned to South Africa for the winter and drove a Chevron in the Springbok series and accepted a works McLaren contract for F2. In 1972, with the Impact McLaren F2, Jody was always one of the front runners but the car often let him down. His big moment, however, came at Crystal Palace where everything went right and he scored a superb victory over Mike Hailwood. In October came his great drive in the U.S. GP (he was the youngest competitor in the race) and he also raced in F1 again at the Victory meeting but retired. At the end of the year he returned to his native land to debut the works March-B.M.W. sports car.

TIM SCHENKEN Australian. Born 26th September 1943, Gordon, Australia. Successful in his early career when he became hill-climb Champion (1965) and Victoria's Formula (F) 2 Champion in 1964 and 1965. One of the first of Formula Ford's big names. He won the Championship in 1968 as well as taking the Lombank F3 Championship. In 1969 he was the Craven "A" F3 Champion. In 1970, he earned a F2 drive with Sports Motors (Manchester)—Team Brabham and finished 12th in the European Trophy with a third at Pau and Mantorp Park and a second at Ricard. Frank Williams gave him his F1 chance in the Italian, Canadian and US GPs—but he wasn't placed. In 1971 he was number two driver to Graham Hill in the Brabham team and despite atrocious luck—especially in the British GP—scored more points than Graham. Also finished third in the European F2 Championship. Joined Team Surtees for 1972 season and immediately won fifth place in the Argentine GP. But it was to be his only Championship score in a dismal F1 season and he left the Surtees camp after the U.S. Grand Prix. In contrast, he shared in Ferrari's sports car monopoly, winning in the Argentine and at the Nürburgring with Ronnie Peterson. His F2 appearances with the Rondel team were restricted, but he won at Hockenheim and scored two seconds. For 1973, he has made the brave decision to work with Rondel on the creation of a new Grand Prix team with a brand-new car which will not appear until at least mid-season. It will undoubtedly be a year of trial and error but Tim hopes it will reap its own rewards in 1974.

1971**ZA/nc E/9th MC/10th NL/r F/r GB/r D/6th A/3rd I/r
CDN/r USA/r Pts. 5 Placed 14th=.****1972****ARG/5th ZA/r E/8th MC/r B/r F/17th GB (John Player)/r
D/14th A/11th I/r CDN/7th USA/dne Pts. 2 Placed 19th.**

VERN SCHUPPAN Australian. Born 19th March 1943, Whyalla, South Australia. Married: Jenny. No children. Lives East Horsley, Surrey. Taken on as a 'trainee Grand Prix driver' by Marlboro-B.R.M. at the start of 1972, Aussie Vern Schuppan joins the team full-time in 1973 following some promising non-championship F1 appearances. Vern originally worked in his father's garage and panel beating business in Adelaide where he took part in various rallies and then moved on to karting with great success, scoring 30 wins in his first year. In 1965 he toured the world and on his return continued his karting success by taking both the South Australian and Victorian Championships but had to retire from competition due to demanding business pressures in 1967 and 1968. However, in 1969 Vern decided to make the break and came to seek his fortune in British motor racing. With the little money he had, he bought an old Alexis Formula Ford and made his full scale motor racing debut in September at Oulton Park. Soon showed promise and after a brief period with a Macon FF moved onto a Palliser for 1970. He was overshadowed by the likes of Vandervell, Evans and Lamplough but a move into Formula Atlantic in 1971, again with a Palliser with a B.R.M.-tuned engine, really put him on the map. He went on to win the Yellow Pages Formula Atlantic Championship for 1971. His many wins and lap records earned himself a test drive with B.R.M. Then in 1972 he drove for B.R.M. at Oulton Park Gold Cup, finishing fifth, and in the victory meeting, fourth, and thus fulfilled Louis Stan-

ley's faith in him. Also competed with Formula Atlantic and F2 with Singapore Airlines sponsored March 722 featuring special aerodynamic bodywork. Was scheduled to make his World Championship debut at 1972 Belgian GP but another of the team's drivers crashed and Vern had to hand his car over and was left without a replacement. Tall, blond, with brilliant blue eyes, Vern could be a valuable asset to the B.R.M. team.

1972**B/dns**

STEWART

JACKIE STEWART OBE Born 11th June 1939. Dumbarton, Scotland. Married: Helen. Two sons: Mark and Paul. As dominant as his friend, mentor, and compatriot the late, great Jim Clark used to be. Undoubtedly the number one driver of his day and the most professional too—both on and off the track. A master of the media. Highly intelligent and very shrewd. The son of a garage-owner, he first excelled at clay-pigeon shooting and very nearly became an Olympic marksman. His brother Jimmy was a driver though, and it came as no surprise when he first raced in a

Porsche, Oulton Park 1960. Drove for Ecurie Ecosse 1963. Had successful trial for Ken Tyrrell and won his first Formula (F) 3 race at Snetterton 1964. Won 11 out of 13 races and chose BRM from the many GP teams clamouring for his signature. Won the Italian GP in his first season 1965. Crashed badly in Belgian GP 1966. Joined Ken Tyrrell's first GP team in 1968 and gave the Matra-Ford its first victory in Holland. Won the World Championship for Tyrrell and Matra in 1969 and gave Tyrrell's own car both titles in 1971. Began 1972 in equally dominating form, winning the Argentine GP and leading the South African race until his gearbox shed its oil. He earned unhappy headlines after the Spanish GP when he revealed that he had an ulcer and he cancelled all commitments including the Belgian GP. He returned to the fray in storybook fashion when he won the French GP and he showed all his old flair in the British and Austrian races. But in the crucial Italian GP, his car failed him on the grid and his Championship was lost. But not forgotten, however, for he won both the North American races in vintage style and must start favourite to win the 1973 title. On his day, he is unbeatable and only Fangio and Jim Clark have scored more

than his 22 Grand Prix victories. This could be the year in which he surpasses them both—statistically at least!

1965

ZA/6th MC/3rd B/2nd F/2nd GB/5th NL/2nd D/r I/1st USA/r MEX/r Pts. 33 Placed 3rd.

1966

MC/1st B/cr F/dne GB/r NL/4th D/5th I/r USA/r MEX/r Pts. 12 Placed 7th.

1967

ZA/r MC/r NL/r B/2nd F/3rd GB/r D/r CDN/r I/r USA/r MEX/r Pts. 10 Placed 9th.

1968

ZA/r E/dne MC/dne B/4th NL/1st F/3rd GB/6th D/1st I/r CDN/6th USA/1st MEX/7th Pts. 36 Placed 2nd.

1969

ZA/1st E/1st MC/r NL/1st F/1st GB/1st D/2nd I/1st CDN/r USA/r MEX/4th Pts. 63 Placed 1st.

1970

ZA/3rd E/1st MC/r B/r NL/2nd F/9th GB/r D/r A/r I/2nd CDN/r USA/r MEX/r Pts. 25 Placed 4th=.

1971

ZA/2nd E/1st MC/1st NL/11th F/1st GB/1st D/1st A/r I/r CDN/1st USA/5th Pts. 62 Placed 1st.

1972

ARG/1st ZA/r E/r MC/4th B/dne F/1st GB (John Player) /2nd D/11th A/7th I/r CDN/1st USA/1st Pts. 45 Placed 2nd.

THE GREAT ONES

There are some drivers who will live in the memory for as long as motor sport is allowed to continue in any corner of the world—and long afterwards in some cases. So that the enthusiast can compare performances of current contenders with the great names of the past, we offer here short portraits of some of the drivers whom we feel should never be forgotten.

ALBERTO ASCARI Italian. Born 1918. Killed, driving in a borrowed helmet at Monza, 1955. World Champion in two successive years, 1952 and 1953, he was himself the son of a famous racing driver who was killed at Montlhéry when Alberto was only seven. His rise to fame was steady and unspectacular, as indeed was his driving. He was a great friend and protégé of Luigi Villorosi and for many years drove behind him, and almost as many years afterwards drove in front of him. Usually wearing a blue T-shirt instead of overalls, he was always easily recognized and never appeared to be as fast or successful as he really was. Ascari tempered his great skill with good sense. He also had tremendous courage. In the German Grand Prix (GP) of 1953, when he lost a wheel at around 150 m.p.h., he held his car, motored in to the pits on three wheels and a brake drum—keeping up a modest 80 m.p.h. or more—then had a new wheel put on! In 1954 he signed on to drive with Lancia but their cars were not ready and that season he got very few drives. The following year he crashed into the harbour at Monaco, and four days later died tragically after an incomprehensible accident at Monza when testing a Sports Ferrari. *MF*



ASCARI



BRABHAM

JACK BRABHAM **OBE** Australian. Born 2nd April 1926, Sydney. Married: Bette. Three sons, Geoffrey, Gary and David. Three times World Champion and the first man ever to win the title in a car carrying his own name. In 1955 came to England, and joined Coopers in 1957 to spearhead the rear-engined revolution. Won the Monaco and British Grands Prix (GP) to take his first Championship in 1959, and then monopolized the 1960 season with five successive wins in the Dutch, Belgian, French, British and Portuguese Grands Prix to claim the crown again. At the end of 1961, decided to become constructor and left Coopers to become his own man. His Brabham made its first Championship appearance in the German Grand Prix in 1962—won its first title race in the French Grand Prix in 1964—driven by Dan Gurney. Jack became the first driver to win a Championship race in his own car in the French GP in 1966—and he went on to win the British, Dutch and German GPs—to give him his third title. In 1967, his team-mate Denny

Hulme gave the Brabham cars their second Championship and Jack won the French and Canadian GPs to finish runner-up behind him. But Jack had to wait until the South African GP, 1970, to score another personal first. For much of the season it looked as if he might win a fourth title—but cruel luck robbed him of last lap victories in both the Monaco and British GPs and when he retired at the end of the season, Fangio's Championship record was safe for a while. *BG*

TONY BROOKS British. Brooks somehow crept into the limelight of motor racing, being much engaged in it before anyone had noticed that he was there. He suddenly burst upon the world by winning the Grand Prix of Syracuse in a Connaught in 1955, thus becoming the first British driver in a British car to win an international Grand Prix since Segrave won in France in a Sunbeam in 1924. Later he drove for both Vanwall and Ferrari, and came much into prominence in the Grand Prix scene, achieving another outstanding triumph in 1959 when he won the German Grand Prix on the Avus Track for Ferrari at an incredible race speed of 143.30 m.p.h. Now retired, married to an Italian girl and selling Lancias in Surrey, this young Manchester dentist justly earned and still holds a very special British place among the immortals. *MF*

JIM CLARK *obit* Scottish. Born 14th March 1936, Kilmany, Fifeshire. Unmarried. Killed Hockenheim, Germany, in Formula (F) 2 race, 6th April 1968. Took time off from the family sheep farm at Duns, Berwickshire, to become one of the greatest—if not THE greatest—driver the world has ever known. Won a driving test at Winfield shortly after his 17th birthday; started rallying; had his first race in June 1956 in a DKW belonging to his life-long friend Ian Scott-Watson. In 1957, proved his ability in a Porsche. Joined Border-Reivers team 1958, winning 12 out of 20 races in a



CLARK

Jaguar D-type. First single-seater race: 26th December 1959 in a Formula Junior Gemini. Reg Parnell signed him for Aston Martin but let him go to Lotus where he shared the Formula Junior Championship with Trevor Taylor. First title race: Dutch GP 1960. Scored four outright wins in his first full season: Pau, Rand, Natal and SA GP 1961. After narrowly losing 1962 Championship to Graham Hill, monopolized 1963 season with seven Championship wins. Second at Indianapolis at his first attempt, 1963. Won it in 1965 when he also won his second title. Beat Fangio's record with his 25th Grand Prix win in SA GP 1968. It was to be his last Grand Prix. The Hockenheim accident robbed racing of a natural genius who was also one of the most modest and likeable personalities ever to grace the sport. *BG*

PETER COLLINS British. Killed Nurburgring '58. It is as Hawthorn's great stable-mate that we are inclined to think of Peter Collins, and yet he had a tremendous success in his own right, as much in sports cars as anything else, putting up performances in the Mille Miglia

which were directly comparable to Stirling Moss's efforts in the Mercedes. Married to an American actress he brought an air of sanity to the circuits. A polished and most capable driver in Grand Prix, his wins seem in retrospect somewhat meagre. He never won the World Championship but has a true place among the greats of motor racing over the few victorious years before his unhappy death. *MF*

JUAN MANUEL FANGIO Argentinian. Born 24th June 1911, Balcarce, near Buenos Aires. No driver on European circuits since the war has had a more meteoric rise to fame than Fangio. By general consent he is probably the greatest racing driver of all time, although there will always be those who feel that perhaps Nuvolari, in the period before the war, was at least as good if not better. Certainly there are those to whom more recent aspirants such as Jim Clark and Jackie Stewart would seem at least as good. But be that as it may, only Fangio has been World Champion five times, in 1951, 1954, 1955, 1956 and 1957. He first competed in European Grands Prix in 1949—when he was 38—driving a blue-and-yellow Maserati sponsored by his Latin American compatriots. Even though he was a complete newcomer, he frequently shot to the front in races and with luck stayed there, although mechanical failure, rather than errors of judgment on his part, frequently robbed him of victory. It was not surprising, therefore, that when Alfa-Romeo returned to racing the following season he was made a member of the team. Nor was it remarkable that when Mercedes Benz decided to come back into the fray, they should seek his services. But perhaps the most remarkable thing of all is that, two seasons after Mercedes Benz withdrew, when he was “reduced” (if one can use such a word) to an ordinary 250F Maserati such as everyone drove, he was still unbeatable. In 1958, he finished fourth in his home Grand Prix at Buenos Aires, and announced his retirement at the end of the

French GP in which he finished fourth. He was 47, still Champion and is still a magnet when he appears at circuits today. *MF*

DR. GUISEPPE (“NINO”) FARINA Italian. Born 1906, Turin. Killed in a road accident en route to the French Grand Prix, 1966. Nephew of the famous coach builder Pinin Farina, “Nino” was the first World Champion when the title was introduced in 1950. He won it with 30 points—three more than Fangio—driving an Alfa-Romeo 158 to victory in the British, Swiss and Italian Grands Prix. Having started driving at the age of nine, he decided to tackle a hill-climb in a very second hand Alfa-Romeo whilst studying law at Turin University. He not only was defeated by his father but wrecked the car and ended up in hospital! But he persevered and private-driving in Maseratis and Alfas in the mid-thirties impressed the great Nuvolari who coached him. He joined the works Alfa team in 1936 and raced right through into 1940, when he won at Tripoli despite other activities in North Africa! Immediately after the war he began to win races again—starting with the Grand Prix of Nations in Geneva in 1946, and continued to win until he was badly burned in a crash during practice for the Monza 1000 Kms race in 1954. He raced with pain-killing injections in 1955 and actually finished second in the Argentine GP despite his discomfort. But he was forced to retire. A stylist, he is credited with first leaning further away from the steering wheel than was customary at the time. *MF*

JOHN MICHAEL HAWTHORN British. Born 10th April 1929, Mexborough, Yorks. Killed January 1959 in a road accident. “Mike” Hawthorn was one of the most popular young drivers ever to be seen on the circuits. Popular, partly for his success, and partly for his ebullient personality, partly because of his unique and rapid rise to fame. In 1951 he did not even rate space in the lists of drivers and their placings in the *Motor Year Book*, and yet in 1953 he

became one of the official Ferrari team. He first came to the notice of the general public when he burst through the chequered flag at Goodwood early in 1952, although he had already achieved an unheralded measure of success in the world of club events. Few will forget his breakthrough at Goodwood when the crowds had come to see the Cooper Bristols in the hands of well-known drivers. To the utter astonishment of all, every race became a procession behind this totally unheard-of young man, and before the end of the afternoon there was no other topic of conversation. He soon joined the Ferrari Grand Prix team, and continued as successfully with sports cars as with Grand Prix. He was constantly linked with Peter Collins, whom he always referred to as "mon ami mate". Collins's death—only yards ahead of him at the Nurburgring—soured his deserved triumph in the 1958 World Championship. Hawthorn became the first English World Champion and announced his retirement at the end of the season. He devoted himself to writing racing stories and restoring a 1935 Riley Sprite. But on a public road in a 3·4 Jaguar he died when he hit a tree. *MF*

STIRLING MOSS *OBE* Born 17th September 1929, London. Divorced. Whatever fame attaches to other drivers, the name of Stirling Moss is still uppermost in the public's mind. "Who do you think you are—Stirling Moss?" is a question still commonly asked by one irate motorist of another. He first came into prominence in the period immediately after the war at the wheel of a 500 cc car and made his debut at a hill climb at Stanmer Park, Brighton (close to what is now Sussex University). For many years he resolutely insisted upon driving British cars, and as such had to be content with poor placings in many Grands Prix. He drove Jaguars with enormous success in sports car races and competed in other events including the Monte Carlo Rally. Among the most painstaking and thorough of all racing drivers, it was

not until the period of the Mercedes and the Vanwall that he really came into the prominence that he deserved. He was the runner-up to Fangio for the World Championship three times and to Hawthorn in 1958, he was third in 1959 and 1960, and frequently well in the running, but remains certainly the most famous and most able driver never to be a champion. His successes are almost too many to enumerate. His driving career came to a sudden and near-tragic end in a desperate accident at Goodwood on Easter Monday, 1962. But his racing career has continued—and as commentator, journalist, raconteur and personality he is still as popular as ever. *MF*

JOCHEN RINDT Austrian. Born 18th August 1942, Mainz, Germany. Killed Monza, Italy, 5th September 1970 during practice for the Italian Grand Prix. Here is a driver who must be recalled in the fullness of life—driving with an aggression, flair and purpose that thrilled spectators and left rivals shaking their heads in disbelief. His was a totally natural talent. Orphaned when only one year old, he grew up with a determination that was not so much ruthless as defensive. He first campaigned in an Alfa-Romeo in 1962 and drove in Formula Junior racing in 1963. Decided to try his hand at the new-engined, Formula Two in 1964. At Crystal Palace, on a now historic Whit Monday, he beat all the big names—and John Cooper and BP hurried him into a Grand Prix seat. In 1965 finished fourth at Nurburgring, and won at Le Mans for Ferrari. In 1966 came third in the World Championship. Won the French F2 Championship in 1967, dominating the Formula with nine wins, and signed for Brabham at the end of the season. Continued to dominate the F2 scene, but his GP car was outclassed and unreliable. Moved to Lotus for 1969 season, as joint number one driver with Graham Hill. Didn't finish a race until the British GP and crashed in the notorious "aero-foil" accident in Barcelona. At Monza was



RINDT

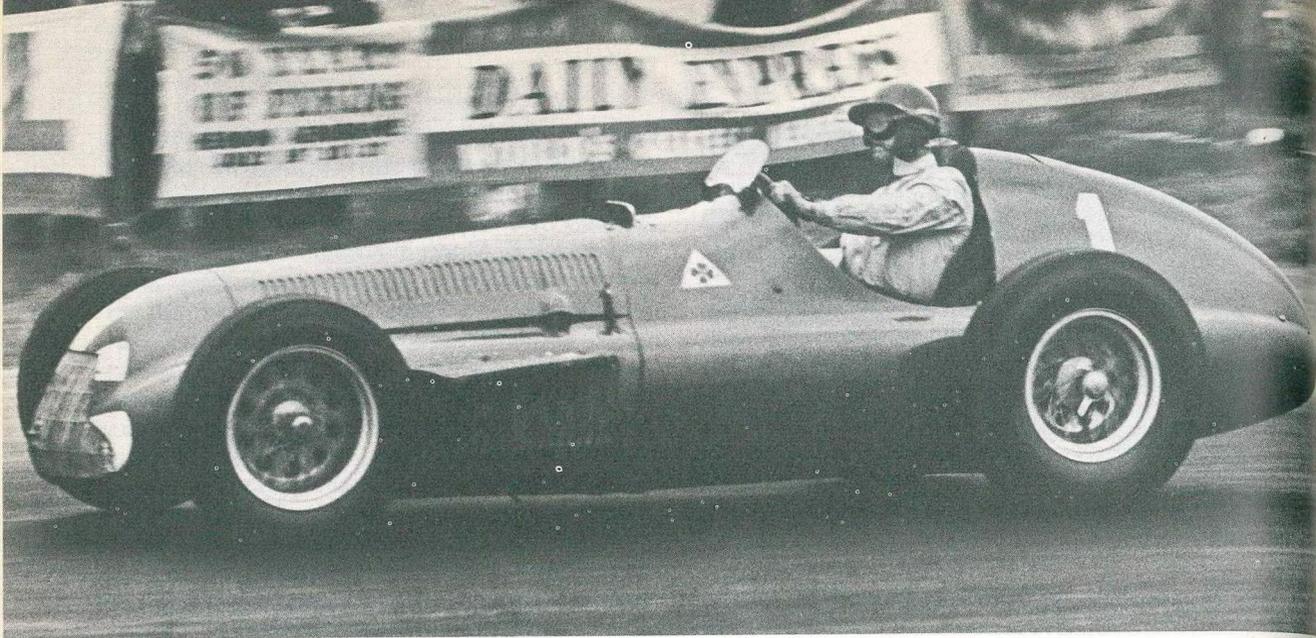


SURTEES

second to Stewart; in Canada he was third; and at Watkins Glen, he finally won his first Championship GP. 1970 began inauspiciously for the new Lotus team leader. There was no joy in South Africa or Spain. But at Monaco his luck changed dramatically with an incredible last-corner win over a hapless Jack Brabham. For the Dutch GP had a revised version of the Lotus 72, took pole position and roared away with the race. Followed this up with wins in France, Britain and Germany, to make five victories in six races. Could have clinched the title before a rapturous Austrian crowd at the Osterreichring, but his engine failed him. Arrived in Italy determined to beat the Ferraris before their home crowd. Was driving superbly when he crashed at the Parabolica. He died on the way to hospital. Racing had been robbed of its fastest driver—its first posthumous Champion. BG

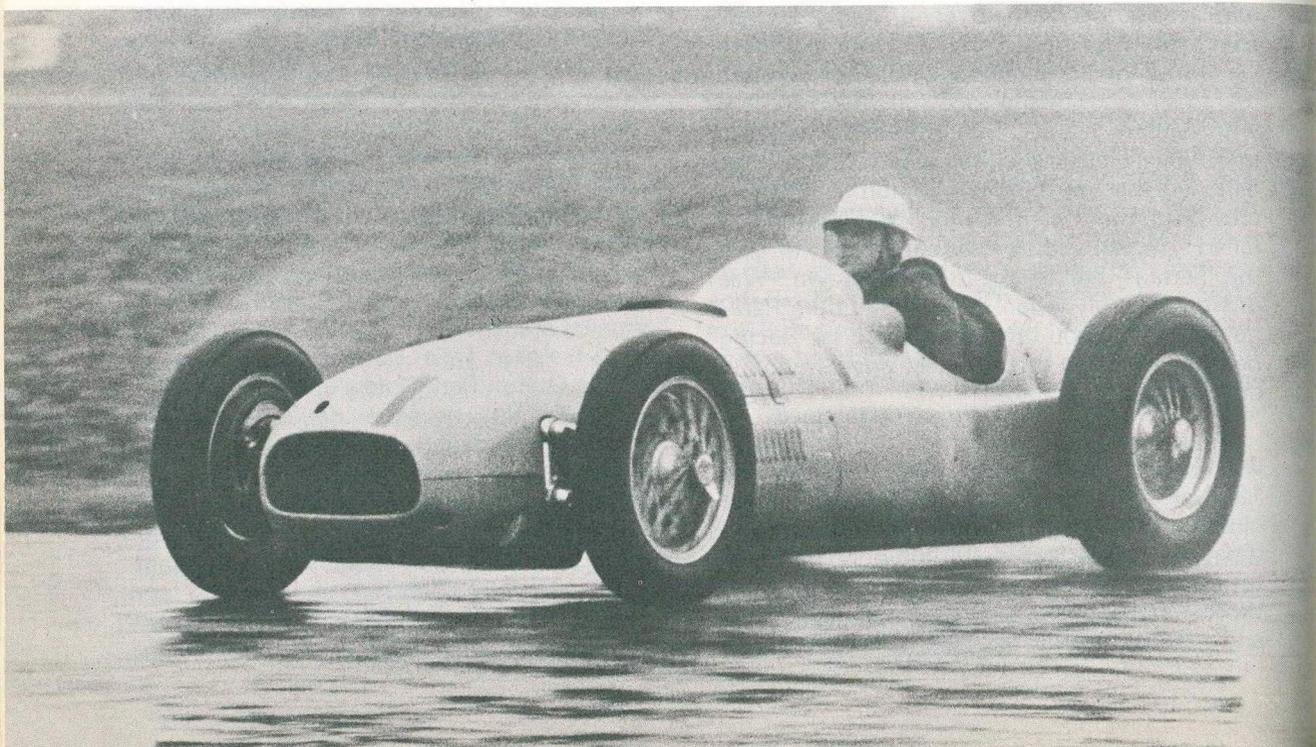
JOHN SURTEES British. Born 11th February 1934, near Westerham, Kent. Married: Pat. No children. One of the world's motor-cycling greats, John Surtees is still the only man ever to win both the two-wheel and four-wheel World Championships. Son of a garage owner and very enthusiastic motor cyclist, John

started in motor cycle competitions when he was only 15—riding in his father's sidecar. His first solo race was in 1951. He won the 500 cc World Championship, the first of *seven* titles in 1956. Made his motor racing debut in a Formula Junior Cooper Austin in 1960 and after drives with Team Lotus signed for Reg Parnell's Yeoman Credit Team in 1961. He won his first Grand Prix (GP) in New Zealand in 1962 and joined Ferrari in 1963. Gave them their first Championship win for over a year when he scored his own "first" in the German GP, 1963. In 1964 he was triumphant again in Germany and with a victory in Italy won the Championship by just one point from Graham Hill in a dramatic Mexican finale. At the end of 1965, he was seriously injured in a crash at Mosport. Many people thought he would never race again—but they reckoned without the Surtees determination. He amazed his doctors and everyone else by entering the gruelling Monza 1000 Kms race in the Spring—and he won! Won again for Ferrari in the terrible 1966 Belgian GP and quit when the Italians declared that he "wasn't fully fit" to race at Le Mans. Joined Cooper and gave them their last GP victory, in Mexico. In 1967 he took on the tremendous task of helping Honda to success. He won the Italian GP and they finished the season fourth in the World Championship. But Big John hasn't scored a GP win since. In 1969 he had an unsuccessful season with B.R.M. and in 1970 followed the Brabham/McLaren path and started to build and design his own Team Surtees cars. Has twice won the Oulton Park Gold Cup at the wheel of his own car. Now he is proving just as successful as a team manager. Mike Hailwood won the European F2 championship in one of his cars last season—and the former motor-cycle ace has developed into an outstanding GP driver under Surtees's patient management. The Surtees 1973 line-up of Hailwood and Pace in F1 and Jochen Mass in F2, is an outstanding one. BG



Above: The Ultimate 159 – Farina at work in the incredible Alfa-Romeo, Silverstone 1951. But time was running out for the all-conquering Alfas. This was the “breakthrough” race which Gonzales would win for Ferrari.

Below: A Watery Winner – After its ignominious debut at Silverstone, the 16-cylinder B.R.M. splashed to victory at Goodwood on the 30th September 1950. Reg Parnell coped with the power and the flooded track to win both the Woodcote Cup and the Goodwood Trophy



MECHANICAL MILESTONES

Michael Frostick and Barrie Gill

Since motor-racing began, there have been two factors which have magnetised the enthusiasts; the courage, character and skill of the men and the originality, precision and power of the machinery. Many followers of the sport, tiring of the ceaseless polemics surrounding some of the drivers, have sought solace in the cars themselves. And, certainly, they have characters of their own; from the impertinent Coopers to the aggressive Mercedes — the fickle Ferraris to the highly strung Hondas.

The Championship has encouraged creative challenges from all corners of the globe. Many famous names have emerged, only to be submerged by later innovation and investment. In this section, we have attempted to select, subjectively, eight cars which have particular appeal; cars which have made their own indelible mark on the sport.

Doubtless there will be criticism of our choice; everyone has their favourites. We can only welcome any commendations of cars that you feel should be included next year.

ALFA-ROMEO TYPE 158/159

No single marque or model has ever dominated the Championship in such ruthless fashion as the Alfa-Romeos which careered away with the 1950 and 1951 world titles. Yet the cars were originally designed as far back as 1937. It is said that they were built at the direct request of Enzo Ferrari, who wanted a 1½-litre car with which to contest the 'Voiturette' races. The German teams were trampling all over Formula One and the Italians thought there was chance of success in smaller races, particularly against the British E.R.As.

Colombo designed the engine, which was roughly half of the V16 three-litre the Company was preparing for Formula One, with the same bore and stroke. The chassis was scaled down too—and it was from this 'shrinking' campaign that the 158 was born.

Initially, four cars were built and they soon became known as Alfettas. In their original form, they produced 190 b.h.p. at 6,500 r.p.m. and made their first race appearance on the Leghorn circuit for the Coppa Ciano on 31st July 1938. In 1939, extensive modifications were made, and soon the engine was producing 225 b.h.p. at 7,500 r.p.m. and the car scoring success after success, until the war intervened. In 1947, it was wheeled out again—and was dominant for two outstanding seasons, taking a pause in 1949 because there wasn't enough opposition.

Technically, the car didn't change much between 1939 and 1951, with the obvious exception of constant engine improvements. The four-speed *gearbox* was mounted at the back of the car as one unit with the final drive fixed to the rear cross-member of the chassis.

Rear suspension was independent on the swing axle system, the wheels being located by a triangulated arm. There was a single transverse leaf spring. The front suspension also employed a single transverse leaf spring with two trailing arms.

The chassis consisted of two rectangular section tubes running parallel and mounted about 18 in. apart joined by four cross-members.

The brakes were hydraulic. It had a wheel-base of 8ft 2½ in. and both the front and the rear track were 4ft 2 in.

The engine was originally a straight-eight with two overhead camshafts driven by a train of gears in the nose of the engine. And there was, typically, a Roots type supercharger on the left-hand side of the crank case.

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In 1950, the car was designated the Type 159 and dominated the first Championship, winning every race. By now, the original 190 b.h.p. had been boosted to over 380 b.h.p. at 9,500 r.p.m. This was achieved by internal cooling, using very rich mixtures of alcohol fuel. Consumption plummeted to less than 1.5 m.p.g., and the driver was surrounded with fuel tanks containing 65 gallons, which didn't help handling in the early laps.

Nevertheless, they won the first nine Grands Prix—including every round of the 1950 World Championship. No other marque has ever achieved such a crushing monopoly to this day.

THE FERRARI 4½-LITRE

Alfa-Romeo's domination was finally ended by the man who had managed their affairs through some of their most glorious years—Enzo Ferrari. While his Italian rivals stormed along their supercharged way, the wily Ferrari was watching the progress of the big-engined, non-supercharged French Talbots. And he decided that this was the way to beat his old colleagues.

He gave Aurelio Lampredi the task of developing a whole series of unsupercharged engines, utilising the experience gained from Colombo's small-capacity V12s. Lampredi began with a 3.3-litre engine which made its debut in the 1950 Belgian Grand Prix. But it was 12 seconds slower than the fastest Alfa and two seconds slower than the fastest Talbot. Improvements were hurriedly made. The bore was increased to 88mm and this gave the engine a 4.1-litre capacity for its

appearance in Geneva on 30th July. It was now only two seconds slower than the Alfa and was four seconds faster than the Talbot.

The die was cast. By the time Ferrari arrived at the Italian Grand Prix in September, he had two cars built with 4,494 cc engines—a mere 6 cc within the maximum limit. Ascari earned second place to Fangio on the grid with a 118.75 m.p.h. lap and actually took the lead from Farina in the race. But a porous block ended his brave battle after only 20 laps. Undaunted, he jumped into Serafini's Ferrari and earned second place. It would take four more Grands Prix before the scarlet car would finish first. But what a car . . .

The chassis frame comprised two parallel tubes of rectangular section. It had hydraulic brakes of a two-leading shoe type with the drums projecting from inside the wheel rims for maximum cooling.

Suspension was independent at the front with a De Dion rear axle. In both cases the springing comprised a single transverse leaf.

The engine had a single overhead camshaft for each block of six cylinders driven by a chain on the front end of the crankshaft. The valves were operated by twin hairpin-type springs, and the crankshaft ran in seven Vandervell bearings. It had two Marelli magnetos and light alloy pistons. On the prototype, a single sparking plug was used and the maximum power was around 330 b.h.p. at 6,500 r.p.m. By 1951, the works' cars had two plugs per cylinder and in this form the b.h.p. was boosted to 380 at 7,500 r.p.m.

There were three downdraught Weber carburettors and a large air scoop on top of the bonnet to feed them. The car ran on an alcohol/benzole fuel mixture and lubrication was by wet sump with an external oil radiator. All this power and ingenuity finally bore fruit at Silverstone on 14th July 1951 when Gonzales beat Fangio by nearly a minute to end the Alfa reign. And started a new era.

THE 16-CYLINDER B.R.M.

There is no statistical string of successes to justify the inclusion of this car in this section. Indeed, its inclusion provokes painful memories for any true British enthusiast who suffered the ignominy of its performances between 1947 and 1951. But it earns its place on engineering as well as emotional grounds. No car has entered the arena with such a romantic background. Few cars have ever promised such performance within the Formula One regulations of their time.

Between them, Raymond Mays and Peter Berthon—the men responsible for the highly successful pre-war E.R.As—produced one of the most ambitious and exciting Grand Prix cars ever conceived. First they found the finance—from all corners of the British Motor Industry. Then they worked flat out to turn a British dream into a roaring, ear-splitting reality.

But far too much was expected of the complex green car. Its pre-race publicity was to rebound in damning fashion at Silverstone in 1950, when drive-shaft failure left it stranded on the grid. A callous crowd threw pennies. But Mays and Berthon soldiered on, and Reg Parnell howled to victory at Goodwood.

The handling and braking weren't equal to the power—and by the time the car was sorted in 1952, the Formula Two brigade were in the saddle. Such power and potential glory was wasted on Formula Libre events and the disheartened British Motor Racing Research Trust sold out to Alfred Owen late in 1952. Time had not been on their side. Were their ideas right?

The *suspension*—a mixture of a De Dion rear axle, Lockheed air struts and hydraulic damping arrangements didn't seem to work to anyone's complete satisfaction. And not until Girling disc brakes were incorporated in 1952 did the *braking* situation improve. But

the *engine* was a different matter. Berthon and Mays were convinced that the correct solution to the 1½-litre, supercharged Formula was a V16 unit with a centrifugal blower. Their target: 480 b.h.p.

The 16 cylinders were minute—each having a capacity of only 93 cc and the bore and stroke of each being less than two inches. The cylinder block and crank case seemed to disappear almost entirely behind the cylinder head and valve gear. The cylinders were arranged in four separate groups, two on each side of the crank shaft inclined at an included angle of 135°. There were ten main bearings—eight of them of the Vandervell type—and a two-piece, eight-throw crankshaft.

The clutch was attached to a separate shaft, the centre line of which was four inches below that of the crankshaft. This sub-shaft not only drove the car, but also provided for a drive to the pressure and scavenge pumps for oil and the water pumps.

The supercharger was of Rolls-Royce design and manufacture—a two-stage centrifugal unit. It was mounted on the nose of the crankcase, driven at over four times the engine speed and delivered the mixture at a pressure of 70lb per square inch!

On the early cars, the engine produced over 400 b.h.p. with a crankshaft speed of over 10,000 r.p.m. After four long years of development, 412 b.h.p. were achieved at 9,000 r.p.m. A maximum of 585 b.h.p. at over 11,000 r.p.m. was claimed as its peak potential! Not surprisingly, the noise was incredible.

What a tragedy that the enterprise was delayed and that the stage was whipped from under its wheels by the time it was ready to roar with reliability as a co-partner.

THE B-TYPE CONNAUGHT

We include Connaught for one very simple reason: in 1955, when all other British efforts had failed, a Connaught took the victory flag

in a Grand Prix. And Tony Brooks became the first British driver to win a Grand Prix in a British car since Segrave in 1923.

It was a turning point for British motor racing—though it was left to others to perpetuate the British victory habit. And it was achieved by a tiny outfit, started by Rodney Clarke and Mike Oliver, that had originally intended to build just one car for Kenneth MacAlpine to race. But their Surrey firm was soon to expand. They developed engines as well as chassis—starting with a Lea-Francis design and moving on in 1954 to the four-cylinder, twin-overhead-camshaft unit made by Alta Engineering.

After some success in the Formula Two Grand Prix with their A-types, Connaught produced their 2½-litre B-Type for the 1954 formula. It was, as indeed it had to be considering the Company's financial position, a very straightforward car: a marvellous amalgum of commonsense and very considerable design brilliance.

The chassis had two large diameter, tubular side-members with further tubular super-structure to carry the bodywork. The *gearbox* was at the rear, just in front of the final drive unit, and it employed wishbone and coil springs *suspension* with an anti-roll bar at the front and a De Dion rear axle with longitudinal torsion bars. It used Dunlop disc brakes and Dunlop magnesium alloy wheels and, usually, the new Dunlop R4 racing tread. (Brooks used Pirellis at Syracuse).

The engine was Connaught's own version of the very straightforward Alta engine which Geoffrey Taylor had produced in the 1930s. Its two overhead camshafts were chain driven from the back of the engine—operating two valves per cylinder—and there were twin Lucas magnetos on the rear of the camshaft firing two plugs per cylinder.

The double choke Weber carburettors were 48DC03 models and the *gearbox* was an Armstrong Siddeley pre-selector—similar to

the box used on the E.R.A. and H.W.M. cars. The 2½-litre unit developed about 240 b.h.p. at best.

But it was enough to make history. At the end of the 1955 season, Connaught were invited to send two cars to the Grand Prix then being held at Syracuse. They selected as their drivers Les Leston and a young man who had been showing some promise in sports cars, Tony Brooks.

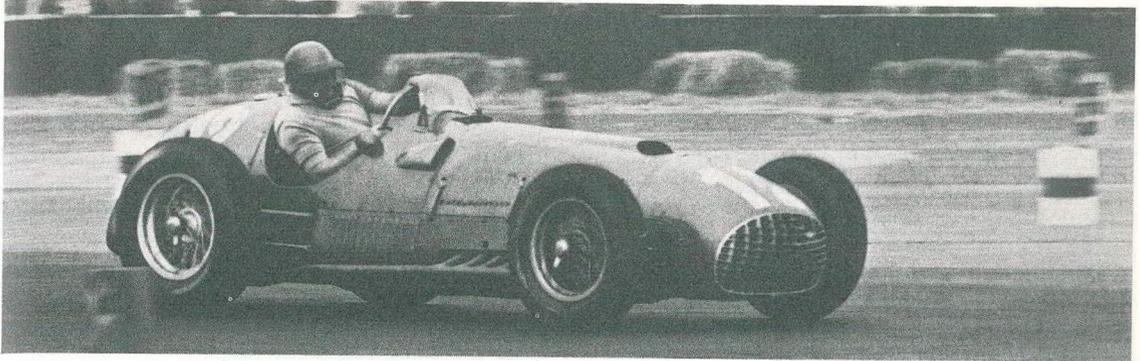
The Company's best placing during the whole season had been a fourth at Oulton Park. But Brooks was really to turn the tables. He won in a straight battle with Schell, Villoresi and Musso in the best works' Maseratis. He averaged 99.05 m.p.h. and broke the lap record as well. It was the first Grand Prix victory by a car using disc brakes and the last by one using an epicyclic gearbox.

It was also Connaught's first and last great victory. In 1957, the cost of racing proved too much and the whole team fell under the auctioneer's hammer. But Connaught had already struck their epic blow for Britain.

THE VANWALL

What B.R.M. had attempted, and Connaught had achieved only once, Vanwall would accomplish in convincing measure: real triumph for British racing cars. In fact, no story of the resuscitation of British racing hopes would be complete without a chapter on Vanwall. The cars owed their creation, and their untimely abandonment, to one man, Tony Vandervell, manufacturer of Thin-wall bearings.

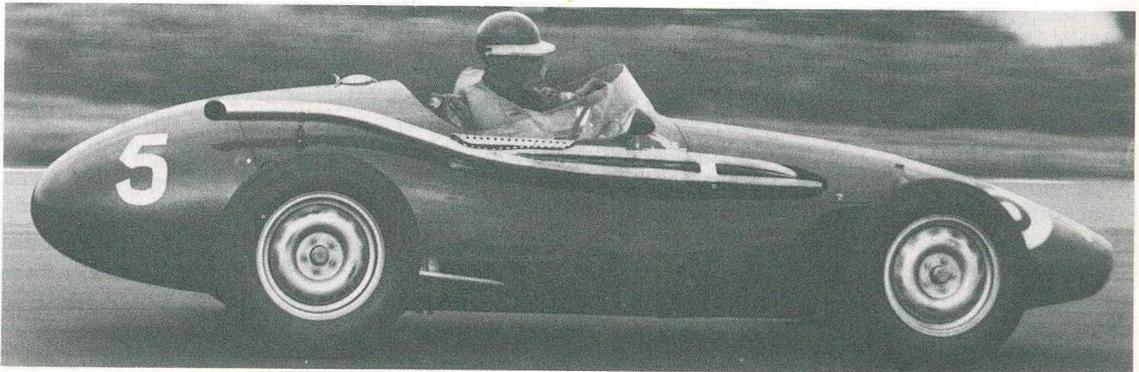
He had been one of the most prominent supporters of the early B.R.M. project and had urged that the Norton motorcycle engine should be developed for that ill-fated car. After the 16-cylinder roar had subsided he decided to go it alone and turned his designers' attentions to the 500 cc Norton unit which, had carried Britain to the top in two-wheel competition.



Top: *Elbows Out* – A typical picture of Gonzales, the “Bull from Arrecifes”, on his way into the record books with Ferrari’s first Championship win – Silverstone, 14th July 1951

Above: *The Maestro in the Magnificent Machine* – Mercedes’s return to motor racing was graced by the skill of Fangio, whose victories gave the car the World Championship in its first season

Below: *Start of the British Revival* – The clean-lined Connaught, saviour of British racing hopes. Here, the indomitable Archie Scott-Brown does battle in the 1956 Silverstone International Trophy Race



Leo Kusmicki, of Norton experience, was recruited to take care of the engine department, with help from Rolls-Royce amongst others. And he developed the engine to a full 2.5-litres by 1955. The original Vanwall *chassis* was a Cooper copy of a Ferrari, but in 1956, Colin Chapman came on the scene, and he and Frank Costin designed the multi-tubular frame and the aerodynamic body respectively.

The *gearbox* was located in a unit with the final drive and there was a multi-plate clutch at the rear of the crank case. There were *five* forward speeds with synchromesh on the upper four.

The front *suspension* used forged wishbones, coil springs and an anti-roll bar, while the rear suspension was of De Dion type with longitudinal pairs of radius arms, a transverse Watt linkage and coil springs. The *brakes* were Vandervell Goodyear discs using Lockheed hydraulic components and they were inboard at the rear.

In its final form, the *engine* was 2,490 cc with twin overhead camshafts and two valves per cylinder. It produced 262 b.h.p. at 7,500 r.p.m. There was enormous evidence of its motorcycle heritage. In fact, when it first appeared it was a two-litre unit, a neat quadruple of the 500 cc Norton bike engine.

It retained the independent construction of all its four cylinders and although the head had a common casting for all four, it had a valve gear that was an exact copy of the Norton, even to the extent that the upper ends of the valve stems could be seen clearly. For the engine used the exposed hairpin valve springs favoured by Norton, and there were cylindrical tappets in cam-boxes mounted above them. The engine also used four, motor-cycle type Amal carburettors, but down at the bottom end the crank case owed much to the Rolls-Royce B series engines.

It all added up to a unit packed with proven components. Yet there were many irritating minor problems in the early days when Mike

Hawthorn, Ken Wharton and Peter Collins campaigned in Vanwalls. The first big win was Stirling Moss's victory in the 1956 Silverstone Trophy Race, and it was Stirling who won the British Grand Prix at Aintree in 1957. It was Britain's first Championship win.

Stirling went on to win at Pescara and Monza and, in 1958, the Vanwall's dominated the season. Stirling won in Holland, Portugal and Morocco and Tony Brooks took the flag in Belgium, Germany and Italy. For the first time a British car won the Manufacturers' Championship. But there was a sad end to the season. Tony Vandervell's health was failing and he disbanded the team on doctor's orders. But the Vanwall had proved to be the right prescription for British success.

MERCEDES BENZ W196

Whenever the Daimler Benz Company have decided to enter the lists in motor racing, they have done so with tremendous success. Almost invariably the cars have been of new and advanced conception, backed up by a team organisation without equal in the realm of Grands Prix. The 2½-litre Mercedes Benz type W196 which was launched onto the championship in 1954 was so new that the extent of its novelty can only really be judged by a comparison with contemporary rivals. The *chassis* had a space frame built from very small diameter tubes, whereas almost everybody else was using a ladder chassis.

Its *engine* which was in the front of the car was canted over at an angle of 70°. All the other cars then running had an upright engine. It had no valve springs, the valves being opened and shut mechanically—and it was alone in using this system. It used direct injection instead of carburettors so that the induction and exhaust pipes were quite clear of any kind of restriction.

The power was transmitted to the rear wheels through a five-speed *gearbox* which

used synchromesh, unknown on almost all other racing cars, and the fully independent rear *suspension* gave the wheels a degree of negative camber. All four wheels were independently sprung by torsion bars working in conjunction with telescopic dampers, and the brakes were all mounted inboard on the chassis. They used shoes and not discs but were designed to have no servo effect.

When the car first appeared at Rheims, it was enclosed in a streamlined body, but despite its immediate success, and further use at Monza, the body was ultimately discarded in favour of a much more conventional shape which gave the drivers a far better control over the vehicle. The eight-cylinder *engine*, which delivered 255 b.h.p. when the car was introduced, was developed extremely rapidly to produce something like 282 b.h.p. with a rev limit in the region of 8,700 r.p.m. A very precise rev limit was set down for the drivers, who were allowed 8,500 for 40 seconds, or 8,700 for 20 seconds, and *in extremis* 9,000 for three seconds. It is interesting to note that in the Monaco Grand Prix, when Fangio reached 10,000, Moss 9,300 and Simon 9,100, all three cars retired with damaged valve gear. This typically Teutonic precision—with all its plus points like fuel injection, fully independent suspension, all-synchromesh gearbox and aerodynamic bodywork—placed the car in a different class to its competitors. And Mercedes chose drivers of equal status. To Fangio fell the honour of taking the new car to a first-time-out victory in the Rheims race on 4th July, 1954 and he added three more victories to his list to give the new car the World Championship in its first season.

In 1955, they continued to outpace all their rivals. Fangio won four of the six Grands Prix and Stirling Moss won his first British Grand Prix in one of the silver cars at Aintree.

At the end of the season, Mercedes withdrew their magnificent cars from the sport. It was an act of mercy.

THE COOPER CLIMAX

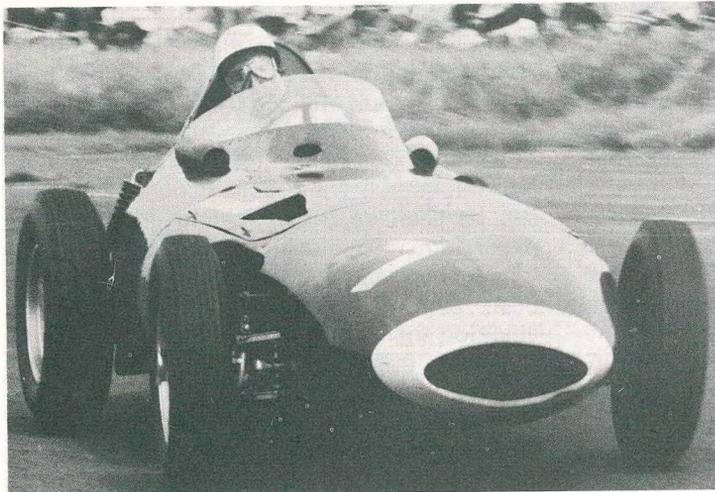
No revolution in motor racing history has been greater than that effected by the British Cooper Company when they successfully introduced a rear engined Grand Prix car into the Championship arena. The proof of such a statement can be seen on every starting grid for every major form of racing in every country of the world. Even the Indianapolis constructors have been forced to follow the Cooper lead—and abandon their front-engined monsters.

Yet it is only 15 years since every racing car of merit had a front engine. It is true that one Dr. Rumpler had experimented with a rear engine in the 'twenties, and Auto-Union had mid-engined models. But the Coopers of the late 'fifties reversed the whole order of racing car configuration.

Charles Cooper and his ebullient son John had started to build rear-engined cars at Surbiton in 1946—500 cc racers with Jap speedway engines in their tails. In 1948, Stirling Moss and Peter Collins earned wins in alloy-wheeled Mark Twos. They dominated the British scene in almost every form of national racing, including hill climbs, Formula Two and Formula Libre racing.

The Cooper Bristol followed in 1952 and launched Mike Hawthorn. Jack Brabham made his Grand Prix debut in a Cooper Bristol in 1955. The gospel had already spread into the sports car world and rear-engined Coopers scored class wins at Sebring. Having virtually created Formula Three, the Cooper dominated Formula Two with its Climax engines in 1957 and 1958, and Grand Prix success was not far distant.

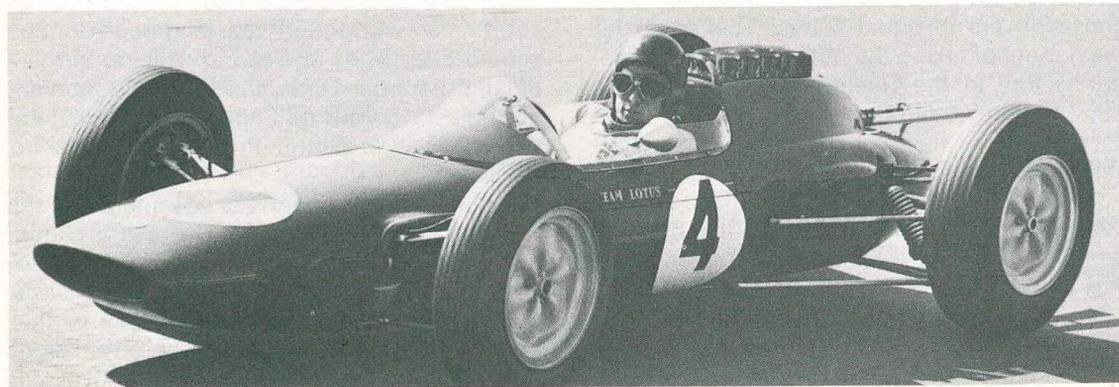
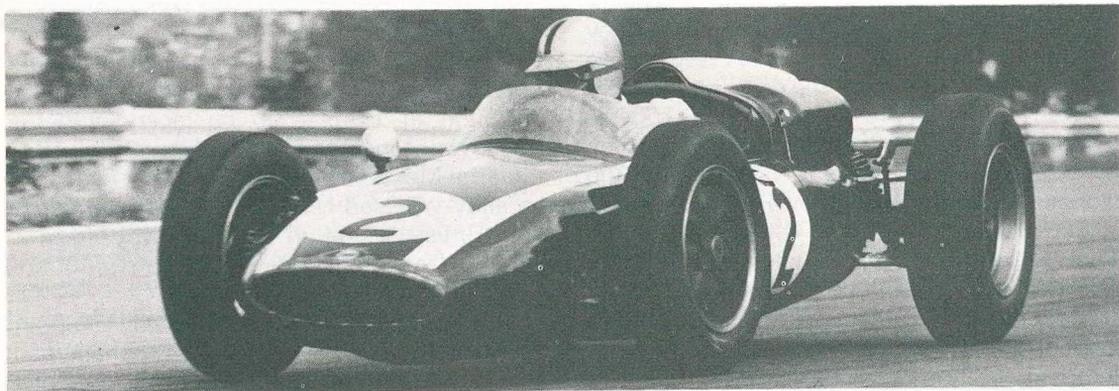
What were the enormous advantages of this rear-engined, interloper? The Auto-Unions had been hard to handle, and there were many who felt that Coopers were on a disaster course. But they believed steadfastly in their new creed. They knew that if the driver didn't have to perch above a propeller shaft, it would



Left: *The Valiant Vanwall – the car that re-established Britain as a nation capable of Grand Prix victory. At Aintree, in 1957, Stirling Moss won the British Grand Prix. But, here at Silverstone in 1958, victory was to elude him.*

Below: *World Beater – Jack Brabham conquers Spa in the brilliant Cooper-Climax which won him two World Championships and revolutionised racing car design.*

Bottom: *Matchless Monocoque – At Zandvoort in 1962, Colin Chapman shattered the opposition by introducing the Lotus 25 – the stressed skin monocoque with which Jim Clark was to dominate the sport.*



be possible to reduce the size of the car. In fact, the only considerations governing the frontal area in future would be the width of the driver and not the engine.

They made their cars extremely light. The Formula One Cooper carried 44 per cent of its weight on the front wheels and 56 per cent on the back. The tyres were of a very generous size in comparison with others, and soon the whole world was to follow this trend.

Coopers were fortunate in the arrival of the Coventry-Climax *engine*—a development from a war-time fire-pump unit. Married to the Cooper lay-out, this 2,495 cc unit developing 239 b.h.p. at 6,750 r.p.m. would leave all its rivals trailing in 1959 and 1960. The *transmission* was a gearbox located behind the final drive in a Citroen casing and the *chassis* was a multi-tubular affair of 1½ in. diameter steel.

Rob Walker must be credited with the first Grand Prix breakthrough. Stirling Moss won the 1958 Argentine Grand Prix in a 1.9-litre Cooper Climax and Maurice Trintignant continued the theme at Monaco. In 1959 and 1960 Jack Brabham established the rear-engined principle with two World Championships and two Manufacturers Championships. He even had the audacity to take his tiny car over to Indianapolis, where it finished ninth.

Nine years later, the Cooper name faded from the scene. But the father and son from Surbiton had achieved everlasting glory.

THE LOTUS 25

Few designers can lay such a positive claim to fame as the now, legendary Colin Chapman. His John Player Special Lotus 72 design is nearly four years old—yet it dominated the 1972 season. It was a Lotus which launched the Ford-Cosworth engine on a career which has already seen 51 Grand Prix victories recorded, and his Indianapolis invasion finally changed the face of American racing. Even

before the name Lotus appeared on the honours boards, he had shared full credit for the later Vanwall achievements.

But having established himself as the leading space-frame designer, he applied his agile mind to the next step—while his rivals still struggled to match him in space-frame terms. He launched his bombshell at the 1962 Dutch Grand Prix—when Jim Clark became the first driver really to lie down in a racing car. To the accompaniment of clicking cameras and designers' feverish scribbling, Colin wheeled out the Lotus 25—the first modern monocoque Grand Prix car.

In one stroke, Chapman had dispensed with the tubular space-frame and produced instead a racing version of the monocoque principle already in use for mass-produced road cars. The 25 *chassis* was a bath-tub shaped affair fabricated from light alloy. The main components were two D-shaped side pieces joined at each end by steel units—the front one carrying the suspension and steering and the rear, the engine and gearbox. A steel bulkhead was added at the scuttle, which added strength to the whole structure and housed the instruments as well as supporting the steering column. The lower half was formed into a chassis frame and contained the rubber fuel tanks.

The front *suspension* was a coil/spring/damper unit and the rear had reversed lower wishbones, a single top link and double trailing radius arms. The *engine* was, of course, the Coventry Climax 1½-litre FWMV unit giving some 200 b.h.p. at 10,000 r.p.m. *Brakes* were Girling discs and the *gearbox* a ZF five-speed unit.

Although the car didn't win first time out—Clark led for a while but finished last with clutch and gearbox trouble—it became the car to beat for seasons to come. In its first year, Jimmy won three Grands Prix and then set a still-unequaled record in 1963, winning *seven* Championship races to take both the drivers' and constructors' titles.



The Precise One – Few drivers have ever achieved the cool perfection of Juan Manuel Fangio, the Argentinian who dominated motor racing in the 'fifties, seen here in his Ferrari during the 1956 French Grand Prix. Asked to describe the difference between Fangio and other drivers, a rival once said – "An inch on every corner, and they soon add up."

THE WORLD CHAMPIONSHIP 1950-1971

Barrie Gill

Few innovations in any sport can have had such a dramatic effect as the launching of the World Championship in motor racing in 1950. At the time, there were few fanfares. Contemporary magazines scarcely recorded the fact that Giuseppe Farina had become the first World Champion, at Monza, on 3rd September 1950.

But the media at last had something to write about. The personality cult had been formalised. Success could be measured, comparisons made, and targets seen to be achieved. There were die-hard *afficionados* who abhorred the revolution. To them, the achievement of winning an individual race was self-sufficient. But they found themselves rubbing shoulders with spectators who had found a new interest—and new heroes.

Today the World Drivers' Champion is the

sport's most important single advertisement. He takes his place with the boxers, jockeys, footballers, cricketers and athletes in the round of functions, award dinners and quiz games. A popular Champion can recruit many thousands of previously disinterested viewers or readers to his sport. For the converted, the Championship has helped to crystallise the meaning of success. The struggle for the title has created its own legends. Great cars and great drivers have earned lasting glory in the 209 races held to date.

This section attempts to chronicle the 21 years which preceded the 1972 title chase. Here are the results of the first 11 years. From 1961 onwards—the year that the formula changed—there are concise reports of every race.

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The Champions

1950	Giuseppe Farina	Italian	Alfa-Romeo	1962	Graham Hill	English	B.R.M.
1951	Juan M. Fangio	Argentinian	Alfa-Romeo	1963	Jim Clark	Scottish	Lotus-Climax
1952	Alberto Ascari	Italian	Ferrari	1964	John Surtees	English	Ferrari
1953	Alberto Ascari	Italian	Ferrari	1965	Jim Clark	Scottish	Lotus-Climax
1954	Juan M. Fangio	Argentinian	Maserati & Mercedes	1966	Jack Brabham	Australian	Brabham-Repco
1955	Juan M. Fangio	Argentinian	Mercedes	1967	Denis Hulme	New Zealander	Brabham-Repco
1956	Juan M. Fangio	Argentinian	Ferrari	1968	Graham Hill	English	Lotus-Ford
1957	Juan M. Fangio	Argentinian	Maserati	1969	Jackie Stewart	Scottish	Matra-Ford
1958	Mike Hawthorn	English	Ferrari	1970	Jochen Rindt	Austrian	Lotus-Ford
1959	Jack Brabham	Australian	Cooper-Climax	1971	Jackie Stewart	Scottish	Tyrrell-Ford
1960	Jack Brabham	Australian	Cooper-Climax	1972	Emerson Fittipaldi	Brazilian	John Player Special-Ford
1961	Phil Hill	American	Ferrari				

1950

ROUND 1/EUROPEAN GRAND PRIX, Silverstone, 13th May

70 laps of 3-mile circuit (reduced later in season to 2.9 miles)—210 miles

1st Farina	Alfa-Romeo	2hr 13min 23.6sec	90.9mph
2nd Fagioli	Alfa-Romeo	2hr 13min 26.2sec	
3rd Parnell	Alfa-Romeo	2hr 14min 15.6sec	
4th Grand-			
Cabantous	Talbot	68 laps	
5th Rosier	Talbot	68 laps	
6th Gerard	E.R.A.	67 laps	

Fastest lap: Farina 1min 50.6sec, 94.0mph

ROUND 2/MONACO GRAND PRIX, Monte Carlo, 21st May

100 laps of 1.95-mile circuit—195 miles

1st Fangio	Alfa-Romeo	3hr 13min 18.7sec	61.3mph
2nd Ascari	Ferrari	99 laps	
3rd Chiron	Maserati	98 laps	
4th Sommer	Ferrari	97 laps	
5th Bira	Maserati	95 laps	
6th Gerard	E.R.A.	94 laps	

Fastest lap: Fangio 1min 51sec, 64.0mph

ROUND 3/SWISS GRAND PRIX, Bremgarten, Berne, 4th June

42 laps of 4.52-mile circuit—190 miles

1st Farina	Alfa-Romeo	2hr 2min 53.7sec	92.7mph
2nd Fagioli	Alfa-Romeo	2hr 2min 54.1sec	
3rd Rosier	Talbot	41 laps	
4th Bira	Maserati	40 laps	
5th Bonetto	Maserati-		
	Milan	40 laps	
6th de Graffenreid	Maserati	40 laps	

Fastest lap: Farina 2min 41.6sec, 100.8mph

ROUND 4/BELGIAN GRAND PRIX, Spa-Francorchamps, 18th June

35 laps of modified (no Stavelot hairpin)
8.76-mile circuit—306 miles

1st Fangio	Alfa-Romeo	2hr 47min 26sec	110.0mph
2nd Fagioli	Alfa-Romeo	2hr 47min 40 sec	
3rd Rosier	Talbot	2hr 49min 45sec	
4th Farina	Alfa-Romeo	2hr 51min 31sec	
5th Ascari	3.3 Ferrari	34 laps	
6th Levegh	Talbot	34 laps	

Fastest lap: Farina 4min 34.1sec, 115.1mph

ROUND 5/FRENCH GRAND PRIX, Rheims-Gueux, 2nd July

64 laps of 4.86-mile circuit—311 miles

1st Fangio	Alfa-Romeo	2hr 57min 52.8sec	104.8mph
2nd Fagioli	Alfa-Romeo	2hr 58min 18.5sec	
3rd Whitehead	Ferrari	2hr 59min 30.3sec	
4th Manzoni	1500 Simca	61 laps	
5th Chaboud and			
Etancelin	Talbot	59 laps	
6th Rosier and			
Pozzi	Talbot	56 laps	

Fastest lap: Fangio 2min 35.6sec, 112.3mph

ROUND 6/ITALIAN GRAND PRIX, Monza, 3rd September

80 laps of a 3.9-mile circuit—312 miles

1st Farina	Alfa-Romeo	2hr 51min 17.4sec	109.7mph
2nd Ascari/			
Serafini	Ferrari	2hr 52min 36.0sec	
3rd Fagioli	Alfa-Romeo	2hr 52min 53sec	
4th Rosier	Talbot	75 laps	
5th Etancelin	Talbot	75 laps	
6th de Graffenreid			
	Maserati	72 laps	

Fastest lap: Fangio 2min 0sec, 117.4mph

Drivers' World Championship 1950

1st Farina, 30 points; 2nd Fangio, 27 points; 3rd Fagioli, 24 points. Pts: 8-6-4-3-2 for first five places. Plus one point for fastest lap. Best four from seven races including Indianapolis.

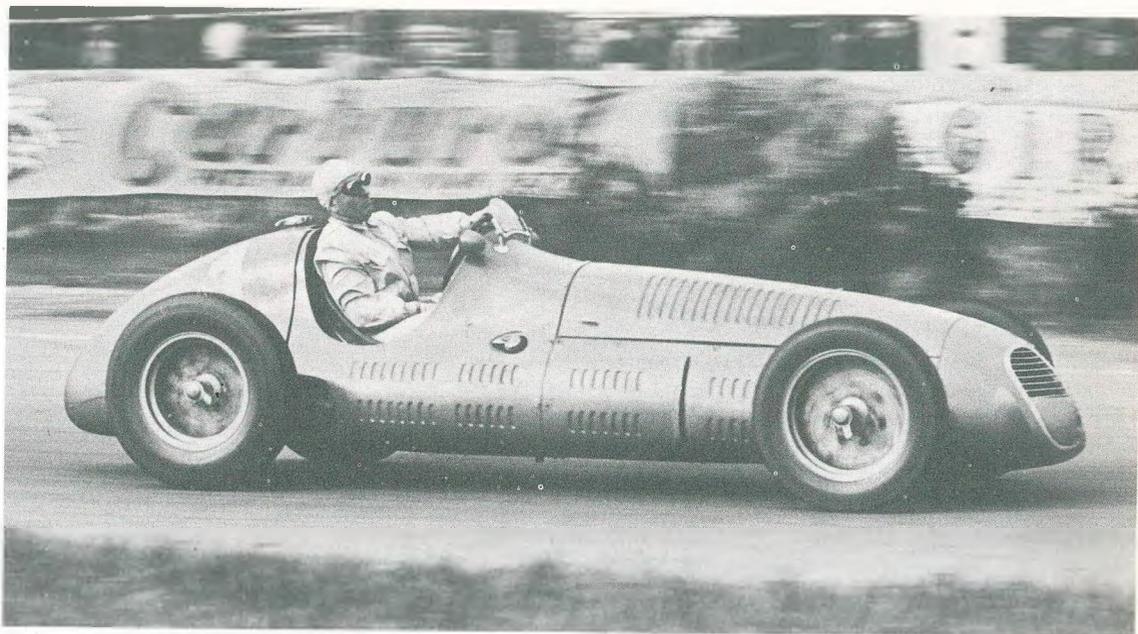
1951

ROUND 1/SWISS GRAND PRIX, Bremgarten, 27th May

42 laps of 4.52-mile circuit—190 miles

1st Fangio	Alfa-Romeo	2hr 7min 53.6sec	89.0mph
2nd Taruffi	Ferrari	2hr 8min 48.9sec	
3rd Farina	Alfa-Romeo	2hr 9min 12.9sec	
4th Sanesi	Alfa-Romeo	41 laps	
5th de Graffenreid			
	Alfa-Romeo	40 laps	
6th Ascari	Ferrari	40 laps	

Fastest lap: Fangio 2min 51.1sec, 95.1mph



Giuseppe at Goodwood, 1950 – the year Farina won the newly instituted Championship for Alfa-Romeo. Here he drives the famous 4CLT/48 Maserati, clearly showing his "sitting-back" style.

ROUND 2/BELGIAN GRAND PRIX, Spa-Francorchamps, 17th June

36 laps of an 8.76-mile circuit—315 miles

1st Farina	Alfa-Romeo	2hr 45min 46.2sec	114.3mph
2nd Ascari	Ferrari	2hr 48min 37.2sec	
3rd Villolosi	Ferrari	2hr 50min 08.1sec	
4th Rosier	Talbot	34 laps	
5th Giraud- Cabantous	Talbot	34 laps	
6th Pilette	Talbot	33 laps	

Fastest lap: Fangio 4min 22.1sec, 120.5mph

ROUND 3/EUROPEAN GRAND PRIX, Rheims-Gueux, 1st July

77 laps of 4.86-mile circuit—374 miles

1st Fangio	Alfa-Romeo	3hr 22min 11sec	110.9mph
2nd Ascari	Ferrari	3hr 23min 9.2sec	
3rd Villolosi	Ferrari	74 laps	
4th Parnell	Ferrari	73 laps	
5th Farina	Alfa-Romeo	73 laps	
6th Chiron	Talbot	71 laps	

Fastest lap: Fangio 2min 27.8sec, 118.3mph

ROUND 4/BRITISH GRAND PRIX, Silverstone, 14th July

90 laps of 2.9-mile circuit—263 miles

1st Gonzales	Ferrari	2hr 42min 18.2sec	96.1mph
2nd Fangio	Alfa-Romeo	2hr 43min 9.2sec	
3rd Villolosi	Ferrari	88 laps	
4th Bonetto	Alfa-Romeo	87 laps	
5th Parnell	B.R.M.	85 laps	
6th Sanesi	Alfa-Romeo	84 laps	

Fastest lap: Farina, 1min 44sec, 99.9mph

ROUND 5/GERMAN GRAND PRIX, Nurburgring, 29th July

20 laps of 14.17-mile circuit—283 miles

1st Ascari	Ferrari	3hr 23min 3.3sec	83.8mph
2nd Fangio	Alfa-Romeo	3hr 23min 33.8sec	
3rd Gonzales	Ferrari	3hr 27min 42.3sec	
4th Villolosi	Ferrari	3hr 28min 53.6sec	
5th Taruffi	Ferrari	3hr 30min 52.4sec	
6th Fischer	2.6 Ferrari	19 laps	

Fastest lap: Fangio 9min 55.8sec, 85.7mph

**ROUND 6/ITALIAN GRAND PRIX,
Monza, 16th September**

80 laps of 3·92-mile circuit—312 miles

1st Ascari	Ferrari	2hr 42min 39·2sec	115·5mph
2nd Gonzales	Ferrari	2hr 43min 23·9sec	
3rd Farina and Bonetto	Alfa-Romeo	79 laps	
4th Villoresi	Ferrari	79 laps	
5th Taruffi	Ferrari	78 laps	
6th Simon	Simca	74 laps	
Fastest lap: Farina 1min 56·5sec, 121·5mph			

**ROUND 7/SPANISH GRAND PRIX,
Pedralbes, Barcelona, 28th October**

70 laps of 3·92-mile circuit—274 miles

1st Fangio	Alfa-Romeo	2hr 46min 54·1sec	98·7mph
2nd Gonzales	Ferrari	2hr 47min 48·4sec	
3rd Farina	Alfa-Romeo	2hr 48min 39·6sec	
4th Ascari	Ferrari	68 laps	
5th Bonetto	Alfa-Romeo	68 laps	
6th de Graffenreid	Alfa-Romeo	66 laps	
Fastest lap: Fangio 2min 14·3sec, 105·2mph			

Drivers' World Championship 1951

1st Fangio, 31 points; 2nd Ascari, 25 points;
3rd Gonzales, 24 points. Pts: 8-6-4-3-2 for
first five places. Plus one point for fastest lap.
Best four from eight including Indianapolis.

1952**ROUND 1/SWISS GRAND PRIX,
Bremgarten, Berne, 18th May**

62 laps of 4·52-mile circuit—280 miles

1st Taruffi	Ferrari	3hr 1min 56·1sec	92·8mph
2nd Fischer	Ferrari	3hr 4min 23·3sec	
3rd Behra	Gordini	61 laps	
4th Wharton	Frazer-Nash	60 laps	
5th Brown	Cooper- Bristol	59 laps	
6th de Graffenreid	Maserati Plate	58 laps	
Fastest lap: Taruffi 2min 49·1sec, 96·3mph			

**ROUND 2/EUROPEAN GRAND PRIX,
Spa-Francorchamps, 22nd June**

36 laps of 8·76-mile circuit—315 miles

1st Ascari	Ferrari	3hr 3min 46·3sec	103·1mph
2nd Farina	Ferrari	3hr 5min 41·5sec	
3rd Manzon	Gordini	3hr 8min 14·7sec	

4th Hawthorn	Cooper- Bristol	35 laps	
5th Frere	H.W.M.	34 laps	
6th Brown	Cooper- Bristol	34 laps	

Fastest lap: Ascari 4min 54sec, 107·4mph

**ROUND 3/ROUEN GRAND PRIX,
Rouen-les-Essarts, 6th July**Three hours round 3·17-mile circuit against
the clock

1st Ascari	Ferrari	77 laps	80·1mph
2nd Farina	Ferrari	76 laps	
3rd Taruffi	Ferrari	75 laps	
4th Manzon	Gordini	74 laps	
5th Trintignant	Gordini	73 laps	
6th Collins	H.W.M.	72 laps	
Fastest lap: Ascari 2min 17·3sec, 82·6mph			

**ROUND 4/BRITISH GRAND PRIX,
Silverstone, 19th July**

85 laps of 2·9-mile circuit—249 miles

1st Ascari	Ferrari	2hr 44min 11sec	90·9mph
2nd Taruffi	Ferrari	84 laps	
3rd Hawthorn	Cooper-Bristol	83 laps	
4th Poore	Connaught	83 laps	
5th Thompson	Connaught	82 laps	
6th Farina	Ferrari	82 laps	
Fastest lap: Ascari 1 min 52 sec, 94·0mph			

**ROUND 5/GERMAN GRAND PRIX,
Nurburgring, 3rd August**

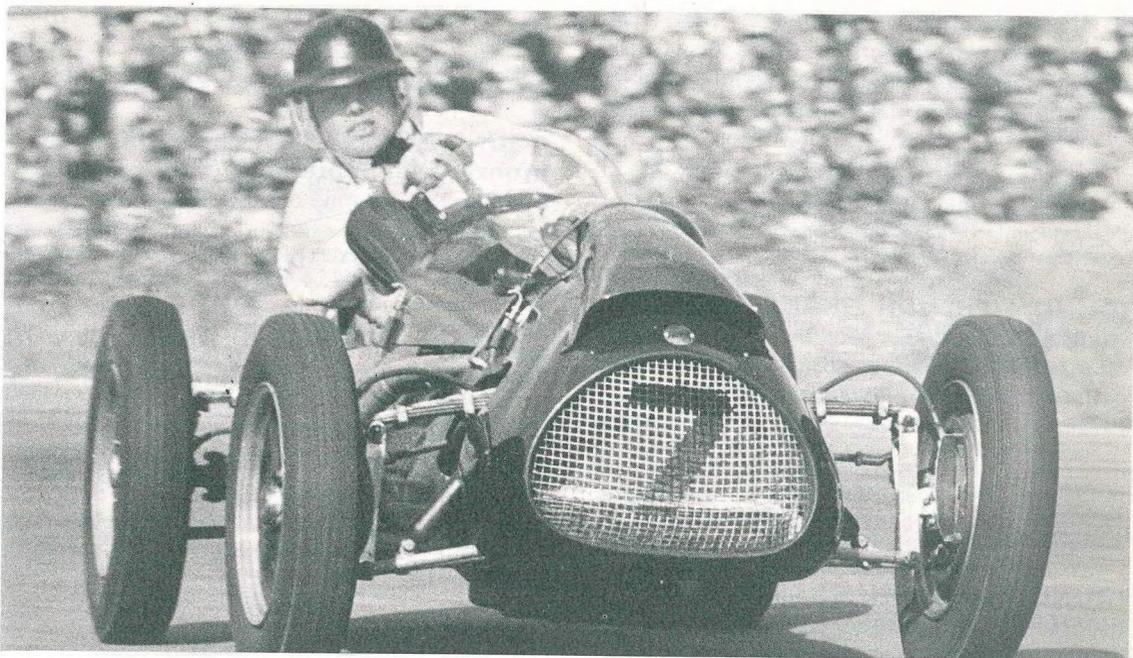
18 laps of 14·17-mile circuit—255 miles

1st Ascari	Ferrari	3hr 6min 13·3sec	82·2mph
2nd Farina	Ferrari	3hr 6min 27·4sec	
3rd Fischer	Ferrari	3hr 13min 23·4sec	
4th Taruffi	Ferrari	17 laps	
5th Behra	Gordini	17 laps	
6th Laurent	Ferrari	16 laps	
Fastest lap: Ascari 10min 5·1sec, 84·4mph			

**ROUND 6/DUTCH GRAND PRIX,
Zandvoort, August 17th**

90 laps of 2·6-mile circuit—234 miles

1st Ascari	Ferrari	2hr 53min 28sec	81·2mph
2nd Farina	Ferrari	2hr 54min 8·6sec	
3rd Villoresi	Ferrari	2hr 55min 2·9sec	
4th Hawthorn	Cooper-Bristol	88 laps	
5th Manzon	Gordini	87 laps	
6th Trintignant	Gordini	87 laps	
Fastest lap: Ascari 1min 49·8sec, 85·4mph			



Bow-tie askew, a very young Mike Hawthorn clings on at Goodwood in his Cooper-Bristol. The 1952 Whit Monday crowd saw him win the Sussex International Trophy. Six years later, he was to become World Champion.

ROUND 7/ITALIAN GRAND PRIX, Monza, 7th September

80 laps of 3·92-mile circuit—312 miles

1st Ascari	Ferrari	2hr 50min 45·6sec	110·0mph
2nd Gonzales	Maserati	2hr 51min 47·4sec	
3rd Villolosi	Ferrari	2hr 52min 42·8sec	
4th Farina	Ferrari	2hr 52min 57sec	
5th Bonetto	Maserati	79 laps	
6th Simon	Ferrari	79 laps	

Fastest lap: Ascari and Gonzales 2min 6·1sec, 111·7mph

Drivers' World Championship 1952

1st Ascari, 36 points; 2nd Farina, 24 points; 3rd Taruffi, 22 points. Pts: 8-6-4-3-2 for first five places. Best four scores from eight races including Indianapolis.

1953

ROUND 1/ARGENTINE GRAND PRIX, Buenos Aires, 18th January

1st Ascari	2·5 Ferrari	3hr 1min 4·3sec	73·1mph
2nd Villolosi	2·5 Ferrari	96 laps	
3rd Gonzales	2·0 Maserati	96 laps	
4th Hawthorn	2·0 Ferrari	96 laps	
5th Galvez	2·0 Ferrari	96 laps	
6th Behra	2·0 Gordini	94 laps	

Fastest lap: Ascari 1 min 48·4sec, 81·2mph

ROUND 2/DUTCH GRAND PRIX, Zandvoort, 7th June

90 laps of 2·6-mile circuit—234 miles

1st Ascari	Ferrari	2hr 53min 35·8sec	81·3mph
2nd Farina	Ferrari	2hr 53min 46·2sec	
3rd Gonzales/ Bonetto	Maserati	89 laps	
4th Hawthorn	Ferrari	89 laps	
5th de Graffenreid	Maserati	88 laps	
6th Trintignant	Gordini	87 laps	

Fastest lap: Villolosi, Ferrari 1min 52·8sec, 83·1mph

ROUND 3/BELGIAN GRAND PRIX, Spa-Francorchamps, 21st June

36 laps of 8.76-mile circuit—315 miles

1st Ascari	Ferrari	2hr 48min 30.35sec	112.4mph
2nd Villorresi	Ferrari	2hr 51min 18.54sec	
3rd Marimon	Maserati	35 laps	
4th de Graffenreid	Maserati	35 laps	
5th Trintignant	Gordini	35 laps	
6th Hawthorn	Ferrari	35 laps	
Fastest lap: Gonzales 4min 34sec, 115.3mph			

ROUND 4/FRENCH GRAND PRIX, Rheims, 5th July

60 laps of 5.19-mile (revised) circuit—311 miles

1st Hawthorn	Ferrari	2hr 44min 18.6sec	113.6mph
2nd Fangio	Maserati	2hr 44min 19.6sec	
3rd Gonzales	Maserati	2hr 44min 20sec	
4th Ascari	Ferrari	2hr 44min 23.2sec	
5th Farina	Ferrari	2hr 44min 26.2sec	
6th Villorresi	Ferrari	2hr 45min 34.5sec	
Fastest lap: Fangio, 2 min 41.1sec, 115.9mph			

ROUND 5/BRITISH GRAND PRIX, Silverstone, 18th July

90 laps of 2.9-mile circuit—263 miles

1st Ascari	Ferrari	2hr 50min 0sec	92.9mph
2nd Fangio	Maserati	2hr 51min 0sec	
3rd Farina	Ferrari	88 laps	
4th Gonzales	Maserati	88 laps	
5th Hawthorn	Ferrari	87 laps	
6th Bonetto	Maserati	82 laps	
Fastest lap: Ascari and Gonzales 1 min 50sec, 95.79mph			

ROUND 6/GERMAN GRAND PRIX, Nurburgring, 2nd August

18 laps of 14.17-mile circuit—255 miles

1st Farina	Ferrari	3hr 2min 25sec	83.9mph
2nd Fangio	Maserati	3hr 3min 29sec	
3rd Hawthorn	Ferrari	3hr 4min 8.6sec	
4th Bonetto	Maserati	3hr 11min 13.6sec	
5th de Graffenreid	Maserati	17 laps	
6th Moss	Cooper-Alta	17 laps	
Fastest lap: Ascari 9 min 56sec, 85.6mph			

ROUND 7/SWISS GRAND PRIX, Bremgarten, Berne, 23rd August

65 laps of 4.52-mile circuit—294 miles

1st Ascari	Ferrari	3hr 1min 34.4sec	97.1mph
2nd Farina	Ferrari	3hr 2min 47.3sec	
3rd Hawthorn	Ferrari	3hr 3min 10.4sec	

4th Bonetto/Fangio	Maserati	64 laps
5th Lang	Maserati	62 laps
6th Villorresi	Ferrari	62 laps
Fastest lap: Ascari 2min 42sec, 101.1mph		

ROUND 8/ITALIAN GRAND PRIX, Monza, 13th September

80 laps of 3.92-mile circuit—312 miles

1st Fangio	Maserati	2hr 49min 45.9sec	110.7mph
2nd Farina	Ferrari	2hr 49min 47.3sec	
3rd Villorresi	Ferrari	79 laps	
4th Hawthorn	Ferrari	79 laps	
5th Trintignant	Gordini	79 laps	
6th Mieres	Gordini	77 laps	
Fastest lap: Fangio 2min 4.5sec, 113.2mph			

Drivers' World Championship 1953

1st Ascari, 34½ points; 2nd Fangio, 28 points; 3rd Farina, 26 points. Pts: 8-6-4-3-2 for first five places. Plus one point for fastest lap. Best four placings from nine rounds including Indianapolis.

1954

ROUND 1/ARGENTINE GRAND PRIX, Buenos Aires, 17th January

1 lap—2.42 miles.

Duration of race—three hours

1st Fangio	Maserati	3hr 0min 55.8sec	87 laps at 69.5mph
2nd Farina	Ferrari	3hr 2min 14.8sec	
3rd Gonzales	Ferrari	3hr 2min 56.8sec	
4th Trintignant	Ferrari	86 laps	
5th Bayol	Gordini	86 laps	
6th Schell	Maserati	84 laps	
Fastest lap: Gonzales 1 min 48.2sec, 80.8mph			

ROUND 2/BELGIAN GRAND PRIX, Spa-Francorchamps, 20th June

36 laps of 8.76-mile circuit—315 miles

1st Fangio	Maserati	2hr 44min 42.4sec	115.8mph
2nd Trintignant	Ferrari	2hr 45min 6.6sec	
3rd Moss	Maserati	35 laps	
4th Gonzales/ Hawthorn	Ferrari	35 laps	
5th Pilette	Gordini	35 laps	
6th Bira	Maserati	35 laps	
Fastest lap: Fangio 4 min 25.5sec, 119.0mph			

**ROUND 3/FRENCH GRAND PRIX,
Rheims, 4th July**

61 laps of 5·16-mile modified circuit—315 miles

1st Fangio	Mercedes	2hr 42min 47·9sec	115·9mph
2nd Kling	Mercedes	2hr 42min 48sec	
3rd Manzon	Ferrari	60 laps	
4th Bira	Maserati	60 laps	
5th Villosesi	Maserati	58 laps	
6th Behra	Gordini	56 laps	

Fastest lap: Herrmann 2min 32·9sec, 121·4mph

**ROUND 4/BRITISH GRAND PRIX,
Silverstone, 17th July**

90 laps of 2·9-mile circuit—263 miles

1st Gonzales	Ferrari	2hr 56min 14sec	89·6mph
2nd Hawthorn	Ferrari	2hr 57min 24sec	
3rd Marimon	Maserati	89 laps	
4th Fangio	Mercedes	89 laps	
5th Trintignant	Ferrari	87 laps	
6th Mieres	Maserati	87 laps	

Fastest lap: Gonzales, Hawthorn, Moss, Ascari, Marimon, Behra, Fangio, 1min 50sec, 95·7mph

**ROUND 5/EUROPEAN GRAND PRIX,
Nurburgring, 1st August**

22 laps of 14·17 miles—312 miles

1st Fangio	Mercedes	3hr 45min 45·8sec	82·9mph
2nd Hawthorn/ Gonzales	Ferrari	3hr 47min 22·3sec	
3rd Trintignant	Ferrari	3hr 50min 54·4sec	
4th Kling	Mercedes	3hr 51min 52·3sec	
5th Mantovani	Maserati	3hr 54min 36·3sec	
6th Taruffi	Ferrari	21 laps	

Fastest lap: Kling 9min 55·1sec, 85·7mph

**ROUND 6/SWISS GRAND PRIX,
Bremgarten, Berne, 22nd August**

66 laps of 4·52-mile circuit—298 miles

1st Fangio	Mercedes	3hr 0min 34·5sec	99·2mph
2nd Gonzales	Ferrari	3hr 1min 32·3sec	
3rd Herrmann	Mercedes	65 laps	
4th Mieres	Maserati	64 laps	
5th Mantovani	Maserati	64 laps	
6th Wharton	Maserati	64 laps	

Fastest lap: Fangio 2min 39·7sec, 101·9mph

**ROUND 7/ITALIAN GRAND PRIX,
Monza, 5th September**

80 laps of 3·92-mile circuit—312 miles

1st Fangio	Mercedes	2hr 47min 47·9sec	111·9mph
2nd Hawthorn	Ferrari	79 laps	
3rd Gonzales/ Maglioli	Ferrari	78 laps	
4th Herrmann	Mercedes	77 laps	
5th Trintignant	Ferrari	75 laps	
6th Wacker	Gordini	75 laps	

Fastest lap: Gonzales 2min 0·8sec, 116·6mph

**ROUND 8/SPANISH GRAND PRIX,
Pedralbes, Barcelona, 24th October**

80 laps of 3·92-mile circuit—313 miles

1st Hawthorn	Ferrari	3hr 13min 52·1sec	98·0mph
2nd Musso	Maserati	3hr 15min 5·3sec	
3rd Fangio	Mercedes	79 laps	
4th Mières	Maserati	79 laps	
5th Kling	Mercedes	79 laps	
6th Godia	Maserati	76 laps	

Fastest lap: Ascari 2min 20·4sec, 100·7mph

Drivers' World Championship 1954

1st Fangio, 40 points; 2nd Gonzales, 25-1/7th points; 3rd Hawthorn, 24-9/14ths points. Pts: 8-6-4-3-2 for first five places. Best five scores out of nine races including Indianapolis. N.B. Fractions above were because drivers shared points for the fastest lap on occasions.

1955**ROUND 1/ARGENTINE GRAND PRIX,
Buenos Aires, 16th January**

96 laps of 2·42-mile circuit—232 miles

1st Fangio	Mercedes	3hr 0min 38·6sec	75·1mph
2nd Farina	Ferrari	3hr 2min 8·2sec	
(also Gonzales and Trintignant)			
3rd Maglioli	Ferrari	94 laps	
(also driven by Farina and Trintignant)			
4th Kling	Mercedes	94 laps	
(also driven by Moss and Herrmann)			
5th Mières	Maserati	91 laps	
6th Behra (with Schell)	Maserati	88 laps	

Fastest lap: Fangio 1min 48·3sec, 80·8mph

**ROUND 2/EUROPEAN GRAND PRIX,
Monte Carlo, 22nd May**

100 laps of 1.95-mile circuit—195 miles

1st Trintignant	Ferrari	2hr 58min 9.8sec	65.8mph
2nd Castellotti	Lancia	2hr 58min 30sec	
3rd Perdisa/ Behra	Maserati	99 laps	
4th Farina	Ferrari	99 laps	
5th Villolosi	Lancia	99 laps	
6th Chiron	Lancia	95 laps	

Fastest lap: Fangio 1min 42.4sec, 68.7mph

**ROUND 3/BELGIAN GRAND PRIX,
Spa-Francorchamps, 5th June**

36 laps of 8.76-mile circuit—315 miles

1st Fangio	Mercedes	2hr 39min 29sec	118.9mph
2nd Moss	Mercedes	2hr 39min 37.1sec	
3rd Farina	Ferrari	2hr 41min 9.5sec	
4th Frère	Ferrari	2hr 42min 54.5sec	
5th Mières/ Behra	Maserati	35 laps	
6th Trintignant	Ferrari	35 laps	

Fastest lap: Fangio 4min 20.6sec, 121.2mph

**ROUND 4/DUTCH GRAND PRIX,
Zandvoort, 19th June**

100 laps of 2.6-mile circuit—260 miles

1st Fangio	Mercedes	2hr 54min 23.8sec	89.6mph
2nd Moss	Mercedes	2hr 54min 24.1sec	
3rd Musso	Maserati	2hr 55min 20.9sec	
4th Mières	Maserati	99 laps	
5th Castellotti	Ferrari	97 laps	
6th Behra	Maserati	97 laps	

Fastest lap: Mières 1min 40.9sec, 92.9mph

**ROUND 5/BRITISH GRAND PRIX,
Aintree, 16th July**

90 laps of 3-mile circuit—270 miles

1st Moss	Mercedes	3hr 7min 21.2sec	86.4mph
2nd Fangio	Mercedes	3hr 7min 21.4sec	
3rd Kling	Mercedes	3hr 8min 33sec	
4th Taruffi	Mercedes	89 laps	
5th Musso	Maserati	89 laps	
6th Hawthorn/ Castellotti	Ferrari	87 laps	

Fastest lap: Moss 2min 0.4sec, 89.7mph

**ROUND 6/ITALIAN GRAND PRIX,
Monza, 11th September**50 laps of new 6.2-mile circuit (with bankings)
—310 miles

1st Fangio	Mercedes	2hr 25min 4.4sec	128.5mph
2nd Taruffi	Mercedes	2hr 25min 5.1sec	
3rd Castellotti	Ferrari	2hr 25min 50.6sec	
4th Behra	Maserati	49 laps	
5th Menditeguy	Maserati	49 laps	
6th Maglioli	Ferrari	49 laps	

Fastest lap: Moss 2min 46.9sec, 134.0mph

Drivers' World Championship 1955

1st Fangio, 40 points; 2nd Moss, 23 points
3rd Castellotti, 12 points. Pts: 8-6-4-3-2 for
first five places. Plus one point for fastest lap
Best five scores out of seven races including
Indianapolis.

1956**ROUND 1/ARGENTINE GRAND PRIX,
Buenos Aires, 22nd January**

98 laps of 2.42-mile circuit—237 miles

1st Fangio/ Musso	Ferrari	3hr 0min 3.7sec	79.4mph
2nd Behra	Maserati	3hr 0min 28.1sec	
3rd Hawthorn	Maserati	96 laps	
4th Landi/ Gerini	Maserati	92 laps	
5th Gendebien	Ferrari	91 laps	
6th Uria/ O. Gonzalez	Maserati	88 laps	

Fastest lap: Fangio 1min 45.3sec, 83.1mph

**ROUND 2/MONACO GRAND PRIX,
Monte Carlo, 13th May**

100 laps of 1.95-mile circuit—195 miles

1st Moss	Maserati	3hr 0min 32.9sec	64.9mph
2nd Fangio/ Collins	Ferrari	3hr 0min 39sec	
3rd Behra	Maserati	99 laps	
4th Castellotti/ Fangio	Ferrari	94 laps	
5th Da Silva Ramos	Gordini	93 laps	
6th Pilette/ Bayol	Gordini	88 laps	

Fastest lap: Fangio 1min 44.4sec, 67.4mph

ROUND 3/BELGIAN GRAND PRIX,**Spa-Francorchamps, 3rd June**

36 laps of 8.76-mile circuit—315 miles

1st Collins	Ferrari	2hr 40min 00.3sec	118.4mph
2nd Frere	Ferrari	2hr 41min 51.6sec	
3rd Moss/ Perdisa	Maserati	2hr 43min 16.9sec	
4th Schell	Vanwall	34 laps	
5th Villoresi	Maserati	33 laps	
6th Pilette	Ferrari	33 laps	

Fastest lap: Moss 4min 14.7sec, 124.0mph

ROUND 4/FRENCH GRAND PRIX,**Rheims, 1st July**

61 laps of 5.16-mile circuit—315 miles

1st Collins	Ferrari	2hr 34min 23.4sec	122.3mph
2nd Castellotti	Ferrari	2hr 34min 23.7sec	
3rd Behra	Maserati	2hr 35min 53.3sec	
4th Fangio	Ferrari	2hr 35min 58.5sec	
5th Moss/ Perdisa	Maserati	59 laps	
6th Rosier	Maserati	57 laps	

Fastest lap: Fangio 2min 25.8sec, 127.3mph

ROUND 5/BRITISH GRAND PRIX,**Silverstone, 14th July**

101 laps of 2.9-mile circuit—295 miles

1st Fangio	Ferrari	2hr 59min 47sec	98.6mph
2nd Collins/ de Portago	Ferrari	100 laps	
3rd Behra	Maserati	99 laps	
4th Fairman	Connaught	98 laps	
5th Gould	Maserati	97 laps	
6th Villoresi	Maserati	96 laps	

Fastest lap: Moss 1min 43.2sec, 102.1mph

ROUND 6—GERMAN GRAND PRIX,**Nurburgring, 5th August**

22 laps of 14.17-mile circuit—312 miles

1st Fangio	Ferrari	3hr 38min 43.7sec	85.6mph
2nd Moss	Maserati	3hr 39min 30.1sec	
3rd Behra	Maserati	3hr 46min 22sec	
4th Godia	Maserati	20 laps	
5th Rosier	Maserati	19 laps	
6th Volonterio	Maserati	16 laps	

Fastest lap: Fangio 9min 41.6sec, 87.7mph

ROUND 7/EUROPEAN GRAND PRIX,**Monza, 2nd September**

50 laps of 6.2-mile circuit—310 miles

1st Moss	Maserati	2hr 23min 41.3sec	129.7mph
2nd Fangio/ Collins	Ferrari	2hr 23min 47sec	
3rd Flockhart	Connaught	49 laps	
4th Godia	Maserati	49 laps	
5th Fairman	Connaught	47 laps	
6th Piotti	Maserati	47 laps	

Fastest lap: Moss 2min 45.5sec, 135.4mph

Drivers' World Championship 1956

1st Fangio, 30 points; 2nd Moss, 27 points; 3rd Collins, 25 points. Pts: 8–6–4–3–2 for first five places. Plus one point for fastest lap. Best five out of eight scores including Indianapolis.

1957**ROUND 1/ARGENTINE GRAND PRIX,**
Buenos Aires, 13th January

100 laps (three hours)

1st Fangio	Maserati	3hr 00min 55.9sec	80.6mph
2nd Behra	Maserati	3hr 01min 14.2sec	
3rd Menditeguy	Maserati	99 laps	
4th Schell	Maserati	99 laps	
5th Gonzales/ de Portago	Ferrari	98 laps	
6th Perdisa/ Collins/ von Trips	Ferrari	98 laps	

Fastest lap: Moss 1min 44.7sec, 83.6mph

ROUND 2/MONACO GRAND PRIX,**Monte Carlo, 19th May**

105 laps of 1.95-mile circuit—205 miles

1st Fangio	Maserati	3hr 10min 12.8sec	64.7mph
2nd Brooks	Vanwall	3hr 10min 38sec	
3rd Gregory	Maserati	103 laps	
4th Lewis- Evans	Connaught	102 laps	
5th Trintignant	Ferrari	100 laps	
6th Brabham	Cooper- Climax	100 laps	

Fastest lap: Fangio 1min 45.6sec, 66.6mph

**ROUND 3/FRENCH GRAND PRIX,
Rouen-les-Essarts, 7th July**

77 laps of 4.06-mile circuit—312 miles

1st Fangio	Maserati	3hr 7min 46.4sec	100.0mph
2nd Musso	Ferrari	3hr 8min 37.2sec	
3rd Collins	Ferrari	3hr 9min 52.4sec	
4th Hawthorn	Ferrari	76 laps	
5th Schell	Maserati	70 laps	
6th Behra	Maserati	70 laps	

Fastest lap: Musso 2min 22.4sec, 102.7mph

**ROUND 4/EUROPEAN GRAND PRIX,
Aintree, 20th July**

90 laps of 3-mile circuit—270 miles

1st Moss/ Brooks	Vanwall	3hr 06min 37.8sec	86.8mph
2nd Musso	Ferrari	3hr 7min 03.4sec	
3rd Hawthorn	Ferrari	3hr 7min 20.6sec	
4th Trintignant	Ferrari	88 laps	
5th Salvadori	Cooper- Climax	85 laps	
6th Gerard	Cooper- Bristol	82 laps	

Fastest lap: Moss 1min 59.2sec, 90.6mph

**ROUND 5/GERMAN GRAND PRIX,
Nurburgring, 4th August**

22 laps of 14.17-mile circuit—312 miles

1st Fangio	Maserati	3hr 30min 38.3sec	88.8mph
2nd Hawthorn	Ferrari	3hr 30min 41.9sec	
3rd Collins	Ferrari	3hr 31min 13.9sec	
4th Musso	Ferrari	3hr 34min 15.9sec	
5th Moss	Vanwall	3hr 35min 15.8sec	
6th Behra	Maserati	3hr 35min 16.8sec	

Fastest lap: Fangio 9min 17.4sec, 91.5mph

**ROUND 6/PESCARA GRAND PRIX,
Pescara, Italy, 18th August**

18 laps of 15.9-mile circuit—286 miles

1st Moss	Vanwall	2hr 59min 22.7sec	95.5mph
2nd Fangio	Maserati	3hr 02min 36.6sec	
3rd Schell	Maserati	3hr 06min 9.5sec	
4th Gregory	Maserati	3hr 07min 27.8sec	
5th Lewis- Evans	Vanwall	17 laps	
6th Scarlatti	Maserati	17 laps	

Fastest lap: Moss 9min 44.6sec, 97.6mph

**ROUND 7/ITALIAN GRAND PRIX,
Monza, 8th September**

87 laps of 3.57-mile circuit—311 miles

1st Moss	Vanwall	2hr 35min 03.9sec	120.3mph
2nd Fangio	Maserati	2hr 35min 45.1sec	
3rd von Trips	Ferrari	85 laps	
4th Gregory	Maserati	84 laps	
5th Schell/ Scarlatti	Maserati	84 laps	
6th Hawthorn	Ferrari	83 laps	

Fastest lap: Brooks 1min 43.7sec, 124.0mph

Drivers' World Championship 1957

1st Fangio, 40 points; 2nd Moss, 25 points; 3rd Musso, 16 points. Pts: 8-6-4-3-2 for first five places. Plus one point for fastest lap. Best five scores from eight races including Indianapolis.

1958

**ROUND 1/ARGENTINE GRAND PRIX,
Buenos Aires, 18th January**

80 laps of 2.42-mile circuit—194 miles

1st Moss	Cooper- Climax	2hr 19min 33.7sec	83.6mph
2nd Musso	Ferrari	2hr 19min 36.4sec	
3rd Hawthorn	Ferrari	2hr 19min 46.3sec	
4th Fangio	Maserati	2hr 20min 26.7sec	
5th Behra	Maserati	78 laps	
6th Schell	Maserati	77 laps	

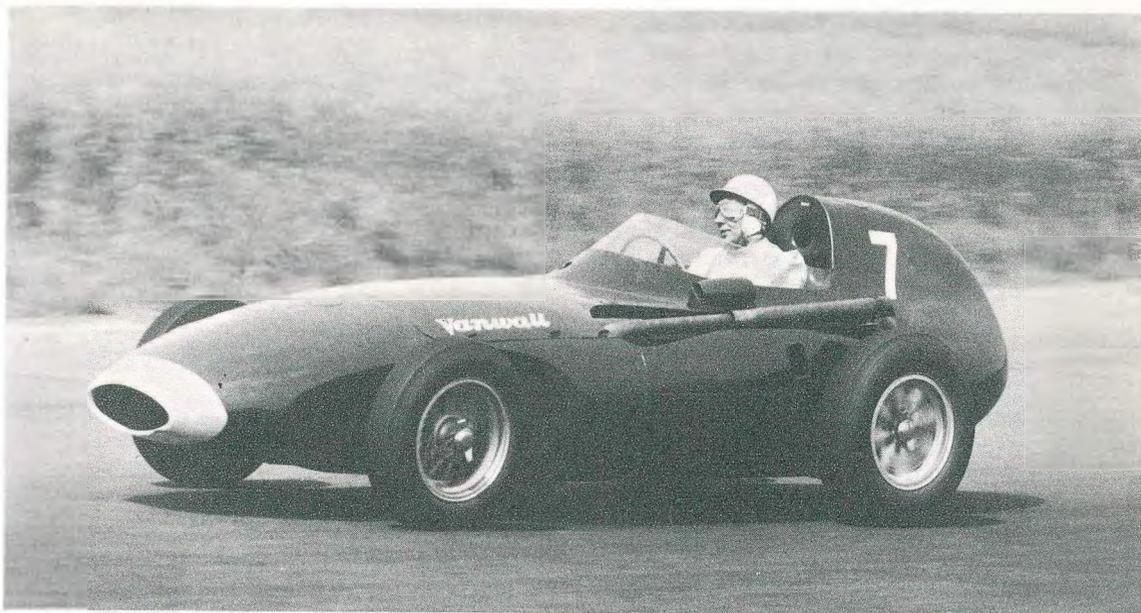
Fastest lap: Fangio 1min 41.8sec, 88.1mph

**ROUND 2/MONACO GRAND PRIX,
Monte Carlo, 18th May**

100 laps of 1.95-mile circuit—195 miles

1st Trintignant	Cooper- Climax	2hr 52min 27.9sec	67.9mph
2nd Musso	Ferrari	2hr 52min 48.2sec	
3rd Collins	Ferrari	2hr 53min 6.7sec	
4th Brabham	Cooper- Climax	97 laps	
5th Schell	B.R.M.	91 laps	
6th Allison	Lotus	90 laps	

Fastest lap: Hawthorn 1min 40.6sec, 69.9mph



Bringing back the glory—Stirling Moss in a Vanwall, a dynamic combination which finally gave British crowds something to cheer about after long years of Continental domination, seen here at Silverstone 1958.

ROUND 3/DUTCH GRAND PRIX, Zandvoort, 26th May

75 laps of 2·6-mile circuit—195 miles

1st Moss	Vanwall	2hr 4min 49·2sec	93·9mph
2nd Schell	B.R.M.	2hr 5min 37·1sec	
3rd Behra	B.R.M.	2hr 6min 31·5sec	
4th Salvadori	Cooper- Climax	74 laps	
5th Hawthorn	Ferrari	74 laps	
6th Allison	Lotus- Climax	73 laps	

Fastest lap: Moss 1min 37·6sec, 96·1mph

ROUND 4/EUROPEAN GRAND PRIX, Spa-Francorchamps, 15th June

24 laps of 8·76-mile circuit—210 miles

1st Brooks	Vanwall	1hr 37min 6·3sec	129·9mph
2nd Hawthorn	Ferrari	1hr 37min 27sec	
3rd Lewis-Evans	Vanwall	1hr 40min 7·2sec	
4th Allison	Lotus- Climax	1hr 41min 21·8sec	
5th Schell	B.R.M.	23 laps	
6th Gendebien	Ferrari	23 laps	

Fastest lap: Hawthorn 3min 58·3sec, 132·4mph

ROUND 5/FRENCH GRAND PRIX, Rheims, 7th July

50 laps of 5·16-mile circuit—258 miles

1st Hawthorn	Ferrari	2hr 3min 21·3sec	125·4mph
2nd Moss	Vanwall	2hr 3min 45·9sec	
3rd von Trips	Ferrari	2hr 4min 21sec	
4th Fangio	Maserati	2hr 5min 51·9sec	
5th Collins	Ferrari	2hr 8min 46·2sec	
6th Brabham	Cooper- Climax	49 laps	

Fastest lap: Hawthorn 2min 24·9sec, 128·1mph

ROUND 6/BRITISH GRAND PRIX, Silverstone, 19th July

75 laps of 2·9-mile circuit—218 miles

1st Collins	Ferrari	2hr 9min 4·2sec	102·0mph
2nd Hawthorn	Ferrari	2hr 9min 28·4sec	
3rd Salvadori	Cooper- Climax	2hr 9min 54·8sec	
4th Lewis-Evans	Vanwall	2hr 9min 55sec	
5th Schell	B.R.M.	2hr 10min 19sec	
6th Brabham	Cooper- Climax	2hr 10min 27·4sec	

Fastest lap: Hawthorn 1min 40·8sec, 104·5mph

ROUND 7/GERMAN GRAND PRIX, Nurburgring, 3rd August

15 laps (reduced from 22) of 14.17-mile circuit—213 miles

1st Brooks	Vanwall	2hr 21min 15sec	90.6mph
2nd Salvadori	Cooper-Climax	2hr 24min 44.7sec	
3rd Trintignant	Cooper-Climax	2hr 26min 26.2sec	
4th von Trips	Ferrari	2hr 27min 31.3sec	
5th McLaren	Cooper-Climax	2hr 27min 41.3sec	
6th Barth	Porsche	2hr 27min 47.4sec	

Fastest lap: Moss 9min 9.2sec, 92.9mph

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ROUND 8/PORTUGUESE GRAND PRIX, Oporto, 24th August

50 laps of 4.6-mile Oporto circuit—230 miles

1st Moss	Vanwall	2hr 11min 27.8sec	104.0mph
2nd Hawthorn	Ferrari	2hr 16min 40.5sec	
3rd Lewis-Evans	Vanwall	49 laps	
4th Behra	B.R.M.	49 laps	
5th von Trips	Ferrari	49 laps	
6th Schell	B.R.M.	49 laps	

Fastest lap: Hawthorn 2min 32.37sec, 108.7mph

ROUND 9/ITALIAN GRAND PRIX, Monza, 7th September

70 laps of 3.57-mile circuit—250 miles

1st Brooks	Vanwall	2hr 3min 47.8sec	121.2mph
2nd Hawthorn	Ferrari	2hr 4min 12sec	
3rd P. Hill	Ferrari	2hr 4min 16.1sec	
4th Shelby and Gregory	Maserati	69 laps	
5th Salvadori	Cooper-Climax	62 laps	
6th G. Hill	Lotus-Climax	62 laps	

Fastest lap: Phil Hill 1min 42.9sec, 125.0mph

ROUND 10/MOROCCAN GRAND PRIX, Ain-Diab, Casablanca, 19th October

53 laps of 4.73-mile circuit—250 miles

1st Moss	Vanwall	2hr 9min 15.1sec	116.2mph
2nd Hawthorn	Ferrari	2hr 10min 39.8sec	
3rd P. Hill	Ferrari	2hr 10min 40.6sec	
4th Bonnier	B.R.M.	2hr 11min 1.8sec	
5th Schell	B.R.M.	2hr 11min 48.8sec	
6th Gregory	Maserati	52 laps	

Fastest lap: Moss 2min 22.5sec, 119.3mph

Drivers' World Championship 1958

1st Hawthorn, 42 points; 2nd Moss, 41 points; 3rd Brooks, 24 points. Pts: 8-6-4-3-2 for first five places. Plus one point for fastest lap. Best six out of eleven races including Indianapolis.

1959

ROUND 1/MONACO GRAND PRIX, Monte Carlo, 10th May

100 laps of 1.95-mile circuit—195 miles

1st Brabham	Cooper-Climax	2hr 55min 51.3sec	66.7mph
2nd Brooks	Ferrari	2hr 56min 11.7sec	
3rd Trintignant	Cooper-Climax	98 laps	
4th P. Hill	Ferrari	97 laps	
5th McLaren	Cooper-Climax	96 laps	
6th Salvadori	Cooper-Maserati	83 laps	

Fastest lap: Brabham 1min 40.4sec, 70.1mph

ROUND 2/DUTCH GRAND PRIX, Zandvoort, 31st May

75 laps of 2.6-mile circuit—195 miles

1st Bonnier	B.R.M.	2hr 5min 26.8sec	93.5mph
2nd Brabham	Cooper-Climax	2hr 5min 41sec	
3rd Gregory	Cooper-Climax	2hr 6min 49.8sec	
4th Ireland	Lotus	74 laps	
5th Behra	Ferrari	74 laps	
6th P. Hill	Ferrari	73 laps	

Fastest lap: Moss 1min 36.7sec, 96.9mph

ROUND 3/EUROPEAN GRAND PRIX, Rheims, 5th July

50 laps of 5.16-mile circuit—258 miles

1st Brooks	Ferrari	2hr 1min 26.5sec	127.4mph
2nd P. Hill	Ferrari	2hr 1min 54sec	
3rd Brabham	Cooper-Climax	2hr 3min 4.2sec	
4th Gendebien	Ferrari	2hr 3min 14sec	
5th McLaren	Cooper-Climax	2hr 3min 14.2sec	
6th Flockhart	B.R.M.	2hr 3min 32.2sec	

Fastest lap: Moss 2min 22.8sec, 130.0mph

**ROUND 4/BRITISH GRAND PRIX,
Aintree, 18th July**

75 laps of 3-mile circuit—225 miles

1st Brabham	Cooper- Climax	2hr 30min 11·6sec	89·8mph
2nd Moss	B.R.M.	2hr 30min 33·8sec	
3rd McLaren	Cooper- Climax	2hr 30min 34·0sec	
4th Schell	B.R.M.	74 laps	
5th Trintignant	Cooper- Climax	74 laps	
6th Salvadori	Aston- Martin	74 laps	

Fastest lap: Moss and McLaren 1 min 57sec, 92·3mph

**ROUND 5/GERMAN GRAND PRIX,
Avus, Berlin, 2nd August**

60 laps of 5·16-mile circuit—309 miles (run in two heats)

1st Brooks	Ferrari	2hr 9min 31·6sec	143·3mph
2nd Gurney	Ferrari	2hr 9min 32·2sec	
3rd P. Hill	Ferrari	2hr 10min 36·7sec	
4th Trintignant	Cooper- Climax	59 laps	
5th Bonnier	B.R.M.	58 laps	
6th Burgess	Cooper- Maserati	56 laps	

Fastest lap: Brooks 2min 4·5sec, 149·0mph

**ROUND 6/PORTUGUESE GRAND PRIX,
Monsanto, Lisbon, 23rd August**

62 laps of 3·38-mile circuit—210 miles

1st Moss	Cooper- Climax	2hr 11min 55·41sec	95·3mph
2nd Gregory	Cooper- Climax	61 laps	
3rd Gurney	Ferrari	61 laps	
4th Trintignant	Cooper- Climax	60 laps	
5th Schell	B.R.M.	59 laps	
6th Salvadori	Aston Martin	59 laps	

Fastest lap: Moss 2min 5·07sec, 97·3mph

**ROUND 7/ITALIAN GRAND PRIX,
Monza, 13th September**

72 laps of 3·57-mile circuit—257 miles

1st Moss	Cooper- Climax	2hr 4min 5·4sec	124·4mph
2nd P. Hill	Ferrari	2hr 4min 52·1sec	
3rd Brabham	Cooper- Climax	2hr 5min 17·9sec	
4th Gurney	Ferrari	2hr 5min 25sec	
5th Allison	Ferrari	71 laps	
6th Gendebien	Ferrari	71 laps	

Fastest lap: P. Hill 1min 40·4sec, 128·13mph

**ROUND 8/U.S. GRAND PRIX,
Sebring, Florida, 12th December**

42 laps of 5·2-mile circuit—218 miles

1st McLaren	Cooper- Climax	2hr 12min 35·7sec	98·8mph
2nd Trintignant	Cooper- Climax	2hr 12min 36·3sec	
3rd Brooks	Ferrari	2hr 15min 36·6sec	
4th Brabham	Cooper- Climax	2hr 17min 33·0sec	
5th Ireland	Lotus- Climax	39 laps	
6th von Trips	Ferrari	38 laps	

Fastest lap: Trintignant 3min 5·0sec, 101·1mph

Drivers' World Championship—1959

1st Brabham, 31 points; 2nd Brooks, 27 points; 3rd Moss, 25½ points. Pts: 8-6-4-3-2 for first five places. Plus one point for fastest lap. Best five out of nine races including Indianapolis.

1960**ROUND 1/ARGENTINE GRAND PRIX,
Buenos Aires, 7th February**

80 laps of 2·42-mile circuit—194 miles

1st McLaren	Cooper- Climax	2hr 17min 49·5sec	82·7mph
2nd Allison	Ferrari	2hr 18min 16·8sec	
3rd Moss/ Trintignant	Cooper- Climax	2hr 18min 26·4sec	
4th Menditeguy	Cooper- Maserati	2hr 18min 42·2sec	
5th von Trips	Ferrari	79 laps*	
6th Ireland	Lotus- Climax	79 laps	

Fastest lap: Moss 1 min 38·9sec, 88·4mph

* Pushed across the line

**ROUND 2/MONACO GRAND PRIX,
Monte Carlo, 29th May**

100 laps of 1.95-mile circuit—195 miles

1st Moss	Lotus-Climax	2hr 53 min 45.5sec	67.4mph
2nd McLaren	Cooper-Climax	2hr 54min 37.6sec	
3rd P. Hill	Ferrari	2hr 54min 47.4sec	
4th Brooks	Cooper-Climax	99 laps	
5th Bonnier	B.R.M.	83 laps	
6th Ginther	Ferrari	70 laps	
Fastest lap: McLaren 1 min 36.2sec, 73.1 mph			

**ROUND 3/DUTCH GRAND PRIX,
Zandvoort, 6th June**

75 laps of 2.6-mile circuit—195 miles

1st Brabham	Cooper-Climax	2hr 1 min 47.2sec	96.3mph
2nd Ireland	Lotus-Climax	2hr 2min 11.2sec	
3rd G. Hill	B.R.M.	2hr 2min 43.8sec	
4th Moss	Lotus-Climax	2hr 2min 44.9sec	
5th von Trips	Ferrari	74 laps	
6th Ginther	Ferrari	74 laps	
Fastest lap: Moss 1 min 33.8sec, 99.9mph			

**ROUND 4/BELGIAN GRAND PRIX,
Spa-Francorchamps, 19th June**

36 laps of 8.76-mile circuit—315 miles

1st Brabham	Cooper-Climax	2hr 21 min 37.3sec	133.6mph
2nd McLaren	Cooper-Climax	2hr 22min 40.6sec	
3rd Gendebien	Cooper-Climax	35 laps	
4th P. Hill	Ferrari	35 laps	
5th Clark	Lotus-Climax	34 laps	
6th Bianchi	Cooper-Climax	28 laps	
Fastest lap: Brabham 3min 51.9sec, 136.0mph			

**ROUND 5/FRENCH GRAND PRIX,
Rheims, 3rd July**

50 laps of 5.16-mile circuit—258 miles

1st Brabham	Cooper-Climax	1hr 57min 24.9sec	131.8mph
2nd Gendebien	Cooper-Climax	1hr 58min 13.2sec	
3rd McLaren	Cooper-Climax	1hr 58min 16.8sec	

4th H. Taylor	Cooper-Climax	49 laps
5th Clark	Lotus-Climax	49 laps
6th Flockhart	Lotus-Climax	49 laps
Fastest lap: Brabham 2min 17.5sec, 135.0mph		

**ROUND 6/BRITISH GRAND PRIX,
Silverstone, 16th July**

77 laps of 2.9-mile circuit—225 miles

1st Brabham	Cooper-Climax	2hr 4min 24.6sec	108.6mph
2nd Surtees	Lotus-Climax	2hr 5min 14.2sec	
3rd Ireland	Lotus-Climax	2hr 5min 54.2 sec	
4th McLaren	Cooper-Climax	76 laps	
5th Brooks	Cooper-Climax	76 laps	
6th von Trips	Ferrari	75 laps	
Fastest lap: G. Hill 1 min 34.4sec, 111.6mph			

**ROUND 7/PORTUGUESE GRAND PRIX,
Oporto, 14th August**

55 laps of 4.6-mile circuit—253 miles

1st Brabham	Cooper-Climax	2hr 19min 0.03sec	109.3mph
2nd McLaren	Cooper-Climax	2hr 19min 58sec	
3rd Clark	Lotus-Climax	2hr 20min 53.26sec	
4th von Trips	Ferrari	2hr 20min 58.84sec	
5th Brooks	Cooper-Climax	49 laps	
6th Ireland	Lotus-Climax	48 laps	
Fastest lap: Surtees 2min 27.53sec, 112.3mph			

**ROUND 8/EUROPEAN GRAND PRIX,
Monza, 4th September**

50 laps of 6.2-mile circuit (including banking)—310 miles

1st P. Hill	Ferrari	2hr 21 min 09.2sec	132.0mph
2nd Ginther	Ferrari	2hr 23min 36.8sec	
3rd Mairesse	Ferrari	49 laps	
4th Cabianca	Cooper-Ferrari	48 laps	
5th von Trips	Ferrari F.2.	48 laps	
6th Herrmann	Porsche F.2.	47 laps	
Fastest lap: P. Hill 2min 43.6sec, 136.7mph			

**ROUND 9/U.S. GRAND PRIX,
Riverside, California, 20th November**
75 laps of 3·3-mile circuit—245 miles

1st Moss	Lotus- Climax	2hr 52min 52·2sec 99·0mph
2nd Ireland	Lotus- Climax	2hr 53min 30sec
3rd McLaren	Cooper- Climax	2hr 54min 12sec
4th Brabham	Cooper- Climax	74 laps
5th Bonnier	B.R.M.	74 laps
6th P. Hill	Cooper- Climax	74 laps
Fastest lap: Brabham 1min 56·3sec, 101·3mph		

Drivers' World Championship—1960

1st Brabham, 43 points; 2nd McLaren, 34 points; 3rd Moss, 19 points. Pts: 8-6-4-3-2-1 (first season with no point for fastest lap) for first six places. Best six scores from ten events—including Indianapolis.

1961

Suddenly the glory days were over. The 2½-litre formula, which had spanned seven seasons and seen British green take over from Italian red, was replaced in 1961 by a new recipe for the sport's number one competition. Until December 1965, the Championship would be contended by cars with maximum engine capacities of 1,500 cc unsupercharged. Sanity returned to the pits with a commercial fuel ruling. Cars would have to start on self-starters and *no oil* could be taken on board during a race. Not surprisingly, the British constructors had fought bitterly against the new engine sizes. Ferrari had ignored the arguing and turned his attention to the drawing board. 1961 would see the Italians reap their revenge after having suffered two-and-a-half years of British domination.

**ROUND 1/MONACO GRAND PRIX,
Monte Carlo, 14th May**
100 laps of 1·95-mile circuit—195 miles

Ferrari arrived with two V-6s with their cylinders angled at 60 degrees and a new car (for Ginther) with a 120-degree V-6. Phil Hill and Wolfgang von Trips were the other two drivers. There were eight new Coventry Climax engines on parade—but the Ferraris had at least 30 bhp advantage. Cooper, Lotus and B.R.M. had new cars. Stirling Moss had a 1960 Lotus and a Cooper to choose from. Innes Ireland crashed and broke a leg in practice. Stirling was fastest—with Ginther and Clark beside him, on the front row of the grid—and had taken the side panels out of his car to help him keep cool! Ginther led for 14 laps—but Moss and Bonnier (in the Porsche) slipped through together. Moss started to pull out a lead. Phil Hill moved through to chase the navy blue car—but to no avail. At half distance Moss had a 7·8 seconds lead over Hill, with Ginther and Bonnier behind the American. Bonnier's fine drive lasted only 60 laps when his fuel injection went. On lap 74, Ginther decided to chase Moss and narrowed the gap to three seconds. He set a new lap record—but Moss equalled it on the next lap and went on to one of his finest victories.

RESULTS

1st Moss	Lotus- Climax	2hr 45min 50·1sec 70·7mph
2nd Ginther	Ferrari	2hr 45min 53·7sec
3rd P. Hill	Ferrari	2hr 46min 31·4sec
4th von Trips	Ferrari	98 laps
5th Gurney	Porsche	98 laps
6th McLaren	Cooper- Climax	95 laps
Fastest lap: Moss and Ginther 1min 36·3sec, 73·0mph		

**ROUND 2/DUTCH GRAND PRIX
Zandvoort, 22nd May**
75 laps of 2·6-mile circuit—195 miles

Ferrari arrived at the seaside circuit with three of the 120-degree cars for his works drivers. They duly monopolised the front row of the grid with Moss and Graham Hill behind them.

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As the Ferraris surged away, von Trips took the lead from Phil Hill, Graham Hill and Jim Clark. The Scot soon passed Hill in the B.R.M. and on lap seven established a new lap record. He passed Phill Hill on lap 17 but immediately lost his advantage on the straight. This happened again and again as the Lotus out-cornered the Ferrari—only to lose the power-battle past the Grandstand. But no-one could get near von Trips who drove his own race while Phil Hill and Jim Clark hotly disputed second place until Clark's handling deteriorated as his fuel-load lightened. Moss and Ginther were just as ferocious in their duel for fourth place which lasted until the line, with Moss weaving up the straight in a frantic last dash that gave him the verdict by inches. This was indeed a unique Grand Prix: *every* one of the 15 cars finished.

RESULTS

1st von Trips	Ferrari	2hr 1min 52.1sec 96.2mph
2nd P. Hill	Ferrari	2hr 1min 53sec
3rd Clark	Lotus- Climax	2hr 2min 5.2sec
4th Moss	Lotus- Climax	2hr 2min 14.3sec
5th Ginther	Ferrari	2hr 2min 14.4sec
6th Brabham	Cooper- Climax	2hr 3min 12.2sec

Fastest lap: Clark 1min 35.5sec, 98.2mph

ROUND 3/BELGIAN GRAND PRIX**Spa-Francorchamps, 18th June**

30 laps of 8.76-mile circuit—263 miles

The UDT-Laystall team brought just one Lotus and Henry Taylor and Cliff Allison were to fight in practice for the right to drive it. It was a stern situation that ended in near-tragedy when Allison crashed and broke both legs when trying too hard. The Ferrari drivers had no such problems. They claimed the first three places on the grid with Gendebien—in a 60-degree car—pleasing his Belgian fans with third fastest time. The race was a dull affair up front. Phil Hill finally led from von Trips and Ginther with Gendebien losing an earlier lead in his yellow car when oil started to spray onto his rear tyres. But any change of lead was purely

academic. Surtees and Graham Hill tigated for fifth place until Hill's B.R.M. split an exhaust. Surtees was left alone to trail the Ferraris and keep the Porsches at bay, the only British car in the first seven!

RESULTS

1st P. Hill	Ferrari	2hr 3min 3.8sec 128.1mph
2nd von Trips	Ferrari	2hr 3min 4.5sec
3rd Ginther	Ferrari	2hr 3min 23.3sec
4th Gendebien	Ferrari	2hr 3min 49.4sec
5th Surtees	Cooper- Climax	2hr 4min 30.6sec
6th Gurney	Porsche	2hr 4min 34.8sec

Fastest lap: Ginther 3min 59.8sec, 137.7mph

ROUND 4/FRENCH GRAND PRIX**Rheims, 2nd July**

52 laps of 5.16-mile circuit—268 miles

After Ferrari's Belgian field day the French Grand Prix began as anticipated with Hill, von Trips and Ginther once again on the front row. They roared into an immediate lead with Moss and Surtees in the only cars to stay anywhere near them. On lap four Ginther spun, Surtees hit the bank trying to avoid him, and Moss was promoted to third place whilst Surtees retired. But it only took Ginther two laps to regain his place and the Ferrari trio roared on. Phil Hill led for 12 laps, then waved von Trips through. It looked all too easy. But behind them was a fairly rugged battle for fifth place between Clark, Bonnier, Graham Hill, McLaren, Gurney, Ireland and a 22-year-old Italian called Giancarlo Baghetti, driving his first Championship race in the older, 60-degree Ferrari. On lap 18, the Ferrari formation suffered a setback. Von Trips steamed into the pits with water pouring out of his right-hand exhaust. Hill now led from Ginther, Moss lost ground with unbalanced wheels. Baghetti won third place from Clark and Ireland. On lap 38 Phil Hill spun on the loose stones at Thillois and stalled to lose two laps. Ginther now carried the Ferrari flag. Then on lap 39 he scurried into the pits wanting oil. The rules

forbade it. He was forced to switch off his engine two laps later. Now Ferrari's only hope was "new boy" Baghetti who had Bonnier and Gurney alongside him. The lead changed all round the circuit bringing the crowd to their feet. But with two laps to go, Bonnier headed into the pits with smoke pouring from his engine. In a fantastic duel Gurney and Baghetti repassed each other until with only 300 yards to go, Baghetti shot out of the slipstream, to win by a car's length—one tenth of a second. A truly fantastic, first-time victory.

RESULTS

1st Baghetti	Ferrari	2hr 14min 17.5sec	
			119.8mph
2nd Gurney	Porsche	2hr 14min 17.6sec	
3rd Clark	Lotus- Climax	2hr 15min 18.6sec	
4th Ireland	Lotus- Climax	2hr 15min 27.8sec	
5th McLaren	Cooper- Climax	2hr 15min 59.3sec	
6th G. Hill	B.R.M.	2hr 15min 59.4sec	

Fastest lap: P. Hill 2min 27.1sec, 126.249mph

ROUND 5/BRITISH GRAND PRIX Aintree, 15th July

75 laps of 3-mile circuit—225 miles

The Ferguson four-wheel-drive car made its bow in torrential rain with Jack Fairman at the wheel. The spray hazard was very serious indeed as Hill, von Trips and Ginther splashed ahead of Moss, Bonnier and Clark. Ireland was first to spin and Henry Taylor had a serious smash into an advertising hoarding which pinned him in his car. Moss, proving master of the grim conditions, passed Ginther on lap six and went on to hound Phil Hill. Moss took him on lap ten and settled down to stalk von Trips. But, on lap 25 he tried to overtake at Melling Crossing, hit a sheet of water and found himself skating after von Trips—*backwards*. Although Moss headed into Tatts corner facing the right way he had lost ten seconds and three laps later he was out with a broken brake-pipe. He later re-appeared in the

Ferguson but was black-flagged as the car had been disqualified earlier because of a push start. Von Trips cruised comfortably home with his team-mates behind him.

RESULTS

1st von Trips	Ferrari	2hr 40min 53.6sec	83.9mph
2nd P. Hill	Ferrari	2hr 41min 39.6sec	
3rd Ginther	Ferrari	2hr 41min 40.4sec	
4th Brabham	Cooper- Climax	2hr 42min 2.2sec	
5th Bonnier	Porsche	2hr 42min 9.8sec	
6th Salvadori	Cooper- Climax	2hr 42min 19.8sec	

Fastest lap: Brooks 1min 57.8sec, 91.6mph

ROUND 6/EUROPEAN GRAND PRIX Nurburgring, 6th August

15 laps of 14.17-mile circuit—213 miles

This saw the first appearance of the Coventry Climax V-8 engine—very new but also very impressive. Jack Brabham clocked second fastest practice time to Phil Hill. Moss and Bonnier joined them on the front row. After a heavy downfall the weather cleared and there was much discussion about the type of tyres needed. Brabham shot into the lead—hit a wet patch—and rocketed through a hedge into a ditch. Moss, with wet-weather tyres, now led with Phil Hill second and von Trips in third place. Innes Ireland scrambled out of his car as it burst into flames—after a fuel pipe broke. The track was drying now and von Trips established a new lap record to sweep past Hill into second place on lap eight. Moss's lead began to shrink, but Stirling was driving a truly remarkable race, and as the rains returned he began to build up his lead again. Hill and von Trips concentrated on fighting each other for second place. In a tense last lap they charged into a puddle—slithered sideways together and somehow survived to cross the line with 1.1 seconds between them. To the delight of his home crowd it was von Trips who was ahead. But they were over 20 seconds behind Moss whose last Grand Prix win must surely have been his greatest.

RESULTS

1st Moss	Lotus-Climax	2hr 18min 12.4sec 92.3mph
2nd von Trips	Ferrari	2hr 18min 33.8sec
3rd P. Hill	Ferrari	2hr 18min 34.9sec
4th Clark	Lotus-Climax	2hr 19min 29.5sec
5th Surtees	Cooper-Climax	2hr 20min 5.5sec
6th McLaren	Cooper-Climax	2hr 20min 53.8sec

Fastest lap: P. Hill 8min 57.8sec, 94.9mph

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**ROUND 7/ITALIAN GRAND PRIX
Monza, 10th September**

43 laps of 6.2-mile circuit—267 miles

For the first—but sadly not the last—time in its dramatic career, the Italian Grand Prix was to resolve the Championship in tragic fashion. The teams arrived at Monza with Wolfgang von Trips leading the title chase with 33 points to team-mate Phil Hill's 29. Again the banking was to be used and B.R.M. brought along their new V-8 for practice only. Ferrari took the first *five* places on the grid and Phil Hill rocketed into the lead. But on the second lap von Trips's car touched Jim Clark's front wheel, left the track, rushed along the spectator fence and the great German driver was thrown out and killed. Phil Hill, meanwhile, was circulating at the head of the field with Ginther. But he was soon out on his own as every other Ferrari retired. Moss chased hard until a wheel-bearing went so Phil Hill won by half a minute to become the first American to win the World Championship, a success saddened by the loss of von Trips.

RESULTS

1st P. Hill	Ferrari	2hr 3min 13sec 130.0mph
2nd Gurney	Porsche	2hr 3min 44.2sec
3rd McLaren	Cooper-Climax	2hr 5min 41.4sec
4th Lewis	Cooper-Climax	2hr 5min 53.4sec
5th Brooks	B.R.M. Climax	2hr 5min 53.5sec
6th Salvadori	Cooper-Climax	42 laps

Fastest lap: Baghetti 2min 48.4sec, 132.8mph

**ROUND 8/U.S. GRAND PRIX,
Watkins Glen, 8th October**

100 laps of 2.3-mile circuit—230 miles

Regrettably, Ferrari decided not to play in the American race, so robbing US fans of the chance to see their own brand new Champion in action. So Porsche were left to fight the British brigade alone. Brabham, with the V-8 Climax behind him, was the practice pace-maker. He shot ahead from the flag, but Moss, in the 4-cylinder Lotus, was soon on his tail. Their duel lasted for 44 exciting laps—almost half the race, with the two stars swapping the lead again and again. Then Brabham's car began to overheat and the crowd groaned as he headed into the pits for water. Moss was now way ahead—but on lap 58 a bearing went and he retired. Innes Ireland inherited the lead and wasn't going to lose it, despite a superb chase by Roy Salvadori who blew up with three laps to go. Innes won his first championship race as did Team Lotus.

RESULTS

1st Ireland	Lotus-Climax	2hr 13min 45.8sec	103.1mph
2nd Gurney	Porsche	2hr 13min 50.1sec	
3rd Brooks	B.R.M. Climax	2hr 14min 34.8sec	
4th McLaren	Cooper-Climax	2hr 14min 43.8sec	
5th G. Hill	B.R.M. Climax	99 laps	
6th Bonnier	Porsche	98 laps	

Fastest lap: Brabham 1 min 18.2sec, 106.2mph

Drivers' World Championship—1961

1st Phil Hill, 34 points; 2nd von Trips, 33 points; 3rd Moss and Gurney, 21 points. Pts: 9-6-4-3-2-1 for first six places. Best five placings from eight rounds.

1962

Now the British V-8s were good and ready—and Ferrari were to have their noses pushed out of the winner's circle for 14 races, a full season and a half! But the season started under a cloud for Britain. Stirling Moss was seriously injured when he crashed at Goodwood on Easter Monday. Tony Brooks had retired. The sport needed new heroes. It found them in Graham Hill and Jim Clark who so dominated the sport with their B.R.M. v Lotus duels during the next four seasons that they won no fewer than 29 of the 39 Grands Prix between them!

ROUND 1/EUROPEAN GRAND PRIX Zandvoort, 20th May

80 laps of 2.6-mile circuit—208 miles

The B.R.M./Lotus rivalry had begun in the International Trophy Race at Silverstone when Graham Hill snatched a last-gasp victory by inches from the astonished Clark. But Jimmy arrived in Holland with a surprise package from Colin Chapman—the monocoque Lotus 25 which was the pace-setter for seasons to come. And Clark was the first driver to race lying down! He took an immediate lead only to finish last after clutch and gearbox trouble. Graham Hill, ahead of the field after ten laps in the strange B.R.M. with its "chimney-stack" exhausts, drove home unflurried to his first Championship win. The long-jinxed B.R.M. team at last headed the title table for the first time.

RESULTS

1st G. Hill	B.R.M.	2hr 11min 2.1sec 95.4mph
2nd T. Taylor	Lotus- Climax	2hr 11min 29.3sec
3rd P. Hill	Ferrari	2hr 12min 23.2sec
4th Baghetti	Ferrari	79 laps
5th Maggs	Cooper- Climax	78 laps
6th de Beaufort	Porsche	76 laps

Fastest lap: McLaren 1 min 34.4sec, 99.3mph

ROUND 2/MONACO GRAND PRIX

Monte Carlo, 3rd June

100 laps of 1.95-mile circuit—195 miles

Once again a first lap pile-up marred the Monaco Grand Prix. The throttle stuck open on Richie Ginther's B.R.M. at the Gasworks Hairpin, and he was helpless as his car smashed into Trintignant's Lotus. Gurney lost his gear lever. Taylor and Ireland continued with bent cars. A marshal was killed by a flying wheel. The folly of starting a race a few hundred yards from a hairpin corner was underlined for ever. McLaren and Hill took the lead in that order, but Jim Clark stormed through to pass McLaren and narrow the gap on Hill. The B.R.M. v Lotus battle ended when Clark lost two gears. Hill raced on with 48 seconds in hand over McLaren until his race ended with engine trouble on lap 93—after leading since lap seven! McLaren took over the lead with World Champion Phil Hill in second place, and held him at bay to win by 1.3 seconds.

RESULTS

1st McLaren	Cooper- Climax	2hr 46min 29.7sec 70.4mph
2nd P. Hill	Ferrari	2hr 46min 31sec
3rd Bandini	Ferrari	2hr 47min 53.8sec
4th Surtees	Lola-Climax	99 laps
5th Bonnier	Porsche	93 laps
6th G. Hill	B.R.M.	92 laps

Fastest lap: Clark 1 min 35.5sec, 78.7mph

ROUND 3/BELGIAN GRAND PRIX

Spa Francorchamps, 17th June

32 laps of 8.76-mile circuit—280 miles

Graham Hill took pole position. Clark—12th on the grid after camshaft problems—was quickly up with the leaders, and after only one lap, Graham Hill, McLaren, Trevor Taylor, Clark and Willy Mairesse were clear of the field. Taylor, driving magnificently, and Mairesse, impressive before his home crowd, swapped the lead until Clark decided the time had come to take a hand on lap nine. Setting a new lap record of 133.9 mph he opened up a substantial lead from the tremendous struggle, between Taylor

and Mairesse. McLaren and Hill could only watch from a distance. But on lap 26, at Blanchimont, the Lotus slipped out of gear, the Ferrari rammed it and burst into flames as it overturned. Mairesse was injured and out of racing for three months. Taylor had a miraculous escape when a telegraph pole smashed across his car without scratching him. The incident blunted Team Lotus's joy as Jim Clark won his first Grand Prix in devastating style—well clear of Championship leader Graham Hill. Phil Hill just kept Ricardo Rodriguez at bay to take third place.

RESULTS

1st Clark	Lotus-Climax	2hr 7min 32·5sec	131·9mph
2nd G. Hill	B.R.M.	2hr 8min 16·4sec	
3rd P. Hill	Ferrari	2hr 9min 38·8sec	
4th R. Rodriguez	Ferrari	2hr 9min 38·9sec	
5th Surtees	Lola-Climax	31 laps	
6th Brabham	Lotus-Climax	30 laps	

Fastest lap: Clark 3min 55·6sec, 133·9mph

ROUND 4/FRENCH GRAND PRIX Rouen-les-Essarts, 8th July

54 laps of 4·06-mile circuit—219 miles

After five years, the French Grand Prix returned to Rouen and brought with it a long overdue change in Porsche fortunes. Once again, Italian industrial action robbed a race of any Ferrari entries. Reigning Champion Phil Hill could only watch as his name-sake Graham streaked into a lead which he held for 29 laps. Challenged first by Surtees who retired on lap 13, and then Clark, Hill was hit by Lewis's Cooper on lap 29 and Clark raced by the spinning B.R.M. But Hill wasn't finished. He broke the lap record yet again and caught and passed Clark. Hill was pulling out a fresh lead when Clark retired with suspension problems leaving Graham and the B.R.M. some 20 seconds ahead of Gurney. But the B.R.M. jinx was to strike again. On lap 42, Hill's car stopped at Nouveau Monde with a fuel injection fault. Gurney swept by to give both Porsche and the

American their first taste of World Championship success.

RESULTS

1st Gurney	Porsche	2hr 7min 35·5sec	101·9mph
2nd Maggs	Cooper-Climax	53 laps	
3rd Ginther	B.R.M.	52 laps	
4th McLaren	Cooper-Climax	51 laps	
5th Surtees	Lola-Climax	51 laps	
6th de Beaufort	Porsche	51 laps	

Fastest lap: G. Hill 2min 16·9sec, 106·9mph

ROUND 5/BRITISH GRAND PRIX Aintree, 21st July

75 laps of 3-mile circuit—225 miles

Ferrari sent one car for Phil Hill, still second in the Championship to Graham Hill with only two points between them. For the first time in the season, Graham was not on the front row of the grid. Clark, Surtees and Ireland occupied that and it was Clark who shot into an immediate lead. Only John Surtees could maintain a challenge—and he drove without fourth gear for the last 68 laps! McLaren outpaced Graham Hill and Brabham was forced to slow when heat from the radiator burnt right through his shoe and he could hardly brake for the pain. But it was Clark's day. For the first time in a Championship race he led from start to finish. It was to become a familiar sight!

RESULTS

1st Clark	Lotus-Climax	2hr 26min 20·8sec	92·2mph
2nd Surtees	Lola-Climax	2hr 27min 10sec	
3rd McLaren	Cooper-Climax	2hr 28min 5·6sec	
4th G. Hill	B.R.M.	2hr 28min 17·6sec	
5th Brabham	Lotus-Climax	74 laps	
6th Maggs	Cooper-Climax	74 laps	

Fastest lap: Clark 1min 55sec, 93·9mph

ROUND 6/GERMAN GRAND PRIX Nurburgring, 5th August

15 laps of 14·17-mile circuit—213 miles

This was surely the most gripping German

Grand Prix of them all. The drama began in practice when a film camera fell from the back of Godin de Beaufort's Porsche—right in the path of Graham Hill's B.R.M. It tore through an oil pipe and the hapless Hill slewed off the road on the downhill "Foxhole" run in a fearful crash. Seconds later, Cooper driver Tony Maggs arrived at 140 mph and wrecked his car in the trees as he hit the oil. Graham Hill proved his resilience and resolution in the race that followed. The start was delayed for over an hour as torrential rain flooded the track and caused landslides. Then Jim Clark—on the front row with Gurney, Hill and Surtees—delayed his own start by forgetting to switch on his fuel pump. He had lost 13 seconds before he finally got moving and his meteoric drive through the field into fourth place would have stolen all the headlines but for the calibre of the three-cornered fight up front. Gurney led for two laps until Hill squeezed by at the start of the third. But Graham always had an opponent in his mirrors. Surtees took second place on lap six and the B.R.M., the Lola and the Porsche chased and harried round the circuit in relentless fashion. Hill held his lead to win by a mere $2\frac{1}{2}$ seconds from Surtees who, in turn, had Gurney only 1.9 seconds behind him.

RESULTS

1st G. Hill	B.R.M.	2hr 38min 45.3sec	80.3mph
2nd Surtees	Lola-Climax	2hr 38min 47.8sec	
3rd Gurney	Porsche	2hr 38min 49.7sec	
4th Clark	Lotus-Climax	2hr 39min 27.4sec	
5th McLaren	Cooper-Climax	2hr 40min 4.9sec	
6th R. Rodriguez	Ferrari	2hr 40min 9.1sec	
Fastest lap: G. Hill 10min 12.2sec, 83.3mph			

ROUND 7/ITALIAN GRAND PRIX Monza, 16th September

86 laps of 3.57-mile circuit—307 miles

Jack Brabham, whose new Brabham car had retired from the Nurburgring fray, decided to give this race a miss so there was a very familiar look about the grid. Not about some

of the cars, however, with long range fuel tanks on McLaren's Cooper and "aerodynamic" wheel discs on the Porsches. Jim Clark was fastest in practice but Hill soon passed him on the very first lap. Jimmy retired with gearbox and electrical problems shortly afterwards and it was left for Surtees to chase the B.R.M. team-leader. But first he had to get past Ginther who put on a stalwart display in the second B.R.M. They fought furiously until Surtees' Lola broke a piston on lap 43. The B.R.M.s were way out front—and heading for their finest hour. Whilst Gurney, Maggs, McLaren and Mairesse battled behind, the two Bourne cars romped home to the British team's first-ever 1-2 victory. And Hill led the Championship from McLaren by 36 points to 22. Jim Clark had 21.

RESULTS

1st G. Hill	B.R.M.	2hr 29min 8.4sec	123.6mph
2nd Ginther	B.R.M.	2hr 29min 38.2sec	
3rd McLaren	Cooper-Climax	2hr 30min 6.2sec	
4th Mairesse	Ferrari	2hr 30min 6.6sec	
5th Baghetti	Ferrari	2hr 30min 39.7sec	
6th Bonnier	Porsche	85 laps	
Fastest lap: G. Hill 1min 42.3sec, 125.7mph			

ROUND 8/U.S. GRAND PRIX Watkins Glen, 7th October

100 laps of 2.3-mile circuit—230 miles

The "best of five" scoring system meant that only Jim Clark could overhaul Graham Hill for the title, despite Bruce McLaren's superior total. But to do it, the Scot *had* to win both the US and South African races. He responded to the challenge in scintillating fashion, taking pole position and leaping into an immediate lead. Hill stayed on his tail and nipped through on lap 12 as they started to lap the back-markers. But four laps later, Clark was back in front and he was never to be headed again. But it wasn't all plain sailing. His clutch went and he spent half the race nursing his gear changes. Nevertheless, he still managed to set a new lap record and won by over nine

seconds from Hill to keep the Championship interest white-hot. Jack Brabham was fourth in only his second Grand Prix in his new car.

RESULTS

1st Clark	Lotus-Climax	2hr 7min 13sec 108.6mph
2nd G. Hill	B.R.M.	2hr 7min 22.2sec
3rd McLaren	Cooper-Climax	99 laps
4th Brabham	Brabham-Climax	99 laps
5th Gurney	Porsche	99 laps
6th Gregory	Lotus-B.R.M.	99 laps

Fastest lap: Clark 1min 15sec, 110.4mph

ROUND 9/S.AFRICAN GRAND PRIX, East London, 29th December

82 laps of 2.43-mile circuit—200 miles

The first World Championship race ever to be held in South Africa—on December 29th—certainly pulled in the crowds, with 90,000 waiting for the do-or-die duel. Clark had to win. If he didn't—Hill was Champion. The Lotus dominated practice—even though B.R.M. had knocked some 40 lb from Hill's car in an attempt to match the speed of Chapman's brilliant monocoque. From pole position, Clark rocketed ahead—setting the race's lap record on the third lap with virtually full tanks. He was nearly 15 seconds ahead by quarter distance and 26 seconds ahead by half-distance. There was nothing Hill could do about it but sit and wonder whether or not the Lotus would last the pace. On lap 59 a puff of blue smoke signalled a dramatic change of fortunes. A tiny bolt had worked loose on the distributor drive-housing. On lap 62 Jimmy pulled into the pits with smoke billowing behind him—Graham Hill was Champion. The car that had suffered jibes and cruel insults for its unreliability had proved itself at last. Hill won the race and became the first Englishman ever to win the World Championship in a British car. It had been a fine season!

RESULTS

1st G. Hill	B.R.M.	2hr 8min 3.3sec 93.6mph
2nd McLaren	Cooper-Climax	2hr 8min 53.1sec
3rd Maggs	Cooper-Climax	2hr 8min 53.6sec
4th Brabham	Brabham-Climax	2hr 8min 57.1sec
5th Ireland	Lotus-Climax	81 laps
6th Lederle	Lotus-Climax	78 laps

Fastest lap: Clark 1min 31sec, 96.3mph

Drivers' World Championship—1962

1st G. Hill, 42 points (best five, real total, 52 points); 2nd Clark, 30 points; 3rd McLaren, 27 points (best five, real total, 32 points). Pts: 9-6-4-3-2-1 for first five placings. Best five scores from nine races.

1963

This was to be the first of the Jim Clark years—a season in which the Scot plus Chapman's superb Lotus-25 proved an almost unbeatable combination, when reliability marched hand in hand with Clark's flair. The sheep farmer rounded up a record number of seven victories from ten Championship races: a record unequalled to this day. And his dominance didn't end there. If one adds on the other 14, non-title Formula One races, Clark's tally reads: entered 21; won 12; second in two. And he finished second at Indianapolis as his first attempt. It was also a year in which Coventry Climax urged even more power from their amazing engine. On the "transfer" front, Porsche withdrew from racing leaving Dan Gurney to join Brabham and Jo Bonnier to pilot a Cooper for Rob Walker. Regrettably, Lola also retired so John Surtees was snapped up by Ferrari. Phil Hill and Baghetti drove for the new ATS team.

ROUND 1/EUROPEAN GRAND PRIX, Monte Carlo, 26th May

100 laps of 1.95-mile circuit—195 miles

Starting from pole position, Jim Clark began badly and found himself behind the two B.R.M.s. It took him 18 laps to wrest the lead from Hill but then he really began to open up a gap. As he pulled away, Hill had his hands full, fighting off a strong Surtees' challenge which only faded when "Big John" was troubled with oil-splattered goggles. But on lap 79, it was Clark's turn to hit trouble. His gearbox jammed and a 17-second lead was lost. Hill almost immediately clocked a triumphant new lap record and he and Ginther charged round ahead of McLaren and Surtees. Surtees tried desperately for third place with a record last lap—but the order remained unchanged. The B.R.M.s were first and second for the second time in four races. And Graham Hill was ahead of the title race once more.

RESULTS

1st G. Hill	B.R.M.	2hr 41min 49.7sec	72.4mph
2nd Ginther	B.R.M.	2hr 41min 54.3sec	
3rd McLaren	Cooper- Climax	2hr 42min 2.5sec	
4th Surtees	Ferrari	2hr 42min 3.8sec	
5th Maggs	Cooper- Climax	98 laps	
6th T. Taylor	Lotus- Climax	98 laps	

Fastest lap: Surtees 1min 34.5sec, 74.4mph

ROUND 2/BELGIAN GRAND PRIX, Spa-Francorchamps, 9th June

32 laps of 8.76-mile circuit—280 miles

Rain arrived during the race. Hill had pole position. Clark was on the third row, but he rocketed through the front rows to lead up the hill. After only one lap, he and Hill were way ahead of the pack with the Scot still in front. But the B.R.M. couldn't keep pace with the flying Lotus and Clark was over half-a-minute ahead when Hill's race ended with a broken gearbox on lap 17. Nothing could stop Clark but the weather, which

became so grim that both Rudd of B.R.M. and Chapman of Lotus asked the organisers to stop the race. They refused—and Bianchi, Siffert, Maggs and Settember all had lucky escapes in crashes that wrecked three perfectly good cars. Clark splashed on to win at the slowest average speed in ten years at Spa. There were only six survivors from 20 starters!

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RESULTS

1st Clark	Lotus- Climax	2hr 27min 47.6sec	114.1mph
2nd McLaren	Cooper- Climax	2hr 32min 41.6sec	
3rd Gurney	Brabham- Climax	31 laps	
4th Ginther	B.R.M.	31 laps	
5th Bonnier	Cooper- Climax	30 laps	
6th de Beaufort	Porsche	30 laps	

Fastest lap: Clark 3min 58.1sec, 132.5mph

ROUND 3/DUTCH GRAND PRIX, Zandvoort, 23rd June

80 laps of 2.6-mile circuit—208 miles

B.R.M. arrived with their new monocoque car with all the coil springs tucked inside. Clark had pole position with Hill by his side and took an immediate lead at the hairpin. Hill lost second place to Brabham as he worried about a rising water gauge. Gurney was fighting through the field after a shocking start and was lying fourth when he rushed into the pits to hoist up a trailing fuel pipe. Hill meanwhile had passed Brabham but could make no impression on Clark. But on lap 59, Hill scurried in for water. His engine was really overheating. Surtees and Gurney swept by into third and fourth places with Brabham ahead of them. Brabham retired with a broken chassis. Both Gurney and Hill passed Surtees when "Big John" made a rare mistake at the hairpin. Hill continued to press Gurney until his B.R.M. broke its engine. Jim Clark lapped the whole field, set a new lap record and the first "ton-up" Zandvoort record at that!

RESULTS

1st Clark	Lotus- Climax	2hr 8min 13.07sec 97.5mph
2nd Gurney	Brabham- Climax	79 laps
3rd Surtees	Ferrari	79 laps
4th Ireland	B.R.P.- B.R.M.	79 laps
5th Ginther	B.R.M.	79 laps
6th Scarfiotti	Ferrari	78 laps
Fastest lap: Clark 1min 33.7sec 100.1mph		

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ROUND 4/FRENCH GRAND PRIX, Rheims, 30th June

53 laps of 5.16-mile circuit—273 miles

Graham Hill's car broke in practice but he earned second place on the grid with his last lap in the spare practice car. All in vain: his car was *ordered* to be push-started as it "died" on the grid and he was penalised one minute. Clark roared into his now-familiar lead. His closest challenger was Ginther in the second B.R.M.—driving a superb race until a stone pierced his radiator and ended Clark's problems for a while. Brabham took second place after a fierce struggle with Taylor—but settled down to chase Clark once the luckless Taylor had headed into the pits. Brabham gained again and again as the Climax spluttered. But it was only a sporadic fault and the Scot kept ahead. A lead came adrift on the Brabham leaving Maggs and Hill to rush through. But they were over a minute behind Clark, who notched up yet another start-to-finish victory.

RESULTS

1st Clark	Lotus- Climax	2hr 10min 54.3sec, 125.3mph
2nd Maggs	Cooper- Climax	2hr 11min 59.2sec
3rd G. Hill	B.R.M.	2hr 13min 8.2sec (included penalty of 1 min)
4th Brabham	Brabham- Climax	2hr 13min 9.5sec
5th Gurney	Brabham- Climax	2hr 13min 27.7sec
6th Siffert	Lotus- B.R.M.	52 laps
Fastest lap: Clark 2min 21.6sec, 131.1mph		

ROUND 5/BRITISH GRAND PRIX, Silverstone, 20th July

82 laps of 2.9-mile circuit—240 miles

Jim Clark had to wait to take the lead in this race as the Brabhams of Jack, and Dan Gurney leaped ahead with McLaren and Hill also leading the Scot. But by lap four Clark had swept ahead. Gurney and Brabham kept up the vain chase until a broken valve lost Brabham his third place on lap 29. Hill and Surtees kept the interest alive with a long-running battle for third place. It became even more important on lap 60 when Gurney vacated the second place spot with engine failure. Clark was way out in front—some 50 seconds in fact—and Hill and Surtees were the only other cars on the same lap. They duelled right to the end until Graham Hill's B.R.M. dramatically spluttered with seconds to go. He had run out of petrol. Surtees gleefully took second place and Hill was thankful to free-wheel over the line third.

RESULTS

1st Clark	Lotus- Climax	2hr 14min 9.6sec 107.7mph
2nd Surtees	Ferrari	2hr 14min 35.4sec
3rd G. Hill	B.R.M.	2hr 14min 47.2sec
4th Ginther	B.R.M.	81 laps
5th Bandini	B.R.M.	81 laps
6th Hill	Lotus- B.R.M.	80 laps
Fastest lap: Surtees 1min 36sec, 109.7mph		

ROUND 6/GERMAN GRAND PRIX, Nurburgring, 4th August

15 laps of 14.17-mile circuit—213 miles

The Nurburgring weatherman relented and Clark tore away from pole position. There was a nasty "coming together" when Bandini spun his B.R.M. in front of Ireland's Lotus-B.R.M. Mairesse had yet another very bad accident. Amon was lucky to escape with knee injuries when his steering broke and he crashed through the trees completely wrecking his Lola. Up front, Hill had retired with a broken gearbox. Surtees and Clark were duelling alone, but Clark's engine was running on seven cylinders.

McLaren was a useful third until he too had a bad crash and was taken to hospital with concussion. Now Ginther was third but the plucky Californian was tackling Nurburgring, of all places, with one hand! Surtees sailed on unperturbed. Clark and Ginther managed to keep going in second and third places but it was "Big John's" day and his first GP win.

RESULTS

1st Surtees	Ferrari	2hr 13min 6.8sec 95.8mph
2nd Clark	Lotus-Climax	
	B.R.M.	2hr 14min 24.3sec
3rd Ginther	B.R.M.	2hr 15min 51.7 sec
4th Mitter	Porsche	2hr 21min 18.3sec
5th Hall	Lotus-B.R.M.	14 laps
6th Bonnier	Cooper-Climax	14 laps

Fastest lap: Surtees 8min 47sec, 96.8mph

ROUND 7/ITALIAN GRAND PRIX, Monza, 8th September

86 laps of 3.57-mile circuit—307 miles

After four drivers had had very narrow escapes in practice on the rough concrete banking, Jo Bonnier organised a petition amongst drivers and team managers asking for the potential "wall of death" to be banned. The race was restored to the road circuit but even then Amon had yet another bad crash—suffering broken ribs as his Lola went off at Lesmo. In the race, Surtees, Hill, Clark and Gurney contested the lead only inches apart. Surtees and Clark seemed bound to touch as the Ferrari fought to escape the attentions of the Lotus. But on lap 17, Surtees's engine blew up. As Clark lost his tow, Gurney and Hill closed up—and the trio became involved in some classic dicing. On lap 50, Hill retired with clutch trouble. Gurney and Clark lapped the whole field before the American's race ended with fuel pump trouble on lap 64. Clark was home and dry for his fifth victory. He was a deserving and dominant World Champion.

RESULTS

1st Clark	Lotus-Climax	2hr 24min 19.6sec 127.7mph
2nd Ginther	B.R.M.	2hr 25min 54.6sec
3rd McLaren	Cooper-Climax	85 laps
4th Ireland	B.R.P.-B.R.M.	84 laps
5th Brabham	Brabham-Climax	84 laps
6th Maggs	Cooper-Climax	84 laps

Fastest lap: Clark 1min 38.9sec, 130.0mph

ROUND 8/U.S. GRAND PRIX, Watkins Glen, 6th October

110 laps of 2.3-mile circuit—253 miles

Graham Hill in the B.R.M. earned pole position and, in contrast, Lotus lost their front row placing when Clark's car wouldn't start. He set out a full lap in arrears as Hill and Ginther led the field. Surtees was having none of it, however, and passed both the Bourne cars whilst Gurney took Ginther. Regrettably, Gurney slipped back and Hill found it hard to hold on to Surtees because of a broken anti-roll bar mounting. The Ferrari drew away until, on lap 82, Surtees was forced to retire with a burned out piston. Hill and Ginther were now firmly in command—the only cars on the same lap. But Clark had earned the plaudits too—with a spirited drive that carried him from last to third place. A true Champion's display.

RESULTS

1st G. Hill	B.R.M.	2hr 19min 22.1sec 109.9mph
2nd Ginther	B.R.M.	2hr 19min 56.4sec
3rd Clark	Lotus-Climax	109 laps
4th Brabham	Brabham-Climax	108 laps
5th Bandini	Ferrari	106 laps
6th de Beaufort	Porsche	99 laps

Fastest lap: Clark 1min 14.5sec, 111.1mph

ROUND 9/MEXICAN GRAND PRIX, Mexico City, 27th October

65 laps of 3.1-mile circuit—203 miles

For the first time, the teams gathered at the

dizzy heights of the Mexico Autodrome—a dramatic circuit with a volcano as its backdrop, an Indian cemetery in the middle and the painfully thin air that exists at 7,000 feet. But it was Clark who left his opponents panting with one of his breathless starts. It was to be the Clark mixture as before. He had an eight second advantage over Gurney after only ten laps. Surtees was third until he came in to try and cure his oversteer. His car wouldn't restart and he was disqualified when his mechanics pushed him. Gurney too fell from the front. He had fuel pump trouble and Brabham took over second place. Ginther was challenging the Australian but his B.R.M. gearbox was leaping out of its sockets as was Hill's. Clark had equalled Fangio's 1954 record of six victories in a season.

RESULTS

1st Clark	Lotus- Climax	2hr 9min 52.1sec 93.3mph
2nd Brabham	Brabham- Climax	2hr 11min 33.2sec
3rd Ginther	B.R.M.	2hr 11min 46.8sec
4th G. Hill	B.R.M.	64 laps
5th Bonnier	Cooper- Climax	62 laps
6th Gurney	Brabham- Climax	62 laps

Fastest lap: Clark 1min 58.1sec, 94.7mph

ROUND 10/S.AFRICAN GRAND PRIX, East London, 28th December

85 laps of 2.43-mile circuit—207 miles

Fangio's record was at stake. And Clark eagerly attacked it by snatching the lead at the first corner and staying in front for the rest of the 207 miles. It was left to Dan Gurney to keep the interest simmering with an outstanding drive. The Lotus had the legs of the Brabham—but at least Dan strove mightily and his lap record was proof indeed of his efforts. But the order rarely changed. It was not a dramatic end to a season—just a reaffirmation of Clark's superiority. Seven wins in a season. And he was still only 27.

RESULTS

1st Clark	Lotus- Climax	2hr 10min 36.9sec 95.1mph
2nd Gurney	Brabham- Climax	2hr 11min 43.7sec
3rd G. Hill	B.R.M.	84 laps
4th McLaren	Cooper- Climax	84 laps
5th Bandini	Ferrari	84 laps
6th Bonnier	Cooper- Climax	83 laps

Fastest lap: Gurney 1min 29.1sec, 98.4mph

Drivers' World Championship—1963

1st J. Clark, 54 points (best six—actual total, 73); 2nd G. Hill, 29 points; 3rd Ginther, 29 points. Pts: 9-6-4-3-2-1 for first six places. Best six scores from ten events.

1964

If one is looking for a vintage Championship season—when no one man dominated and three great drivers asked and gave no quarter until the dramatic, last act—then 1964 amply fills the bill. Five drivers shared the ten victory garlands. Four makes of car shared the honours. And the Belgian Grand Prix was perhaps the strangest race in history. Japan made its Grand Prix debut at Nurburgring.

ROUND 1/MONACO GRAND PRIX, Monte Carlo, 10th May

100 laps of 1.95-mile circuit—195 miles

Clark took pole position and held an early lead despite smacking into the straw bales at the chicane on the first lap and breaking the anti-roll bar mounting. It trailed in a shower of sparks and on lap 36 he was called in to have it torn off. He found himself in third place when he rejoined the race but, despite the strange handling, set off in pursuit with familiar fervour. On lap 53, Hill took the lead from Gurney.

The American was being troubled by a leak from his top fuel tank. But a storming lap carried Hill past him. Clark strove to pass Gurney but it took a transmission failure on the Brabham to force Big Dan from the fray and let the Scot through. Ginther was third. But Clark was not to remain in the B.R.M. sandwich. On lap 93 he smoked into the pits with no oil pressure; returned to the race but was forced to walk home on lap 96. He was fourth. The B.R.M.s had taken first and second places at Monaco for the second year in succession.

RESULTS

1st G. Hill	B.R.M.	2hr 41min 19·5sec 72·6mph
2nd Ginther	B.R.M.	99 laps
3rd Arundell	Lotus- Climax	97 laps
4th Clark	Lotus- Climax	96 laps
5th Bonnier	Cooper- Climax	96 laps
6th Hailwood	Lotus- B.R.M.	96 laps

Fastest lap: G. Hill 1min 33·9sec, 74·9mph

ROUND 2/DUTCH GRAND PRIX, Zandvoort, 24th May

80 laps of 2·6-mile circuit—208 miles

Gurney took pole position. Clark did one of his "special" starts and led for the whole race. Surtees, Gurney and Hill were left to fight behind him. Hill held second place for 21 laps but Surtees, having disposed of Gurney on lap ten, fought through. Gurney retired on lap 22 because he had broken one of the spokes on his steering wheel. And there was no spare! Hill's car was constantly cutting out because of vaporization in the fuel pump. He chose a dramatic cure. Having lost third place to Arundell he came into the pits for a palliative already tried on Ginther's car. They poured water over the pump and a very damp Hill started to fight back. He passed Amon and McLaren to take fourth place but couldn't chase Arundell as the car began to hiccup again.

RESULTS

1st Clark	Lotus- Climax	2hr 7min 35·4sec 98·0mph
2nd Surtees	Ferrari	2hr 8min 29sec
3rd Arundell	Lotus- Climax	79 laps
4th G. Hill	B.R.M.	79 laps
5th Amon	Lotus- B.R.M.	79 laps
6th Anderson	Brabham- Climax	78 laps

Fastest lap: Clark 1min 32·8sec, 101·0mph

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ROUND 3/BELGIAN GRAND PRIX, Spa-Francorchamps, 14th June

32 laps of 8·76-mile circuit—280 miles

Arundell took a surprise lead from the second row but Gurney, Surtees and Clark soon screamed past. The Ferrari led for one brief lap, but then the engine bearings went and Big John left the lead to Gurney. He soon put a substantial 12 seconds between his Brabham and Hill, Clark and McLaren. They slip-streamed through the forests in ever-changing order until Graham Hill managed to "lose" his rivals as they tangled with back markers. On lap 28, Clark rushed in for water losing 1½ minutes and rejoined the race in fourth place. On lap 30 Hill appeared first. Gurney crawled in for fuel but there wasn't any! On the last lap the order was Hill, McLaren, Gurney, Clark, Brabham and Arundell. McLaren's car spluttered into view, Hill had run out of fuel, as had Gurney. McLaren hadn't any left either. As he coasted to the line Clark rushed down the hill to win. And ran out of fuel a few seconds later!

RESULTS

1st Clark	Lotus- Climax	2hr 6min 40·5sec 132·7mph
2nd McLaren	Cooper- Climax	2hr 6min 43·9sec
3rd Brabham	Brabham- Climax	2hr 7min 28·6sec
4th Ginther	B.R.M.	2hr 8min 39·1sec
5th G. Hill	B.R.M.	31 laps
6th Gurney	Brabham- Climax	31 laps

Fastest lap: Gurney 3min 49·2sec, 137·6mph

ROUND 4/FRENCH GRAND PRIX, Rouen-les-Essarts, 28th June

57 laps of 4.06-mile circuit—231 miles

Clark led Gurney and Surtees away but, once again, the Ferrari was to fail Surtees. He retired with engine failure. Graham Hill spun from sixth to 13th place and started a grim fight-back. Clark, Gurney and Brabham were comfortable leaders. Hill began to make life uncomfortable for everyone else as he climbed back to fourth place by lap 24—after a tense struggle with Arundell. On lap 31, Clark's 15-second lead was puffed away as he arrived at the pits with a holed piston. Gurney was over a minute clear of Brabham who had Hill and Arundell on his tail. This time things went right for Gurney and although Hill passed Jack Brabham in a desperate struggle in which the Australian set a new record, he wasn't to get within striking distance of the leader. Dan Gurney gave the Brabham its first victory—and scored his personal second. A consolation for Spa!

RESULTS

1st Gurney	Brabham- Climax	2hr 7min 49.1sec 108.7mph
2nd G. Hill	B.R.M.	2hr 8min 13.2sec
3rd Brabham	Brabham- Climax	2hr 8min 14sec
4th Arundell	Lotus- Climax	2hr 8min 59.7sec
5th Ginther	B.R.M.	2hr 10min 1.2sec
6th McLaren	Cooper- Climax	56 laps

Fastest lap: Brabham 2min 11.4 sec, 111.3 mph

ROUND 5/BRITISH GRAND PRIX, Brands Hatch, 11th July

80 laps of 2.65-mile circuit—212 miles

For the first time, the big British event was staged on the hilly and exacting Kent circuit. Clark led from pole position and Gurney, Graham Hill, Surtees and Brabham gave chase. Siffert put Gardner out in a grid collision when Amon was stranded without a clutch. Taylor flew off the circuit at Hawthorn's bend. On lap three, Gurney's ignition failed and Surtees lost

Clark and Hill as he nosed into Gurney's wheels. The American lost five laps fitting a new "spark box". Surtees' third place was made more comfortable when Brabham made a quick pit stop after spinning. Graham Hill refused to let Clark pull away and these two maintained a running duel for the whole race. Even after setting a new lap record, seven laps from the end, Clark couldn't shake clear of Hill. They finished just 2.8 seconds apart.

RESULTS

1st Clark	Lotus- Climax	2hr 15min 7sec 94.1mph
2nd G. Hill	B.R.M.	2h 15min 9.8sec
3rd Surtees	Ferrari	2hr 16min 27.6sec
4th Brabham	Brabham- Climax	79 laps
5th Bandini	Ferrari	78 laps
6th P. Hill	Cooper- Climax	78 laps

Fastest lap: Clark 1min 38.8sec, 96.5mph

ROUND 6/GERMAN GRAND PRIX, Nurburgring, 2nd August

15 laps of 14.17-mile circuit—213 miles

The Honda appeared at last, an unwieldy looking machine with its transverse, V-12 engine. Ronnie Bucknum, the 27-year-old American sports car driver, drove it into eleventh place before going off the road on lap 12. A sad blow to the sport was the death of genial, privateer Carel Godin de Beaufort who died after a practice crash. But the race belonged to John Surtees. He earned pole position and together with Clark, Gurney and Hill, turned on a masterly display. Clark led the first lap; Surtees took the next two; Gurney squeezed dramatically through at North Curve to lead lap four. Then Gurney and Surtees began to pull away from Hill and Clark. Surtees snatched back the lead on lap five and it took a lap record to help him pull away from the big American. Clark retired on lap seven with a dropped valve. Hill was misfiring but hung on to third place, which soon became second, when Gurney rushed into the pits on lap 11 with heating problems. The

Ferrari victory was made all the more convincing when Bandini beat off a strong challenge from Siffert and gave the red cars third place too.

RESULTS

1st Surtees	Ferrari	2hr 12min 4·8sec 96·6mph
2nd G. Hill	B.R.M.	2hr 13min 20·4sec
3rd Bandini	Ferrari	2hr 16min 56·6sec
4th Siffert	Brabham-	
	B.R.M.	2hr 17min 27·9sec
5th Trintignant	B.R.M.	14 laps
6th Maggs	B.R.M.	14 laps

Fastest lap: Surtees 8min 39sec, 98·3mph

ROUND 7/AUSTRIAN GRAND PRIX, Zeltweg, 23rd August

105 laps of 1·99-mile circuit—209 miles

Austria's first Championship Grand Prix was the most primitive of the season. A temporary circuit of straw bales with a London bus as time-keeping box was hardly adequate for the World Championship! And the gaps between the concrete track played havoc with expensive machinery. Suspensions and steering arms snapped menacingly in practice. The race was even more calamitous. The Championship leaders, Hill, Clark and Surtees were all out before half distance. Hill lasted five laps until a distributor drive broke; Surtees' rear suspension collapsed on lap eight. Gurney led from Clark, but on lap 41 the Lotus broke a drive-shaft and Jimmy joined the other distinguished spectators in the pits. All three felt happier when Gurney joined them on lap 47. His suspension had given way too. Now Bandini had a 17 second lead from Ginther. Jochen Rindt's steering broke on lap 58 and he lost third place in his first GP as he joined the ten other retirements. Needless to say, Austria didn't get another GP until they built a proper circuit.

RESULTS

1st Bandini	Ferrari	2hr 6min 18·23sec 99·2mph
2nd Ginther	B.R.M.	2hr 6min 24·41sec
3rd Anderson	Brabham-	
	Climax	102 laps
4th Maggs	B.R.M.	102 laps

5th Ireland	B.R.P.-	
	B.R.M.	102 laps
6th Bonnier	Brabham-	
	Climax	101 laps

Fastest lap: Gurney 1min 10·56sec, 101·5mph

ROUND 8/ITALIAN GRAND PRIX, Monza, 6th September

78 laps of 3·57-mile circuit—278 miles

John Surtees was in masterful form again and gave the Italians an impressive hat-trick. McLaren took an instant lead while Graham Hill sat motionless on the grid. His clutch had failed and his race never started. Gurney and Surtees surged through and the American and the Briton swapped the lead with Clark passing McLaren behind them. These four were to do battle for 26 laps—until Clark slowed and retired with a broken piston. Behind them, there was an enormous struggle between ten cars for every place from fifth downwards. After a scintillating duel, Gurney started to fall back after some 55 laps. He was misfiring with a failing alternator and a dead battery. Surtees was now totally in command and proved it by setting a new lap record—twice. McLaren finished a lonely second, but Bandini and Ginther duelled right to the end for third place as did Spence and Siffert for sixth. The Championship was still wide open: Hill 32 points; Clark 30 points and Surtees 28 points.

RESULTS

1st Surtees	Ferrari	2hr 10min 51·8sec 127·8mph
2nd McLaren	Cooper-	
	Climax	2hr 11min 57·8sec
3rd Bandini	Ferrari	77 laps
4th Ginther	B.R.M.	77 laps
5th Ireland	B.R.P.-	
	B.R.M.	77 laps
6th Spence	Lotus-	
	Climax	77 laps

Fastest lap: Surtees 1min 38·8sec, 130·1mph

ROUND 9/U.S. GRAND PRIX, Watkins Glen, 4th October

110 laps of 2·3-mile circuit—253 miles

Clark had earned pole position but made a poor

start and Surtees and Mike Spence headed the field for four laps. Hill accounted for Spence but, by lap 13, Clark had moved through to take the lead. Neither Surtees nor Hill could afford to let him get too far ahead, for a fourth Clark victory would certainly see the Championship stay with the Scot. But they were making little impression until the Lotus started to suffer fuel injection problems. He finally retired the car on lap 54 when he was lying 11th. He took over Spence's car—not for points but simply to try and keep his rivals down the placings—but that car had problems too. Meanwhile, Surtees had led for just one lap before Hill streaked through on lap 45. As he pulled away, Surtees lost valuable time when he spun on an oil patch. Gurney chased the B.R.M. but was forced out with falling oil pressure. Hill won by over half a minute from Surtees and was now a clear favourite for the title.

RESULTS

1st G. Hill	B.R.M.	2hr 16min 38sec 111.1mph
2nd Surtees	Ferrari	2hr 17min 8.5sec
3rd Siffert	Brabham-	
	B.R.M.	109 laps
4th Ginther	B.R.M.	107 laps
5th Hansgen	Lotus-	
	Climax	107 laps
6th T. Taylor	B.R.P.-	
	B.R.M.	106 laps
Fastest lap: Clark 1min 13.2sec, 113.1mph		

**ROUND 10/MEXICAN GRAND PRIX,
Mexico City, 25th October**

65 laps of 3.1-mile circuit—203 miles

Clark had to win to keep his title and he roared off from pole position in fine style. His rivals, in contrast, were left trailing. Hill's goggles dropped and he was 10th by the time he sorted himself out. Surtees had a sudden misfire and was 13th! Hill had to finish at least third to take the title if Clark won. It took Hill just 12 thunderous laps to reach the vital third berth. Surtees had reached sixth spot. Clark was well clear. On lap 31 Bandini rammed the B.R.M.'s exhausts. Hill spun into the guard rail

and limped into the pits his Championship challenge over. He finished 11th. Clark's lead over Gurney grew to 17 seconds. Surtees was fourth behind his team-mate, the errant Bandini. But with seven laps to go, Clark noticed tell-tale oil lines at the hairpin. He eased up but his oil had gone. With just one lap remaining Gurney took the lead and Clark crawled on until his engine seized. Ferrari's team manager and mechanics danced over the barrier wall to scream at Bandini to slow down. He suddenly slowed—Surtees crossed the line in second place—and the motor-cycle Champion and Ferrari had won the title by just one point from Hill. Surtees became the first man in history to win both the two-wheel and four-wheel World Championships.

RESULTS

1st Gurney	Brabham-	
	Climax	2hr 9min 50.32sec 93.3mph
2nd Surtees	Ferrari	2hr 10min 59.26sec
3rd Bandini	Ferrari	2hr 10min 59.95sec
4th Spence	Lotus-	
	Climax	2hr 11min 12.18sec
5th Clark	Lotus-	
	Climax	64 laps
6th P. Rodriguez	Ferrari	64 laps
Fastest lap: Clark 1min 58.37sec, 95.4mph		

Drivers' World Championship—1964

1st Surtees, 40 points; 2nd G. Hill, 39 points; 3rd Clark, 32 points. Pts: 9-6-4-3-2-1 for first six places. Best six results from ten events.

1965

1965 signalled another crossroads in the corkscrew career of the World Championship. It was the last year of the 1½-litre Formula; the last year of Coventry Climax's meritorious contribution to the sport; the last year of domination by English engines of a sport that was to become more international than anyone could ever have envisaged as the 1500 cc chapter was closed. But at least, it closed on a charac-

teristic note with a worthy British Champion. And what a champion! Jim Clark won six successive Grands Prix with almost insolent supremacy; took time off from Monaco to become the first Briton to win at Indianapolis; and started another, rear-engined revolution!

ROUND 1/S.AFRICAN GRAND PRIX, East London, 1st January

85 laps of 2.43-mile circuit—207 miles

Jackie Stewart made his Championship debut and the established Scot, Jim Clark, celebrated Hogmanay in truly victorious fashion. Also significant was the entry of the Goodyear tyre company, using Brabhams as "guinea pigs", into the Dunlop-dominated arena. Clark led from pole position (he had become the first man to break the 100 mph barrier). No-one could catch him and he won by nearly half a minute from Surtees and Hill. It was as well Clark had time to spare—for the finishing flag was waved a lap too soon. Fortunately Jimmy decided to trust his pit signals and carried on for another confused lap!

RESULTS

1st Clark	Lotus- Climax	2hr 6min 46sec 97.9mph
2nd Surtees	Ferrari	2hr 7min 15sec
3rd G. Hill	B.R.M.	2hr 7min 17.8sec
4th Spence	Lotus- Climax	2hr 7min 40.4sec
5th McLaren	Cooper- Climax	84 laps
6th Stewart	B.R.M.	83 laps
Fastest lap: Clark 1min 27.6sec, 100.1mph		

ROUND 2/MONACO GRAND PRIX, Monte Carlo, 30th May

100 laps of 1.95-mile circuit—195 miles

Jim Clark was absent, chasing dollars at Indianapolis. And Graham Hill won a story-book Grand Prix that the aficionados will recall and savour for all time. The B.R.M. team-leader built up an immediate and imposing lead of nearly 20 seconds over his real rivals

Brabham, Surtees and Bandini. And between them and his exhausts lay the comforting sight of his new team-mate, Jackie Stewart. Then on lap 25 Hill roared out of the tunnel to find the chicane totally blocked by Bob Anderson's sick Brabham. Hill could only stamp on the brakes and scurry down the escape road. The car stalled. He had to push it back to the circuit and restart it before rejoining the race after over half-a-minute's delay that cost him four places. Never has the Hill trademark—cussed resolution—been exhibited so dramatically. As Stewart spun down to fourth place—letting Brabham and Bandini take the lead in turns, Hill chased through the Principality like a man possessed. Brabham dropped out with a seized engine. Hill passed Stewart. On lap 53 he roared past Surtees into second place. Only Bandini lay ahead. He hounded him for 12, tension-charged laps and passed him at the station hairpin. He had taken just 40 laps to recapture his lead! But the drama wasn't played out. Surtees passed Bandini and began to pressure Hill. He closed within 1.3 seconds of the B.R.M. until Hill responded with a record shattering lap of 76.8 mph. Surtees's superb drive spluttered sadly to a halt on the 99th lap—he had run out of fuel and finished fourth. Hill, looking exhausted, took the flag at a record average of 74.34 mph.

RESULTS

1st G. Hill	B.R.M.	2hr 37min 39.6sec 74.3mph
2nd Bandini	Ferrari	2hr 38min 43.6sec
3rd Stewart	B.R.M.	2hr 39min 21.5sec
4th Surtees	Ferrari	99 laps
5th McLaren	Cooper- Climax	98 laps
6th Siffert	Brabham- B.R.M.	98 laps
Fastest lap: Hill 1min 31.7sec, 76.8mph		

ROUND 3/BELGIAN GRAND PRIX, Spa-Francorchamps 13th June

32 laps of 8.76-mile circuit—280 miles

Jim Clark returned from his Indianapolis triumph—and the season returned to nor-

mality. Once again, Clark proved the undisputed master of a grim and spray-filled Spa. He led from start to finish to become the first driver ever to win a Grand Prix four years in succession. It was also the first Grand Prix win for the new 32-valve Coventry Climax engine with which Clark had also won at Goodwood. It also provided a happy memory of Spa for Jackie Stewart. He took over second place from Graham Hill—and held it with a very confident drive. The Hondas at last seemed to be coming into their own. Richie Ginther gave Japan her first Championship point with a tautly-won sixth place.

RESULTS

1st Clark	Lotus-Climax	2hr 23min 34·8sec 117·2mph
2nd Stewart	B.R.M.	2hr 24min 19·6sec
3rd McLaren	Cooper-Climax	31 laps
4th Brabham	Brabham-Climax	31 laps
5th G Hill	B.R.M.	31 laps
6th Ginther	Honda	31 laps

Fastest lap: Clark 4min 12·9sec, 124·7mph

ROUND 4/FRENCH GRAND PRIX, Clermont Ferrand, 27th June

40 laps of 5-mile circuit—200 miles

For the first time, the Championship moved to the 51 corner circuit some 2,000 feet up in the Auvergne mountains. It was a happy choice for the two Scottish drivers—for Clark and Stewart repeated their 1-2, Spa act. Clark again led from start to finish; set the fastest lap and had, of course, started from pole position. Stewart had tyre problems in the closing stages but never looked like losing second place. The rest of the field had a fairly hard time of it. There were only seven of the 17 starters still running at the end of an unexceptional race in which Jochen Rindt also failed to distinguish himself by crashing into the back of Chris Amon's car. Surtees really worked hard for his third place in a car that never sounded right. Jack Brabham—acting as team-manager for

Hulme and Gurney—saw the New Zealander take fourth place in only his second Grand Prix.

RESULTS

1st Clark	Lotus-Climax	2hr 14min 38·4sec 89·2mph
2nd Stewart	B.R.M.	2hr 15min 4·7sec
3rd Surtees	Ferrari	2hr 17min 11·9sec
4th Hulme	Brabham-Climax	2hr 17min 31·5sec
5th G. Hill	B.R.M.	39 laps
6th Siffert	Brabham-B.R.M.	39 laps

Fastest lap: Clark 3min 18·9sec, 90·6mph

ROUND 5/BRITISH GRAND PRIX, Silverstone, 10th July

80 laps of 2·9-mile circuit—232 miles

Having established a four-in-a-row record of Belgian victories, Jim Clark proceeded to repeat the act in the British Grand Prix. But on this occasion it was no Lotus walk-over. In a race reminiscent of their 1962 International Trophy battle, Clark and Hill gave the crowd a fighting finish right to the flag. It began in dull and familiar style—with Clark pulling out a lofty, half-minute lead over Hill's B.R.M. But with some 20 laps to go, the Lotus began to give little splutters. They weren't enough to slow the Scot, but they were enough for the B.R.M. pit to give Graham Hill some very positive "hurry-up" information. Clark was soon in real trouble. His engine was drinking oil at a ridiculous rate. As his oil pressure fell, Clark was having to coast round the corners in neutral to protect his engine as the remaining oil surged away. Hill was tearing after him. He had pared the Lotus lead from some 35 to a mere five seconds as they started the last lap. Despite failing brakes, he set up a new lap record. But still Clark won by 3·2 seconds.

RESULTS

1st Clark	Lotus-Climax	2hr 5min 25·4sec 112·0mph
2nd G. Hill	B.R.M.	2hr 5min 28·6sec
3rd Surtees	Ferrari	2hr 5min 53sec
4th Spence	Lotus-Climax	2hr 6min 5sec

5th Stewart	B.R.M.	2hr 6min 40sec
6th Gurney	Brabham- Climax	79 laps
Fastest lap: Hill 1min 32.2sec, 114.3mph		

ROUND 6/DUTCH GRAND PRIX, Zandvoort, 18th July

80 laps of 2.6-mile circuit—208 miles

Honda capitalised on their long hours of testing at Zandvoort when Ginther not only shared the front row with Hill (pole) and Clark but also shot away to lead the race for two exciting laps. But it only took Clark until lap six to take the lead. Hill fell back, as he raced without the aid of a rev counter and Stewart was left first to duel with Gurney and then to chase Clark. Once again it was to be a Scottish 1-2.

RESULTS

1st Clark	Lotus- Climax	2hr 3min 59.1sec 100.8mph
2nd Stewart	B.R.M.	2hr 4min 7.1sec
3rd Gurney	Brabham- Climax	2hr 4min 12.1sec
4th G. Hill	B.R.M.	2hr 4min 44.2sec
5th Hulme	Brabham- Climax	79 laps
6th Ginther	Honda	79 laps
Fastest lap: Clark 1min 30.6sec, 103.5mph		

ROUND 7/GERMAN GRAND PRIX, Nurburgring, 1st August

15 laps of 14.17-mile circuit—213 miles

Theoretically, Graham Hill could still overhaul Jim Clark for the title when the teams gathered at the Nurburgring. But Clark was to make Championship history by winning the sixth of the Grand Prix he had entered—assuring himself of maximum points with three Grand Prix still to be contested. He started from pole position and again led from start to finish and set the fastest lap. It would have been monotonous had it not been a privilege to watch his mastery of the world's most demanding circuit. Surtees had gear selection problems. Stewart bent a wishbone when he went off at Wippermann. Hulme punctured his fuel tank when his seat worked loose. And

Amon failed to finish after borrowing two transistor boxes from drivers out on the circuit! So Jim Clark became World Champion by the first of August!

RESULTS

1st Clark	Lotus- Climax	2hr 7min 52.4sec 99.8mph
2nd G. Hill	B.R.M.	2hr 8min 8.3sec
3rd Gurney	Brabham- Climax	2hr 8min 13.8sec
4th Rindt	Cooper- Climax	2hr 11min 22sec
5th Brabham	Brabham- Climax	2hr 12min 33.6sec
6th Bandini	Ferrari	2hr 13min 1sec
Fastest lap: Clark 8min 24.1sec, 101.2mph		

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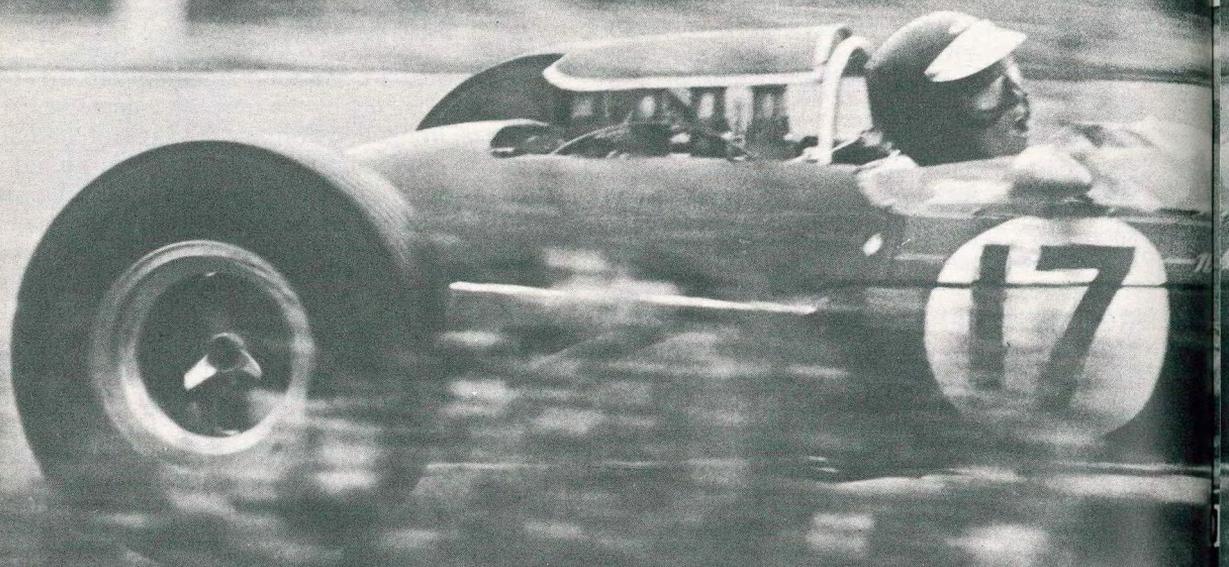
ROUND 8/ITALIAN GRAND PRIX, Monza, 12th September

76 laps of 3.57-mile circuit—271 miles

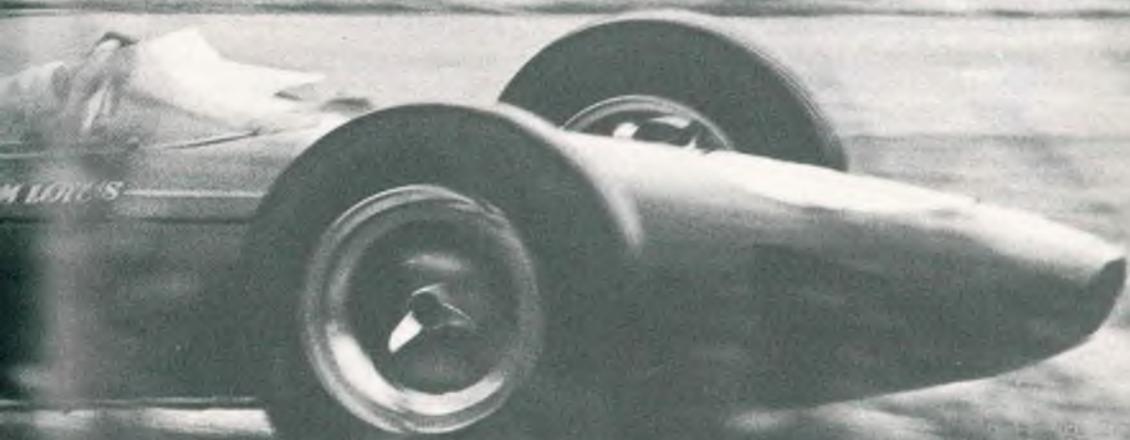
Jackie Stewart had long since shaken off the "apprentice" tag by the time the teams reached Monza. In his first Formula One season he had already confirmed the promise of his Formula Three mastery, by scoring three seconds to his great compatriot, Clark. Now he was to crown a memorable season with a dramatic victory. Clark's runaway reliability failed him at last. He had taken turns to lead with Stewart, Hill and Surtees right up to lap 64 when his fuel pump failed. Surtees had already dropped out with clutch trouble and we waited to watch the B.R.M.s cross the line together. But Graham Hill moved too far over for his team-mate on the penultimate lap—hit the gravel on South Curve yet stayed in the race. Stewart gained a well-earned victory.

RESULTS

1st Stewart	B.R.M.	2hr 4min 52.8sec 130.4mph
2nd G. Hill	B.R.M.	2hr 4min 56.1sec
3rd Gurney	Brabham- Climax	2hr 5min 9.3sec
4th Bandini	Ferrari	2hr 6min 8.7sec
5th McLaren	Cooper- Climax	75 laps
6th Attwood	Lotus- B.R.M.	75 laps
Fastest lap: Clark 1min 36.4sec, 133.4mph		



The Spa Supremo – Geoff Goddard's award winning picture of Jim Clark, relaxed, confident, and totally in command. Was he really singing en route to his fourth successive victory in the Belgian Grand Prix at Spa, 1956?



ROUND 9/U.S. GRAND PRIX, Watkins Glen, 3rd October

110 laps of 2.3-mile circuit—253 miles

Graham Hill was to add yet another hat-trick to his 1965 "bag". He earned pole position and duelled with Clark for five laps before the Scot retired on lap 11 with a broken piston. Now Hill's challengers were the two Brabhams and the US crowd saw their lanky hero, Dan Gurney, give a great chase. Spins were the order of the day on the rainy circuit and Hill, Brabham and Gurney all had their moments. Brabham lost second place when he slithered on the grass in front of the pits, but Hill's concentration never faltered. He set a new lap record as the track began to dry and took the American trophy for the third year in succession.

RESULTS

1st G. Hill	B.R.M.	2hr 20min 36.1sec 107.9mph
2nd Gurney	Brabham- Climax	2hr 20min 48.6sec
3rd Brabham	Brabham- Climax	2hr 21min 33.6sec
4th Bandini	Ferrari	109 laps
5th P. Rodriguez	Ferrari	109 laps
6th Rindt	Cooper- Climax	108 laps

Fastest lap: Hill 1min 11.9sec, 115.1mph

ROUND 10/MEXICAN GRAND PRIX, Mexico City, 24th October

65 laps of 3.1-mile circuit—203 miles

The last round of the 1500 cc Formula produced a plenitude of "firsts". Richie Ginther in the Honda scored his first and only Grand Prix win, the only race of the year not to be won by a British-powered car. Goodyear scored their first Championship win. Ginther "did a Clark" and led from start to finish. His fellow-American, Gurney, was his only real challenger as Clark retired with engine problems; Stewart slowed (and later retired) with clutch trouble and Hill retired with a blown-up engine. Bandini and Rodriguez had a "coming

together" at the notorious hairpin. But it was Ginther's day for glory, and a victory that must have encouraged Honda to try again.

RESULTS

1st Ginther	Honda	2hr 8min 32.10sec 94.3mph
2nd Gurney	Brabham- Climax	2hr 8min 34.99sec
3rd Spence	Lotus- Climax	2hr 9min 32.25sec
4th Siffert	Brabham- B.R.M.	2hr 10min 26.52sec
5th Bucknum	Honda	64 laps
6th Attwood	Lotus- B.R.M.	64 laps

Fastest lap: Gurney 1min 55.84sec, 96.6mph

Drivers' World Championship—1965

1st Clark, 54 points; 2nd Hill, 40 points; 3rd Stewart, 33 points. Pts: 9-6-4-3-2-1 for first six places. Best six scores from ten events.

1966

The return to 3-litre power in 1966 meant more than the end of the 1500 cc days and Coventry Climax's continual conquests. It scattered old loyalties and for two seasons meant that the majority of cars would no longer be powered by the same unit. The solutions sought by the various teams were many and varied indeed. B.R.M., perhaps forgetting the lessons of the past, chose a complex and heavy H-16 engine which they loaned to Lotus in all good faith. Dan Gurney and Bruce McLaren became "independents" and chose a Weslake V-12 and an American Ford V-8 respectively to power their new steeds. Honda built an unwieldy V-12, whilst Coopers grabbed at a lightweight Maserati engine. Ferrari probably started the season as potential favourites—but they, along with everyone else, were outfoxed by Jack Brabham. He gambled on reliability meaning more than rumours of horsepower. Into a well

proven car, he placed a V-8 engine which was based on a GM block and built by the Australian Repco firm. His "down-under" contacts were to give him a story-book comeback in a season when most of the new engines took a long time to arrive.

ROUND 1/MONACO GRAND PRIX, Monte Carlo, 22nd May

100 laps of 1.95-mile circuit—195 miles

The seven 3-litres were outnumbered by smaller-engined cars which most teams felt would be more suited to the Riviera race. Tasman engines were a solution though John Surtees in the 3-litre V-12 Ferrari shared the front row with Clark's 2-litre Lotus Climax. Surtees had made a tremendous, dogged recovery from his Mosport accident the previous season and led the race for 14 laps from Stewart, Rindt and Hulme. Then his differential broke and Stewart was well clear. Hulme retired. Bandini moved through to second place. Hill and Clark disputed third place until Clark retired with a broken rear suspension. Bandini had the crowd behind him and shattered the lap record in a frantic chase after Stewart. But he was forced to ease off with faltering front brakes and Stewart won his second Grand Prix and gave B.R.M. their fourth successive Monaco triumph.

RESULTS

1st Stewart	B.R.M. (2-litre)	2hr 33min 10.5sec 76.5mph
2nd Bandini	Ferrari (2.4 litre)	2hr 33min 50.7sec
3rd G. Hill	B.R.M. (2-litre)	99 laps
4th Bondurant	B.R.M. (2-litre)	95 laps
5th Ginther	Cooper- Maserati	80 laps
6th Ligier	Cooper- Maserati	75 laps (not classified as finisher)

Fastest lap: Bandini 1 min 29.8sec, 78.3mph

ROUND 2/BELGIAN GRAND PRIX, Spa-Francorchamps, 12th June

28 laps of 8.76-mile circuit—245 miles

Fifteen cars set off on the most incredible first lap in Grand Prix history—only seven came round again to start the second! After leaving a dry start-line they had hit torrential rain at Burnenville. Bonnier and Spence spun off. Siffert and Hulme collided. Stewart spun off the road and vanished into a ditch. Bondurant spun upside down into a ditch. Graham Hill revolved backwards up the circuit and was about to rejoin the race when he glanced down and saw Stewart trapped in his petrol-soaked car. Together with the badly-shocked Bondurant, he freed Stewart before the car could catch fire. Meanwhile Surtees and Rindt (who had had more than his share of spins) led Bandini and Brabham round the flooded track. Rindt led from Surtees for 20 skilful laps, but "Big John" was biding his time. As Rindt hit handling trouble, he surged by to score his last victory for Ferrari, with Rindt a courageous and very impressive second.

RESULTS

1st Surtees	Ferrari	2hr 9min 11.3sec 113.9mph
2nd Rindt	Cooper- Maserati	2hr 9min 53.4sec
3rd Bandini	Ferrari (2.4 litre)	27 laps
4th Brabham	Brabham- Repco	26 laps
5th Ginther	Cooper- Maserati	25 laps
6th Ligier	Cooper- Maserati	24 laps (not classified as finisher)

Fastest lap: Surtees 4min 18.7sec, 121.9mph

ROUND 3/FRENCH GRAND PRIX, Rheims, 3rd July

48 laps of 5.16-mile circuit—247 miles

Now the 3-litres were to come into their own—but it was the one which boasted least "horses" which won the second fastest Grand Prix since Avus in 1959. Jim Clark dropped

out after being hit in the eye by a bird during practice. Bandini, now in a V-12 and leading a Ferrari team which had lost John Surtees after a Le Mans row, led from the grid and Brabham quickly tucked in behind him. Surtees stalled within seconds and lost the chance to distinguish himself in his first Cooper outing. Bandini started to pull out a lead from Brabham whilst Parkes and Hill duelled mightily for third place until Hill's B.R.M. broke a camshaft. It looked like a Ferrari walk-over until Bandini's throttle cable broke. He cobbled himself a hand-throttle from some straw bale wire and rejoined the race after struggling back to the pits with it. But it was too late. Brabham won at 136.9 mph—the first man ever to win a Championship race in his own car. It was his first title win since Portugal, 1960. The "old man" was back. Mike Parkes finished second in his first Grand Prix.

RESULTS

1st Brabham	Brabham- Repco	1 hr 48min 31.3sec 136.9mph
2nd Parkes	Ferrari	1 hr 48min 40.8sec
3rd Hulme	Brabham- Repco	46 laps
4th Rindt	Cooper- Maserati	46 laps
5th Gurney	Eagle- Climax (2.7 litre)	45 laps
6th J. Taylor	Brabham- B.R.M. (2-litre)	45 laps

Fastest lap: Bandini 2min 11.3sec, 141.4mph

ROUND 4/BRITISH GRAND PRIX, Brands Hatch, 16th July

80 laps of 2.65-mile circuit—212 miles

Brabham and his team-mate Hulme dominated practice to take the top two positions on the Brands Hatch grid. And the Australian led from the line as rain covered the circuit and confused the team managers. Rindt had picked rain tyres and really chased Brabham until the track began to dry out. Surtees joined in the

hunt and for nearly 30 laps the rain-shod Coopers kept the rest of the field at bay while Brabham circulated imperiously on his own—out front. Hill and Clark had a rare old tussle, first for second and then for third place—until Clark made a quick pit stop. But they all had to give way to Hulme who forged through the field to take second station behind his leader. Rindt fell back; Surtees retired; Clark fought back to fourth place and Hill had oil pressure problems. But the race belonged to the Brabham-Repco who lapped everyone else on the circuit.

RESULTS

1st Brabham	Brabham- Repco	2hr 13min 13.4sec 95.4mph
2nd Hulme	Brabham- Repco	2hr 13min 23sec
3rd G. Hill	B.R.M. (2-litre)	79 laps
4th Clark	Lotus- Climax (2-litre)	79 laps
5th Rindt	Cooper- Maserati	79 laps
6th McLaren	McLaren- Serenissima	78 laps

Fastest lap: Brabham 1min 37sec, 98.3mph

ROUND 5/DUTCH GRAND PRIX, Zandvoort, 24th July

90 laps of 2.6-mile circuit—234 miles

Jack Brabham, a fighting 40, was obviously tired of the media's amazement at his comeback and their constant reference to him as the "Grand Old Man". He retaliated first by limping to the grid with a false beard and a stick and then by winning his third successive Grand Prix. But it wasn't easy for him. Jim Clark hung on to his exhausts and snatched the lead on lap 27. This was vintage Clark and an oil soaked surface helped to nullify Brabham's power advantage. The Scot roared away into a ten second lead and Brabham responded magnificently. He chased for 49 laps before he put the Repco ahead again. Regrettably, Clark had to make a pit stop with water pump

problems and the slippery duel was over. But it had been the best scrap of the season and it was good to see the real Clark again.

RESULTS

1st Brabham	Brabham- Repco	2hr 20min 32.5sec	100.1mph
2nd G. Hill	B.R.M. (2-litre)	89 laps	
3rd Clark	Lotus- Climax (2-litre)	88 laps	
4th Stewart	B.R.M. (2-litre)	88 laps	
5th Spence	Lotus- B.R.M. (2-litre)	87 laps	
6th Bandini	Ferrari	87 laps	

Fastest lap: Hulme 1min 30.6sec, 103.5mph

ROUND 6/GERMAN GRAND PRIX, Nurburgring, 7th August

15 laps of 14.17-mile circuit—213 miles

Another wet circuit. But once again it produced a superb duel with Brabham and Surtees as the combatants. Not until the Cooper clutch failed two laps from the end did the stubborn Surtees vanish from Brabham's mirrors. For once, Clark made a mistake—spinning into a ditch on the wrong tyres—after taking pole position. In a far more serious accident with Jacky Ickx, John Taylor's Brabham-B.R.M. caught fire and the young British driver died later from his burns.

RESULTS

1st Brabham	Brabham- Repco	2hr 27min 3sec	86.7mph
2nd Surtees	Cooper- Maserati	2hr 27min 47.4sec	
3rd Rindt	Cooper- Maserati	2hr 29min 35.6sec	
4th G. Hill	B.R.M. (2-litre)	2hr 33min 44.4sec	
5th Stewart	B.R.M. (2-litre)	2hr 35min 31.9sec	
6th Bandini	Ferrari	2hr 37min 59.4sec	

Fastest lap: Surtees 8min 49sec, 96.4mph

ROUND 7/ITALIAN GRAND PRIX, Monza, 4th September

68 laps of 3.57-mile circuit—243 miles

Brabham's quick quartet of victories had almost guaranteed him the title—unless Surtees won all the remaining three races. But his ex-Ferrari colleagues put a stop to the speculation with a noisily popular 1-2 success on their "home" circuit. Honda arrived with their 370 bhp 3-litre V-12 for Ginther. Gurney had his Weslake and Stewart, Clark and Hill had B.R.M. H-16 engines. Brabham took an early lead after Bandini and Parkes had headed the pack. But he retired covered in oil on lap eight. Hill's engine had only lasted a lap. Stewart had a fuel leak after five laps. But Clark was moving through the field with his H-16 powered Lotus. On lap 17, Ginther crashed into a tree in the Honda and was lucky to escape with his life. Clark made a pit stop. The lead was disputed by Scarfiotti, Parkes, Surtees and Hulme. Surtees withdrew when petrol poured over his wheels from a split tank and Hulme fought the Ferraris alone. But this was not to be a Brabham "nap". Scarfiotti took the flag to become the first Italian, since Ascari in 1952, to win at Monza. Parkes beat Hulme by 0.3 of a second. But Jack Brabham was Champion. Surtees's split fuel tank had settled the matter.

RESULTS

1st Scarfiotti	Ferrari	1hr 47min 14.8sec	136.9mph
2nd Parkes	Ferrari	1hr 47min 20.6sec	
3rd Hulme	Brabham- Repco	1hr 47min 20.9sec	
4th Rindt	Cooper- Maserati	67 laps	
5th Spence	Lotus- B.R.M.	67 laps	
6th Anderson	Brabham- Climax	66 laps	

Fastest lap: Scarfiotti 1min 32.4sec, 139.2mph

**ROUND 8/U.S. GRAND PRIX,
Watkins Glen, 2nd October**

108 laps of 2.3-mile circuit—248 miles
Colin Chapman and Jim Clark "debated" long and loud whether or not to use the 2-litre Climax or the H-16 B.R.M. engine they had borrowed after Clark's own unit had given up in practice. They gambled on the H-16 which had yet to finish a race. It was to prove a historic choice. But there were few signs of it at the start when Brabham and Bandini disputed the lead, with Clark in third place. Surtees had a "coming together" with Peter Arundell's Lotus and took time off to let the Lotus pit know what he was thinking while his car was checked. He was to regret the stormy delay later! Bandini lost the lead on lap 35 through engine trouble and Brabham led until the 55th lap when he too had to retire. Clark inherited a hefty minute lead over Rindt and he nursed the car home to the B.R.M. engine's one and only victory. But the fastest driver on the circuit was Surtees who battled back to third place after his pit-stop. He might have been in a position to challenge Clark had he not decided to visit Lotus earlier. Now they were celebrating Clark's first win in 11 Grand Prix races.

RESULTS

1st Clark	Lotus-B.R.M.	2hr 9min 40.1sec 114.9mph
2nd Rindt	Cooper-Maserati	2hr 11min 26.9sec
3rd Surtees	Cooper-Maserati	107 laps
4th Siffert	Cooper-Maserati	105 laps
5th McLaren	McLaren-Ford	105 laps
6th Arundell	Lotus-Climax (2-litre)	101 laps
Fastest lap: Surtees 1 min 9.67sec, 118.8mph		

**ROUND 9/MEXICAN GRAND PRIX,
Mexico City, 23rd October**

65 laps of 3.1-mile circuit—203 miles
Surtees had plenty of consolation in Mexico when he gave Cooper the victory for which he had striven so hard since joining them from Ferrari in July. He took the lead on lap six from Champion Brabham and proceeded to reverse the Nurburgring situation. This time it was Brabham's turn to chase. And Surtees was going to stay in front. Clark's gearbox put him out and both works B.R.M.s retired. Ginther in the Honda was the only other serious challenger behind the two Brabhams. But Surtees lived up to his pole promise. And five different makes of car, powered by five different engines, had won top honours in the very experimental first year.

RESULTS

1st Surtees	Cooper-Maserati	2hr 6min 35.34sec 95.7mph
2nd Brabham	Brabham-Repco	2hr 6min 43.22sec
3rd Hulme	Brabham-Repco	64 laps
4th Ginther	Honda	64 laps
5th Gurney	Eagle-Climax (2.7 litre)	64 laps
6th Bonnier	Cooper-Maserati	63 laps
Fastest lap: Ginther 1 min 53.75sec, 98.3mph		

Drivers' World Championship—1966

1st Brabham, 42 points; 2nd Surtees, 28 points; 3rd Rindt, 22 points. Pts: 9-6-4-3-2-1 for first six places. Best five scores from nine races.

1967

Rarely can any season have provided so many surprises. Hill left B.R.M. to join Lotus. Team-mates Brabham and Hulme hotly disputed the Championship. Eagle and Honda scored final victories. There was an horrific tragedy at Monaco when Bandini lost his life

after the impotence of available fire-fighting equipment had been bitterly exposed. But the most significant headline belonged to the new Ford-Cosworth engine which made its triumphant debut at Zandvoort. It was to do for Britain and British Constructors all that Coventry Climax had done in the first glorious years of green-car supremacy. In fact, in its first season, it ran the reliable old Repco very close indeed in a tantalising title-chase.

ROUND 1/S.AFRICAN GRAND PRIX, Kyalami, 2nd January

80 laps of 2.55-mile circuit—204 miles

For the first time, the Championship combatants met at the twisting Johannesburg circuit and the "transferred" drivers were there in force: Surtees in a Honda, Spence in a B.R.M., Courage with Parnell and Pedro Rodriguez "on trial" with Cooper. Hulme led from the start. Brabham spun away second place. Surtees surged through to hunt Hulme. Brabham fought back and on lap 21 was behind his team-mate again. Meanwhile local hero John Love, in a venerable 4-cylinder Cooper-Climax was promoting himself to third place. Brabham spluttered into the pits on lap 41. The luckless Gurney retired on lap 44. On lap 59, Hulme rushed into the pits for brake fluid. On the next lap, he halted and John Love took the lead in the least powerful car in the race. But with only seven laps to go, he had to stop for fuel. Rodriguez swept by to gain the best result possible for a man on trial. Love was second.

RESULTS

1st P. Rodriguez	Cooper-Maserati	2hr 5min 45.9sec	97.1mph
2nd Love	Cooper-Climax 4	2hr 6min 12.3sec	
3rd Surtees	Honda	79 laps	
4th Hulme	Brabham-Repco	78 laps	
5th Anderson	Brabham-Climax 4	78 laps	
6th Brabham	Brabham-Repco	76 laps	
Fastest lap: Hulme 1min 29.9sec, 101.8mph			

ROUND 2/MONACO GRAND PRIX, Monte Carlo, 7th May

100 laps of 1.95-mile circuit—195 miles

McLaren and Siffert collided as Brabham spun in front of them and Clark vanished down the escape road. He fought back from 14th to fourth place before retiring with broken suspension on lap 43. Hulme led temporarily until Stewart swept by in the V-8 B.R.M. and pulled out a lead which lasted as long as his crown-wheel and pinion—until lap 14. Hulme led from Bandini and McLaren held Amon at bay until he was forced into the pits to change a battery. But Bandini's chase ended in horror when the Italian clipped the chicane and crashed upside down, in flames, amongst the straw bales. Rescue operations were hopelessly inadequate and the likeable Italian died a few days later from his terrible burns. It was a tragedy that overshadowed the fact that Denny Hulme had earned a notable first victory on one of the world's most difficult circuits.

RESULTS

1st Hulme	Repco-Brabham	2hr 34min 34.3sec	75.9mph
2nd G. Hill	Lotus-B.R.M. (2-litre)	99 laps	
3rd Amon	Ferrari	98 laps	
4th McLaren	McLaren-B.R.M. (2-litre)	97 laps	
5th P. Rodriguez	Cooper-Maserati	96 laps	
6th Spence	B.R.M. H16	96 laps	
Fastest lap: Clark 1min 29.5sec, 78.6mph			

ROUND 3/DUTCH GRAND PRIX, Zandvoort, 4th June

90 laps of 2.6-mile circuit—234 miles

The new Lotus-49s arrived with their Ford-Cosworth engines an integral part of the chassis. Testing had been minimum. Clark's knowledge of the car was nil. Yet they dominated both the race and practice. Graham Hill took pole position and led the race from the first corner. He was pulling away from Brabham when—after only 11 laps—he retired with

camshaft problems. But Brabham's lead was to be short-lived. Rindt and Clark were hounding him. Clark was obviously totally content with the new car and on lap 16 he took the lead. Chapman and Keith Duckworth could only wait and hope. But the car which had first turned a wheel only two days earlier didn't miss a beat. Clark won confidently from Brabham and the Ford-Cosworth joined the Maserati and the Mercedes in the "first-time-out" victory scrolls.

RESULTS

1st Clark	Lotus-Ford	2hr 14min 45.1sec	104.4mph
2nd Brabham	Brabham-Repco	2hr 15min 08.7sec	
3rd Hulme	Brabham-Repco	2hr 15min 10.8sec	
4th Amon	Ferrari	2hr 15min 12.4sec	
5th Parkes	Ferrari	89 laps	
6th Scarfiotti	Ferrari	89 laps	
Fastest lap: Clark 1 min 28.08sec, 106.5mph			

ROUND 4/BELGIAN GRAND PRIX, Spa-Francorchamps, 18th June 28 laps of 8.76-mile circuit—245 miles

It was to be Dan Gurney's turn to win for America for the first time—in his own, beautifully prepared Eagle, expensive but light with its generous quantities of titanium and magnesium. The Fords surrounded him on the grid with Clark in pole position. And, as so often at Spa, Clark led the pack away up the hill. He led for 11, very fast laps and was 20 seconds ahead of Stewart and Gurney when he hustled into the pits for a plug change. He lost two minutes as Stewart went into the lead. It was a comfortable lead for the B.R.M. for Gurney vanished into the pits as well with fuel pressure problems. He lost 20 seconds but kept second place. Stewart was having gearshift problems and Gurney was really flying. He set a new lap record as he took just eight laps to catch and pass the B.R.M. Brooks's record GP average of 143.3 mph had been beaten at last—after eight years!

RESULTS

1st Gurney	Eagle- Weslake V12	1hr 40min 49.4sec	145.9mph
2nd Stewart	B.R.M. H16	1hr 41min 52.4sec	
3rd Amon	Ferrari	1hr 42min 29.4sec	
4th Rindt	Cooper- Maserati	1hr 43min 3.3sec	
5th Spence	B.R.M. H16	27 laps	
6th Clark	Lotus-Ford	27 laps	
Fastest lap: Gurney 3min 31.9sec, 148.8 mph			

ROUND 5/FRENCH GRAND PRIX, Le Mans, Bugatti Circuit, 2nd July 80 laps of 2.74-mile circuit—220 miles

This was the dullest Grand Prix of the season. The new Bugatti circuit utilised the pit straight of the Le Mans course but then degenerated into a corkscrew mélange of tiny straights and tight turns. The drivers were almost unanimous in their condemnation and the crowds stayed away. Hill took pole position and a one lap lead. Then Brabham took over. Clark passed him and by lap seven the two Lotus-Fords were first and second. Hill took over from Clark for three laps until his crown-wheel and pinion failed on lap 14. Nine laps later, Clark was halted with the same problem. Brabham led from Gurney, Amon and Hulme. Gurney battled for the lead until on lap 41 when a fuel line broke. The Brabhams were first and second—though Amon fought a fine running battle with Hulme until his throttle cable broke. The Champion had won his first race in eight Grands Prix.

RESULTS

1st Brabham	Brabham- Repco	2hr 13min 21.3sec	98.9mph
2nd Hulme	Brabham- Repco	2hr 14min 10.8sec	
3rd Stewart	B.R.M. V-8 (2-litre)	79 laps	
4th Siffert	Cooper- Maserati	77 laps	
5th Irwin	B.R.M. H16	76 laps	
6th P. Rodriguez	Cooper- Maserati	76 laps	
Fastest lap: Hill 1 min 36.7sec, 102.3mph			

ROUND 6/BRITISH GRAND PRIX, Silverstone, 15th July

80 laps of 2.9-mile circuit—234 miles

Five drivers had won the first five races and the Championship was wide open with Brabham's team-mate leading the Australian by six points. Hill and Clark were fastest in practice. Clark led immediately. Hill and Brabham exchanged second place. But soon both Lotuses were ahead and on lap 26 Graham took the lead and began to open up a gap. The rest of the field was nowhere. It was a great effort by Hill for he had crashed into the pit wall in practice and the mechanics had miraculously rebuilt the car. But on lap 55 Hill's luck ran out again: a suspension bolt had sheared. He rejoined the race but his engine failed him as he was lying sixth. Clark, in contrast, was having no trouble at all and romped home to his fifth British victory in six years. But Hulme's second place gave him a nine-point lead over Brabham and Clark in the Championship.

RESULTS

1st Clark	Lotus-Ford	1hr 59min 25.6sec	117.6mph
2nd Hulme	Brabham-Repco	1hr 59min 38.4sec	
3rd Amon	Ferrari	1hr 59min 42.2sec	
4th Brabham	Brabham-Repco	1hr 59min 47.4sec	
5th P. Rodriguez	Cooper-Maserati	79 laps	
6th Surtees	Honda	78 laps	
Fastest lap: Hulme 1min 27sec, 121.1mph			

ROUND 7/GERMAN GRAND PRIX, Nurburgring, 6th August

15 laps of 14.17-mile circuit—213 miles

Hill had a nasty crash in practice. Clark took pole position and a first lap lead. Hill spun at the first corner and restarted last. Clark, Hulme and Gurney raced away on their own. But Clark's lead only lasted five laps before his front suspension collapsed. Gurney grabbed the lead from Hulme and dramatically started to draw away. With three laps to go Gurney was over half a minute ahead but half way through

lap 13 he stopped with a broken drive shaft. Hulme inherited the lead but he had his own efforts to thank for the fact that Brabham and Amon were 45 seconds behind. Amon was yet again showing his skill in the Ferrari, taking on a Brabham in exhilarating style. They crossed the line wheel-to-wheel with Brabham taking the verdict and keeping his Championship hopes alive.

RESULTS

1st Hulme	Brabham-Repco	2hr 5min 55.7sec	101.4mph
2nd Brabham	Brabham-Repco	2hr 6min 34.2sec	
3rd Amon	Ferrari	2hr 6min 34.7sec	
4th Surtees	Honda	2hr 8min 21.4sec	
5th Bonnier	Cooper-Maserati	2hr 14min 37.8sec	
6th Ligier	Brabham-Repco	14 laps	
Fastest lap: Gurney 8min 15.1sec, 103.1mph			

ROUND 8/CANADIAN GRAND PRIX, Mosport Park, Toronto, 27th August

90 laps of 2.46-mile circuit—221 miles

Canada's first Championship race was clouded by the lonely death of Bob Anderson—a privateer extraordinary—who had been killed testing at Silverstone a few days earlier. Heavy rain turned the Mosport track into a skating rink and spray made overtaking hazardous. Clark led for three laps but Hulme was in his most determined mood and forced his way through on lap four to lead for 54 laps. McLaren had recovered from an early spin to move right through to second place on lap 22. Then the track began to dry and Clark first took McLaren then set the fastest lap. He pushed Hulme out of the lead on lap 58 and seemed a likely winner until his ignition finally gave up under the heavy rain on lap 69. Hulme made his second pit stop for a fresh visor and Brabham took the lead. The heavy rain almost lost Gurney third place to Hill as the American also made two "goggle stops".

RESULTS

1st Brabham	Brabham- Recco	2hr 40min 40sec 82.6 mph
2nd Hulme	Brabham- Recco	2hr 41min 41.9sec
3rd Gurney	Eagle- Weslake	89 laps
4th G. Hill	Lotus-Ford	88 laps
5th Spence	B.R.M. H16	87 laps
6th Amon	Ferrari	87 laps
Fastest lap: Clark 1min 23.1sec, 106.5mph		

**ROUND 9/ITALIAN GRAND PRIX,
Monza, 10th September**

68 laps of 3.57-mile circuit—243 miles

McLaren won pole position but Clark led until he dived into the pits for a tyre change on lap 13. Hill, Hulme and Brabham exchanged the lead with Clark joining them and passing them as he fought to make up a whole, lost lap. Hill—benefiting by a tow from the flying Clark—pulled away from Brabham, Surtees, Amon and McLaren. By lap 47 Clark was sixth. A lap later he was fifth. On lap 54 he was fourth. McLaren had vanished with engine trouble. Brabham and Surtees lay between Clark and his team-mate. On lap 59 Hill lost a certain victory with a dead engine. Brabham took the lead for just two laps before Clark stormed by. Jim had done the impossible. He had made up a whole lap at Monza. But his brave race slowed only half a lap from the victory flag: he had run out of fuel! As Clark free-wheeled home, Surtees and Brabham roared past and Surtees took the flag just half-a-car's length ahead. But Clark had demonstrated that he was the greatest driver on the circuit.

RESULTS

1st Surtees	Honda	1hr 43min 45sec 140.5mph
2nd Brabham	Brabham- Recco	1hr 43min 45.2sec
3rd Clark	Lotus-Ford	1hr 44min 8.1sec
4th Rindt	Cooper- Maserati	1hr 44min 41.6sec
5th Spence	B.R.M. H-16	67 laps
6th Ickx	Cooper- Maserati	66 laps
Fastest lap: Clark 1min 28.5sec 145.3mph		

**ROUND 10/U.S. GRAND PRIX,
Watkins Glen, 1st October**

108 laps of 2.3-mile circuit—248 miles

Hill and Clark so dominated practice, that they "tossed" to decide who should win! Hill was the victor in this incredibly, confident pre-race debate and, starting from pole position, led at once. Clark settled down behind him after shaking off Gurney's Eagle—and Amon won third place after sorting out Hulme and Gurney. Gurney retired. Amon closed on the flying Fords. But Hill was in trouble. His clutch was making gear changing an uncertain task—and Clark was forced to take over on lap 41. Amon took second place five laps later. Hill set a new lap record and passed him again but soon his car began to vibrate horribly and he fell back. On lap 96 Amon's engine expired in a steam-cloud. The Fords were first and second. With two laps to go Clark's right rear-wheel collapsed. But he somehow managed to wobble home ahead of Hill, and Hulme free-wheeled over the line—totally out of fuel!

RESULTS

1st Clark	Lotus-Ford	2hr 3min 13.2sec 120.9mph
2nd G. Hill	Lotus-Ford	2hr 3min 19.5sec
3rd Hulme	Brabham- Recco	107 laps
4th Siffert	Cooper- Maserati	106 laps
5th Brabham	Brabham- Recco	104 laps
6th Bonnier	Cooper- Maserati	101 laps
Fastest lap: Hill 1min 6sec, 125.4mph		

**ROUND 11/MEXICAN GRAND PRIX,
Mexico City, 22nd October**

65 laps of 3.1-mile circuit—203 miles

After ten long months the Championship still wasn't decided. There was a bad start when the flagman hesitated, Clark faltered and Gurney rammed him. Gurney's radiator was punctured and Clark roared off to pass Hill and Amon on lap three and build up one of his classic leads. Hill took second place until a universal joint

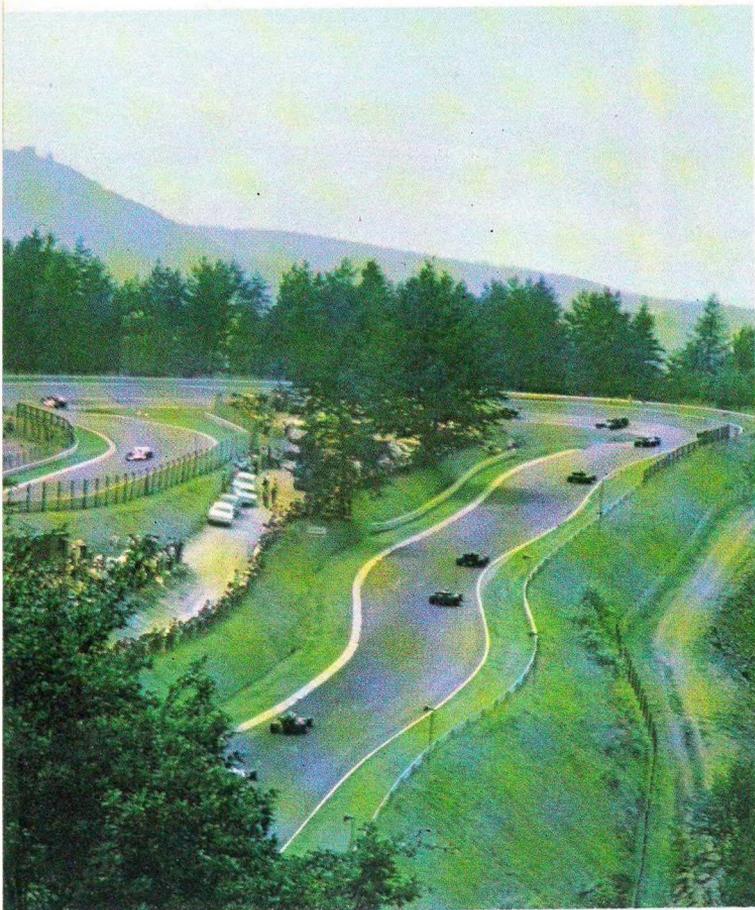


Above: *Monarch of Monaco* – Graham Hill's unofficial title after his five magnificent victories. But in 1962 – his Championship year – he lost his lead with engine trouble after dominating for 86 laps

Left: *The Elusive One* – Monaco was one circuit on which the mighty Jim Clark never claimed a victory. Here, in 1963, the year he won the title, he led right until the 79th lap

Below: *Big John in Battle* – John Surtees in the sleek V-8 at Zandvoort in 1965. He is the last driver to have won the Championship for Ferrari





Above: *The Magic of the Ring* – No other Grand Prix circuit can compare with the spectacle of the Nurburgring. Here the 1972 leaders streak through the Karussel, with Ickx already opening up a gap on Peterson

Top right: *The Duellists* – Emerson Fittipaldi had to fight hard for his first Grand Prix win since 1970. There are few more determined drivers to fill your mirrors than Jacky Ickx

Bottom right: *Wet and Worthy Winner* – Not since Trintignant's epic victory in 1958 have Riviera crowds cheered a French winner at Monaco. But in 1972, Jean-Pierre Beltoise kept them cheering in the rain with a superb performance

Right: *Fighting Threesome* – In a 1972 race dominated by the runaway Fittipaldi, the crowds at the new Nivelles circuit were kept on their toes by a running battle between Regazzoni, Amon and Hulme





VIEWED FROM THE TOP – Current car designs restrict the spectators' view of the driver to a mere glimpse of a colourful helmet. Hopefully, this guide will help solve identification problems



Chris Amon



Jean-Pierre Beltoise



Mike Beuttler



Francois Cevert



Andrea de Adamich



Emerson Fittipaldi



Wilson Fittipaldi



Nanni Galli



Peter Gethin



Mike Hailwood



Graham Hill



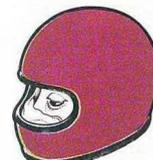
Denny Hulme



Jacky Ickx



Niki Lauda



Jackie Oliver



Carlos Pace



Henri Pescarolo



Ronnie Peterson



Clay Regazzoni



Carlos Reutemann



Peter Revson



Tim Schenken



Jackie Stewart

broke on lap 18. Brabham and Hulme moved up to chase Amon. Clark was on his own. On lap 62 Amon's wretched luck struck again and with three laps to go he was forced to stop. He had run out of fuel. It was typical of the jinx that had dogged him throughout a fine, personal season. Brabham and Hulme continued to circulate in that order. Hulme had only to stay in that position to become the first New Zealand Champion. Clark took the cheers. Hulme took the crown. Repco had done it again—but unless someone had an inspired winter, the Ford was destined to take over in 1968.

RESULTS

1st Clark	Lotus-Ford	1hr 59min 28.70sec	101.4mph
2nd Brabham	Brabham-Repco	2hr 0min 54.06sec	
3rd Hulme	Brabham-Repco	64 laps	
4th Surtees	Honda	64 laps	
5th Spence	B.R.M. H-16	63 laps	
6th Rodriguez	Cooper-Maserati	63 laps	
Fastest lap: Clark 1min 48.13sec, 103.4mph			

Drivers' World Championship—1967

1st Hulme, 51 points; 2nd Brabham, 46 points; 3rd Clark, 41 points. Pts: 9-6-4-3-2-1 for first six places. Season divided into two sections. Best five out of first six scores. Best four out of second five scores.

1968

April 7th, 1968 will always be remembered as one of the blackest days in motor sport history. For at Hockenheim—in a Formula Two race—Jim Clark was killed when his car inexplicably left the road and hit the trees. It was the accident that no-one ever thought would happen. Not to Jim Clark. For Jimmy was the master of his generation. He must rank with Fangio and Moss as one of the greatest drivers the world has ever known. His death overshadowed the whole season but did not quench the spirit

of his team-mate, friend and life-long rival, Graham Hill. He plucked Team Lotus from the depths of despair. The Ford engine monopolised racing—but it didn't drain the sport of its drama. The very equality of the units—tucked into the tails of four major teams—gave a new edge to the conflict.

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ROUND 1/S.AFRICAN GRAND PRIX, Kyalami, 1st January

80 laps of 2.55 mile-circuit—204 miles

Now the Ford-Cosworth engine was no longer a Lotus monopoly and McLaren, Matra and the Walker-Durlacher team rushed to fit them, (though Hulme's wasn't ready for this race), Brabham stuck to Repco; Cooper chose B.R.M.-V12 units. And World Champion Denny Hulme left the Brabham camp to join his fellow Kiwi, Bruce McLaren. Jochen Rindt took his place. B.R.M. had Rodriguez and Spence; Cooper: Scarfiotti and Redman. Ickx got his big chance with Ferrari. Matra entered the field with Beltoise and Jackie Stewart rejoined Ken Tyrrell to start a vital new partnership. But in South Africa none of the new combinations could live with Clark and Hill. They were first and second in practice and Clark led from the second lap to the finish. This vintage performance took him past Fangio's total to become the most successful Grand Prix combatant in history with 25 Championship wins. There could have been no more fitting farewell.

RESULTS

1st Clark	Lotus-Ford	1hr 53min 56.6sec	107.4 mph
2nd G. Hill	Lotus-Ford	1hr 54min 21.9sec	
3rd Rindt	Brabham-Repco	1hr 54min 27sec	
4th Amon	Ferrari	78 laps	
5th Hulme	McLaren-B.R.M.	78 laps	
6th Beltoise	Matra-Ford	77 laps	
Fastest lap: Clark 1min 23.7sec, 109.6mph			

ROUND 2/SPANISH GRAND PRIX,**Jarama, Madrid, 12th May****90 laps of 2·11-mile circuit—190 miles**

For the first time since 1954, the Championship returned to Spain—to a new, "artificial" circuit near Madrid. Lotus had only one car for Graham Hill. And B.R.M. were mourning the loss of Mike Spence in a freak accident at Indianapolis. Jackie Stewart was a spectator, his arm in plaster after a Formula Two accident. The lead changed again and again. First Rodriguez led in the V12 B.R.M. Then Beltoise's spirited challenge paid dividends. He shot by on lap 12 followed by Amon. But on lap 16 the Frenchman smoked into the pits to check an oil leak. Chris Amon took the lead and Hill moved into third place past Hulme. It became quite a battle until Rodriguez ripped off his wheels on a safety-fence on lap 28. Amon looked sure of that long-awaited, first win. But on lap 58 a short-circuit in his fuel pump ended his race. Hulme chased Hill until he lost second gear and Graham came home to one of the most wanted wins in Lotus history. It was Hill's first win since the US Grand Prix in 1965. There were only five finishers.

RESULTS

1st G. Hill	Lotus-Ford	2hr 15min 20·1sec	84·4mph
2nd Hulme	McLaren-Ford	2hr 15min 36sec	
3rd Redman	Cooper-B.R.M.	89 laps	
4th Scarfiotti	Cooper-B.R.M.	89 laps	
5th Beltoise	Matra-Ford	81 laps	

Fastest lap: Beltoise 1min 28·3sec, 86·2mph

ROUND 3/MONACO GRAND PRIX,**Monte Carlo, 26th May****80 laps of 1·95-mile circuit—156 miles**

Graham Hill arrived with the new Lotus "wedge" with its winged nose. Matra brought their new V-12 to make its debut as well as giving Servoz-Gavin a drive in a Matra-Ford in place of the injured Stewart. And the blond

Frenchman provided the shock of both practice and the race. He shared the front row with Hill and led the race. Jackie Oliver's debut was less inspiring. McLaren lost it in front of him coming out of the tunnel and the Briton's first Grand Prix had lasted one minute! Meanwhile Servoz-Gavin hit the chicane with his left rear-wheel and in consequence on lap four, his drive-shaft broke. Hill was now in the lead. Rindt hit a barrier and Beltoise the chicane. Brabham, Siffert, Gurney and Courage all retired. Surtees chased Hill but retired after just 17 laps and Rodriguez demolished his B.R.M. when he ran out of brakes. With 63 laps left, there were only five cars still running. But Richard Attwood prevented it from becoming a bore with a superb chase after Hill. He set a new lap record but couldn't prevent Graham from becoming the first man to win Monaco four times.

RESULTS

1st G. Hill	Lotus-Ford	2hr 0min 32·3sec	77·8mph
2nd Attwood	B.R.M.	2hr 0min 34·5sec	
3rd Bianchi	Cooper-B.R.M.	76 laps	
4th Scarfiotti	Cooper-B.R.M.	76 laps	
5th Hulme	McLaren-Ford	73 laps	

Fastest lap: Attwood 1min 26·1sec, 79·8mph

ROUND 4/BELGIAN GRAND PRIX,**Spa-Francorchamps, 9th June****28 laps of 8·76-mile circuit—245 miles**

Once again a last-gasp fuel shortage was to be decisive in this race. Ferrari and Brabham had wings on their cars. Brian Redman was fortunate to escape with a broken arm when his Cooper smashed into some parked cars after his front suspension failed. A very brave marshal dragged him free as his car caught fire. Chris Amon and John Surtees set the pace—the Honda taking the lead in a fine duel until a stone pierced the Ferrari's radiator. Surtees was left with a comfortable lead over Hulme and Stewart. But on lap 11 Surtees needed all

his skill to hold the Honda as a bottom rear wishbone snapped. Hulme and Stewart surged by and exchanged the lead for seven fighting laps. But a broken half-shaft ended Hulme's race on lap 18 and his team-mate McLaren took over second place—half a minute behind Stewart. But at the start of the last lap, Stewart rushed in for fuel. McLaren took the lead without knowing that he was in front. Rodriguez chased him but he too was spluttering. So McLaren—the man robbed of victory when he ran out of fuel in 1964—won his first Grand Prix in six years.

RESULTS

1st McLaren	McLaren-Ford	1 hr 40min 2.1sec	147.1mph
2nd P. Rodriguez	B.R.M.	1 hr 40min 14.2sec	
3rd Ickx	Ferrari	1 hr 40min 41.7sec	
4th Stewart	Matra-Ford	27 laps	
5th Oliver	Lotus-Ford	26 laps	
6th Bianchi	Cooper-B.R.M.	26 laps	

Fastest lap: Surtees 3min 30.5sec, 149.8mph

ROUND 5/DUTCH GRAND PRIX, Zandvoort, 23rd June

90 laps of 2.6-mile circuit—234 miles

Jackie Stewart—wearing a support for his arm—was perhaps the only man on the circuit who was glad it was raining. And he drove a superb race to give Matra their first Formula One victory. Just as in the rain in 1971, car after car left the road with Bianchi, McLaren, Brabham and Courage failing to rejoin the fray. Stewart led from Hill but Beltoise forced the second Matra into second place before he spun. Hill held on to second place as Beltoise fought his way back through the field after a hasty pit-stop to clean the sand from his throttle slides. After a great drive, he retook second place on lap 50. It had taken just 27 laps for the flying Frenchman to climb from seventh to second place. Hill dropped out of the hunt completely with a sticking throttle.

RESULTS

1st Stewart	Matra-Ford	2hr 46min 11.26sec	84.6mph
2nd Beltoise	Matra-V12	2hr 47min 45.19sec	
3rd Rodriguez	B.R.M.	89 laps	
4th Ickx	Ferrari	88 laps	
5th Moser	Brabham-Repco	87 laps	
6th Amon	Ferrari	85 laps	

Fastest lap: Beltoise 1min 45.91sec, 87.5mph

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ROUND 6/FRENCH GRAND PRIX, Rouen-les-Essarts, 7th July

60 laps of 4.06-mile circuit—243 miles

Honda arrived with a brand new Honda V-8 which they gave to Frenchman Jo Schlesser to drive under the banner of Honda-France. Wings were the order of the day. They sprouted from Lotuses and McLarens. Rain played havoc with the race but didn't affect "rain-master" Jacky Ickx. The Ferrari new boy led from the end of the first lap to the end of the race. Rindt, Stewart and Surtees chased him but the whole course of the race was affected by the tragedy on lap three. Schlesser crashed at the Nouveau Monde, the car overturned and exploded. Schlesser died in the flames and the wreckage was strewn across the road. Rindt got a puncture. Surtees moved into second place until Rodriguez dispossessed him on lap 19. The rain was now teeming down and car after car rushed in to change to rain tyres. Ickx spun and Surtees had to stop when a fragment of wreckage broke his goggles. Rodriguez punctured a tyre. Ickx was in the clear. He gave Ferrari their first win since Monza, 1966.

RESULTS

1st Ickx	Ferrari	2hr 25min 40.9sec	100.4mph
2nd Surtees	Honda	2hr 27min 39.5sec	
3rd Stewart	Matra-Ford	59 laps	
4th Elford	Cooper-B.R.M.	58 laps	
5th Hulme	McLaren-Ford	58 laps	
6th Courage	B.R.M.	57 laps	

Fastest lap: Rodriguez 2min 11.5sec, 111.2mph

ROUND 7/BRITISH GRAND PRIX, Brands Hatch, 20th July

80 laps of 2·65-mile circuit—212 miles

Jackie Oliver—new boy to Grand Prix but a Brands Hatch “veteran”—used all his local knowledge to lead the stars from the start. Hill and Siffert were behind him and on lap four the Championship leader took over. But on lap 27 Hill's rear right wheel suddenly bent over. A universal joint had gone. Young Oliver now carried the works flag again. Driving only his fifth Formula One race, he led first from Siffert and then from Amon until his crown-wheel and pinion broke on lap 44. The stage was set for a tremendous duel between Siffert and Amon. But Amon had a balding rear tyre and Siffert was not to be denied his first Grand Prix victory. It was hard to tell who was the more rapturous—Siffert, or Rob Walker, who had waited patiently for another victory ever since Moss won at Monaco in 1961!

RESULTS

1st Siffert	Lotus-Ford	2hr 1min 20·3sec	104·8mph
2nd Amon	Ferrari	2hr 1min 24·7sec	
3rd Ickx	Ferrari	79 laps	
4th Hulme	McLaren-		
	Ford	79 laps	
5th Surtees	Honda	78 laps	
6th Stewart	Matra-Ford	77 laps	
Fastest lap: Siffert 1min 29·7sec, 106·3mph			

ROUND 8/GERMAN GRAND PRIX, Nurburgring, 4th August

14 laps of 14·17-mile circuit—198 miles

This was the Nurburgring at its worst—with fog adding to the hazards of rain, spray and a circuit made for aquaplaning. Stewart—despite a lowly grid position—was a firm favourite after his (and Dunlop's) performance at Zandvoort. The Scot was in a grimly determined mood and he wrested the lead from Hill within half a lap. From that moment on he was to pull away. His was a demonstration of real wet-weather driving—though he confessed afterwards that “it was a teeth-gritting effort”. Behind him, Graham Hill, veteran of wet Nur-

burgings, was fighting off a desperate challenge from Amon. They were together for 11 laps until Amon spun out of the race. Hill's second place looked secure. But he spun too and the engine stalled. He had to push it to restart, and Rindt chased him over the line only six seconds in arrears. Stewart's win had put him within three points of Hill's Championship total.

RESULTS

1st Stewart	Matra-Ford	2hr 19min 3·2sec	86·8mph
2nd G. Hill	Lotus-Ford	2hr 23min 6·4sec	
3rd Rindt	Brabham-		
	Repco	2hr 23min 12·6sec	
4th Ickx	Ferrari	2hr 24min 58·4sec	
5th Brabham	Brabham-		
	Repco	2hr 25min 24·3sec	
6th P. Rodriguez	B.R.M.	2hr 25min 28·2sec	
Fastest lap: Stewart 9min 36sec, 88·6mph			

ROUND 9/ITALIAN GRAND PRIX, Monza, 8th September

68 laps of 3·57-mile circuit—243 miles

This was Graham Hill's hundredth Grand Prix. Regrettably it ended as his first one had. He lost a wheel. He felt a lot happier when Stewart, who had been leading after a frantic struggle with Hulme and McLaren, joined him in the pits with a broken engine on lap 43. Monza had already proved as dramatic as ever. First, Andretti and Bobby Unser had been banned from the race because it would mean competing in two events in 24 hours. Then, on lap nine, Amon lost second place in a terrifying end-to-end crash when his car spun and was hit by Surtees' Honda. Hill had his dicey retirement and the race settled down to a big battle between McLaren, Siffert, Stewart and Hulme. McLaren retired on lap 35 without any oil. Stewart followed him and Ickx screamed up to chase Siffert for second place. Hulme was happily ahead of everyone. On lap 59 Ickx took over second place when Siffert's suspension collapsed, but had to make a fuel stop two laps later. He roared out to do battle with Servoz-Gavin who was having a real go in the

Matra. Ickx's engine faltered just a few yards from the flag and Servoz-Gavin swooped past.

RESULTS

1st Hulme	McLaren-Ford	1 hr 40min 14.8sec 145.4mph
2nd Servoz-Gavin	Matra-Ford	1 hr 41min 43.2sec
3rd Ickx	Ferrari	1 hr 41min 43.4sec
4th Courage	B.R.M.	67 laps
5th Beltoise	Matra-V12	66 laps
6th Bonnier	McLaren-B.R.M.	64 laps

Fastest lap: Oliver 1 min 26.5sec, 148.6mph

ROUND 10/CANADIAN GRAND PRIX, Mont Tremblant—St Jovite, Quebec, 22nd September

90 laps of 2.65-mile circuit—238 miles

Jacky Ickx crashed, broke a leg and virtually removed himself from the Championship reckoning. Gurney borrowed a McLaren and impolitely pushed his team-mates onto the third row of the grid. Amon, Siffert and Rindt led the field away. Stewart lost eight laps while the mechanics feverishly changed a wishbone. Siffert retired from second place with an oil leak. Amon led cosily from Rindt with Hill, Hulme and McLaren behind the Austrian. On lap 39 Rindt stopped with an overheating engine and Amon was a minute clear of Hill and the McLaren duo. But Hill was in trouble too. He stopped to check his engine mountings and the orange cars cruised by. At last it seemed that Amon must break his "duck". But no! With only 18 laps to go and the clearest of leads in his pocket the luckless Kiwi retired with broken transmission. Amon had been driving without a clutch throughout the race! McLaren's inherited a one-two win and Hulme joined Hill at the top of the table.

RESULTS

1st Hulme	McLaren-Ford	2hr 27min 11.2sec 97.2mph
2nd McLaren	McLaren-Ford	89 laps
3rd P. Rodriguez	B.R.M.	88 laps
4th G. Hill	Lotus-Ford	86 laps

5th Elford Cooper-B.R.M. 86 laps

6th Stewart Matra-Ford 83 laps

Fastest lap: Siffert 1 min 35.1sec, 100.3mph

ROUND 11/U.S. GRAND PRIX, Watkins Glen, 6th October

108 laps of 2.3-mile circuit—248 miles

There were over \$105,400 at stake and Andretti and Unser were at last to make their Grand Prix debuts. Andretti astonished everyone by taking pole position in his Lotus. But it was fellow front-row man Stewart who led after a lap with Andretti hard behind him. Amon, Hill, Hulme and Rindt were behind them—though Hill fell back when the steering wheel moved forward trapping his hands against the switches! He had climbed back to fourth place when Amon's radiator split and he spun on the resultant flood. Three laps later (14), Andretti came rushing into the pits and the title leaders, Stewart, Hill and Hulme were left to fight it out unimpeded. But on lap 16 Hulme spun out of it—damaging a brake pipe on impact. He was to battle on for 93 laps but the lead was settled. Scotsman Stewart took the flag and most of the dollars and the Championship read: Hill, 39 points; Stewart, 36 points; Hulme, 33 points. Once again, Mexico would be decisive.

RESULTS

1st Stewart	Matra-Ford	1 hr 59min 20.29sec 124.8mph
2nd G. Hill	Lotus-Ford	1 hr 59min 44.97sec
3rd Surtees	Honda	107 laps
4th Gurney	McLaren-Ford	107 laps
5th Siffert	Lotus-Ford	105 laps
6th McLaren	McLaren-Ford	103 laps

Fastest lap: Stewart 1 min 5.22sec, 126.9mph

ROUND 12/MEXICAN GRAND PRIX, Mexico City, 3rd November

65 laps of 3.1-mile circuit—203 miles

Once again, three British drivers would fight over the title at 7,300 feet. Other drivers had

their own ideas—Siffert and Amon filled the front row while a practice accident relegated Stewart to the fourth row. But by lap five, Stewart, Hill and Hulme were running in that order. Siffert soon demoted Denny and the New Zealander's hopes of keeping his title ended on lap 11 when his car broke a damper as he roared past the pits. He swerved into the guard rail and leapt clear as the fuel caught fire. Hill had meanwhile fought past Stewart and the Scot lost second place to Siffert on lap 17. Siffert passed Hill on lap 22—at the hairpin where Bandini had destroyed Hill's hopes in 1964—but coasted into the pits with a broken throttle linkage on lap 26. Hill's lead over Stewart grew and grew as the Scot started to fall back with a misfiring engine. Siffert dashed through the field to push Stewart out of a hapless sixth place. But Hill was the hero. He had won the Championship by winning the race—and Team Lotus had something to celebrate in a year that had begun so sadly.

RESULTS

1st G. Hill	Lotus-Ford	1hr 56min 43.95sec	103.8mph
2nd McLaren	McLaren-Ford	1hr 58min 3.27sec	
3rd Oliver	Lotus-Ford	1hr 58min 24.6sec	
4th P. Rodriguez	B.R.M.	1hr 58min 25.4sec	
5th Bonnier	Honda	64 laps	
6th Siffert	Lotus-Ford	64 laps	
Fastest lap: Siffert 1min 44.23sec, 107.3mph			

Drivers' World Championship—1968

1st Hill, 48 points; 2nd Stewart, 36 points; 3rd Hulme, 33 points. Pts: 9-6-4-3-2-1 for first six places. Season divided into two: best five results from first six races; best five results from second six.

1969

Lotus had won their first World Championship and in 1969, the brilliant Cosworth unit was to win all 11 Championship races. Jackie Stewart was to emulate his late friend and compatriot, Jim Clark, in monopolising the year in runaway

fashion. Jochen Rindt joined Champion Hill in the Lotus team and Andretti was also given his chance by Colin Chapman. John Surtees and Jackie Oliver joined B.R.M. Jacky Ickx returned to the Brabham camp.

ROUND 1/S.AFRICAN GRAND PRIX, Kyalami, Johannesburg, 1st March
80 laps of 2.55-mile circuit—204 miles

Jackie Stewart and Ken Tyrrell had started to plot their 1969 onslaught as soon as the Mexican race had ended. The Scot was determined not to leave things so late again—and he started the new season in devastating form. He took the lead from the second row of the grid and held it for the rest of the race. Brabham lost second place when his wing broke (signs of things to come) and first Rindt, and then Hill took over the fruitless task of Stewart-chasing. Rindt fell back with a faltering engine and his fuel pump finally expired on lap 44. There was a tremendous battle for third place between Hulme, Andretti and Siffert which the American finally won. He drew away and was challenging Hill for second place when his gearbox broke on lap 31. Hill continued to chase in vain. Hulme won his duel with Siffert. But Stewart had given fair warning of the way things were going to be.

RESULTS

1st Stewart	Matra-Ford	1hr 50min 39.1sec	110.6mph
2nd G. Hill	Lotus-Ford	1hr 50min 57.9sec	
3rd Hulme	McLaren-Ford	1hr 51min 10.9sec	
4th Siffert	Lotus-Ford	1hr 51min 28.3sec	
5th McLaren	McLaren-Ford	79 laps	
6th Beltoise	Matra-Ford	78 laps	
Fastest lap: Stewart 1min 21.6sec, 112.5mph			

ROUND 2/SPANISH GRAND PRIX, Montjuich Park, Barcelona, 4th May
90 laps of 2.36-mile circuit—212 miles

For the first time, the Championship was staged in Barcelona's central park. Lotus arrived with

the biggest wings anyone had ever seen. Rindt led from the start and Amon and Hill settled into second and third places. But on lap nine, Hill's car swerved without warning into the new Armco barrier—and Hill escaped, though the car was badly wrecked. Hill guessed it could have been the wing's fault and the pits tried to warn Rindt. But Rindt's wing buckled, he spun into Hill's car and overturned. Rindt was dragged out, fortunately with nothing worse than a broken nose. The downward thrust had proved too much for the wing's supports—but the guard rails had proved lifesavers. Amon led now from Siffert and Stewart but for the umpteenth time luck deserted the Kiwi. Siffert dropped out and Chris was streets ahead of Stewart when his engine seized on lap 57. The Scot inherited a victory—a fact of which he was so conscious that he gave the trophy away!

RESULTS

1st Stewart	Matra-Ford	2hr 16min 53sec	92.9mph
2nd McLaren	McLaren-Ford	88 laps	
3rd Beltoise	Matra-Ford	87 laps	
4th Hulme	McLaren-Ford	87 laps	
5th Surtees	B.R.M.	84 laps	
6th Ickx	Brabham-Ford	83 laps	
Fastest lap: Rindt 1min 28.3sec, 96.0mph			

ROUND 3/MONACO GRAND PRIX, Monte Carlo, 18th May

80 laps of 1.95-mile circuit—156 miles

The Spanish accidents had many effects. Attwood replaced the injured Rindt in the Lotus team. The FIA, after much protesting and dithering, banned wings but allowed small fins. The cars looked like cars again and Stewart took a speedy lead from Amon. Hill led a quick quartet completed by Beltoise, Ickx and Courage in close company. Oliver's Monaco ill-fortunes repeated themselves when he touched Attwood and broke his front wishbone. Brabham lost a wheel after a collision

with Surtees, whose gearbox had broken. On lap 21 Beltoise retired with a broken drive-shaft and Stewart lost his lead with the same problem two laps later. Hill led comfortably from Ickx and Courage. He was even more assured when Ickx dropped out of his duel with Courage with a broken rear upright. There were only seven finishers—and Hill was 17 seconds ahead of any of them. He had won at Monaco for the fifth time.

RESULTS

1st G. Hill	Lotus-Ford	1hr 56min 59.4sec	80.1 mph
2nd Courage	Brabham-Ford	1hr 57min 16.7sec	
3rd Siffert	Lotus-Ford	1hr 57min 34sec	
4th Attwood	Lotus-Ford	1hr 57min 52.3sec	
5th McLaren	McLaren-Ford	79 laps	
6th Hulme	McLaren-Ford	78 laps	
Fastest lap: Stewart 1min 25.1sec, 82.6mph			

ROUND 4/DUTCH GRAND PRIX, Zandvoort, 21st June

90 laps of 2.6-mile circuit—234 miles

Jochen Rindt was back in his Lotus seat and once again he was to dominate a race until his mount failed him. The constructors had all compromised on the wing-thing, and had fixed aerodynamic aids over their oil coolers or engine covers. Lotus practised their new 63's but didn't race them. Hill and Rindt led from the start and on lap three Rindt took over from Hill and really drew away. Stewart squeezed past Hill on lap five but by that time Rindt was well clear. Siffert passed Hill as Rindt gaily left Stewart ten seconds behind. But on lap 17 his driveshaft broke and Stewart led from Siffert and Hill. On lap 28 Hill came in to investigate handling problems and Hulme moved through. Stewart won his third race of the season and it was left to Hulme, Amon, Ickx and Brabham to keep the interest alive. Amon managed to pass Hulme. Ickx didn't. But Rindt had proved he could take on Stewart.

RESULTS

1st Stewart	Matra-Ford	2hr 6min 42.08sec	111.0mph
2nd Siffert	Lotus-Ford	2hr 7min 6.6sec	
3rd Amon	Ferrari	2hr 7min 12.59sec	
4th Hulme	McLaren-Ford	2hr 7min 19.24sec	
5th Ickx	Brabham-Ford	2hr 7min 19.75sec	
6th Brabham	Brabham-Ford	2hr 7min 52.89sec	
Fastest lap: Stewart 1min 22.94sec, 113.0mph			

ROUND 5/FRENCH GRAND PRIX, Clermont-Ferrand, 6th July

38 laps of 5-mile circuit—190 miles

Lotus entered the four-wheel drive Lotus 63 for John Miles to drive. It was as well, for only 13 cars started—one of the worst fields in history. Brabham was absent with a broken ankle and Rindt wasn't well. Stewart thrilled the crowd by pounding his blue car into a tremendous lead from Hulme and Ickx. He streaked ahead as Hulme created a gap between himself and the Ickx/Rindt duel, whilst Beltoise worked his way into fifth place. Then Hulme came into the pits and Ickx and Rindt moved through. But Rindt slowed and on lap 23 retired complaining of sickness and double vision. Beltoise, the new French hero, was third, behind Ickx. There followed one of the hairiest duels of the season as Ickx refused to give way despite the abuse of the crowd. The battle raged to the line with Beltoise snatching the verdict by just one fifth of a second. And the crowd had hardly noticed that Stewart had gone by a minute earlier!

RESULTS

1st Stewart	Matra-Ford	1hr 56min 47.4sec, 97.7mph
2nd Beltoise	Matra-Ford	1hr 57min 44.5sec
3rd Ickx	Brabham-Ford	1hr 57min 44.7sec
4th McLaren	McLaren-Ford	37 laps
5th Elford	McLaren-Ford	37 laps
6th G. Hill	Lotus-Ford	37 laps
Fastest lap: Stewart 3min 2.7sec, 98.6mph		

ROUND 6/BRITISH GRAND PRIX, Silverstone, 19th July

84 laps of 2.9-mile circuit—246 miles

B.R.M. returned to the fray and Ferrari brought a second car for Rodriguez. McLaren's had a four-wheel-drive car as well as Lotus. Stewart had a very nasty practice crash but stepped straight into Beltoise's car and earned a front row position—next to Rindt. Jochen Rindt led for the first five laps. Stewart took over for the next ten. Then Rindt ripped by to hold the lead for the next 46 laps. But on lap 59 his rear wing had started to rub on his rear wheel. He rushed into the pits on lap 63 to have an end plate ripped off and rejoined the race over half a minute behind Stewart. But Stewart's engine was cutting out due to fuel-pump problems and it seemed possible that Rindt might retake him (Ickx and the rest of the field were way behind) but the luckless Austrian ran out of fuel with six laps to go. Hill lost fifth place for the same reason. Stewart won yet again.

RESULTS

1st Stewart	Matra-Ford	1hr 55min 55.6sec	127.2mph
2nd Ickx	Brabham-Ford	83 laps	
3rd McLaren	McLaren-Ford	83 laps	
4th Rindt	Lotus-Ford	83 laps	
5th Courage	Brabham-Ford	83 laps	
6th Elford	McLaren-Ford	82 laps	

Fastest lap: Stewart 1min 21.3sec, 129.6mph

ROUND 7/GERMAN GRAND PRIX, Nurburgring, 3rd August

14 laps of 14.17-mile circuit—198 miles

This time it was Jacky Ickx's turn to duel—successfully—with the runaway Championship contender, Jackie Stewart. Andretti was having his first race in Europe but he went off the road with the four-wheel-drive Lotus on the first lap and Elford crashed into one of his wheels. Meanwhile, Stewart was leading. Ickx had made a terrible start from pole-

position, but after two laps he had taken second place from Siffert and set out after the Scot. On lap six the lead changed twice. On lap seven Ickx roared by again, and began to draw away. Stewart had gear selection problems and hadn't a hope of catching the Belgian. For Ickx was in incredible form. His race average was faster than the old lap record and his new record for a single lap was over 110 mph. Rindt retired with ignition problems and Siffert lost third place when he crashed with suspension failure with a lap to go.

RESULTS

1st Ickx	Brabham-Ford	1hr 49min 55.4sec	108.4mph
2nd Stewart	Matra-Ford	1hr 50min 53.1sec	
3rd McLaren	McLaren-Ford	1hr 53min 17sec	
4th G. Hill	Lotus-Ford	1hr 53min 54.2sec	
5th Siffert	Lotus-Ford	12 laps	
6th Beltoise	Matra-Ford	12 laps	
Fastest lap: Ickx 7min 43.8sec, 110.1mph			

ROUND 8/ITALIAN GRAND PRIX, Monza, 7th September

68 laps of 3.57-mile circuit—243 miles

The Championship was finally decided by a few feet. Stewart and Rindt raced at the head of a pack which began seven-strong as Courage, Siffert, Hulme, McLaren and Beltoise joined the high-speed party. Hill caught them—despite losing an exhaust which hit Surtees on the head—and Hulme dropped back with clutch and brake problems. Then Siffert and Courage hit problems—and the howling pack comprised Stewart, Rindt, Beltoise, Hill and McLaren. Hill was perhaps Stewart's most dangerous adversary until his driveshaft halted him with just five laps to go. Now the Austrian, the Kiwi, the Scot and the Frenchman were braced for the finishing burst. Beltoise led out of the Parabolica but Stewart and Rindt beat him to the line. Stewart had won by less than one-fifth of a second after 243 miles of racing. He was Champion with six victories to his credit.

RESULTS

1st Stewart	Matra-Ford	1hr 39min 11.26sec	146.9mph
2nd Rindt	Lotus-Ford	1hr 39min 11.34sec	
3rd Beltoise	Matra-Ford	1hr 39min 11.43sec	
4th McLaren	McLaren-Ford	1hr 39min 11.45sec	
5th Courage	Brabham-Ford	1hr 39min 44.70sec	
6th P. Rodriguez	Ferrari	66 laps	
Fastest lap: Beltoise 1min 25.2sec, 150.9mph			

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ROUND 9/CANADIAN GRAND PRIX, Mosport, Toronto, 20th September

90 laps of 2.46-mile circuit—221 miles

Rindt, Ickx and Stewart led the field—in that order—as Hill, Brabham, Beltoise, Hulme, Siffert and Courage scrapped behind them. Hulme had a broken distributor. Courage had a split fuel tank. Beltoise was hit by a back marker who almost eliminated Stewart. But there was worse to come for the Scot. He and Ickx pulled away from Rindt who in turn was well ahead of the next conflict. The two Jackies were repeating their Nurburgring duel. Stewart held the lead for 27 laps but the duelling was very tense. It exploded on lap 33 when Ickx tried to squeeze through on the Matra's inside. It was all too close. The Brabham struck the Matra's rear-wheel and Stewart spun to a halt. His engine wouldn't start and his race was run. Ickx streaked ahead while his teammate Brabham chased Rindt for second place. The Brabham Goodyears certainly seemed to be the best rubber, for Jack not only took Rindt but shared the lap record with Ickx.

RESULTS

1st Ickx	Brabham-Ford	1hr 59min 29.7sec	112.7mph
2nd Brabham	Brabham-Ford	2hr 0min 11.9sec	
3rd Rindt	Lotus-Ford	2hr 0min 17.7sec	
4th Beltoise	Matra-Ford	89 laps	
5th McLaren	McLaren-Ford	87 laps	
6th Servoz-Gavin	Matra-Ford	84 laps	
Fastest lap: Ickx and Brabham 1min 18.1sec, 114.7mph			

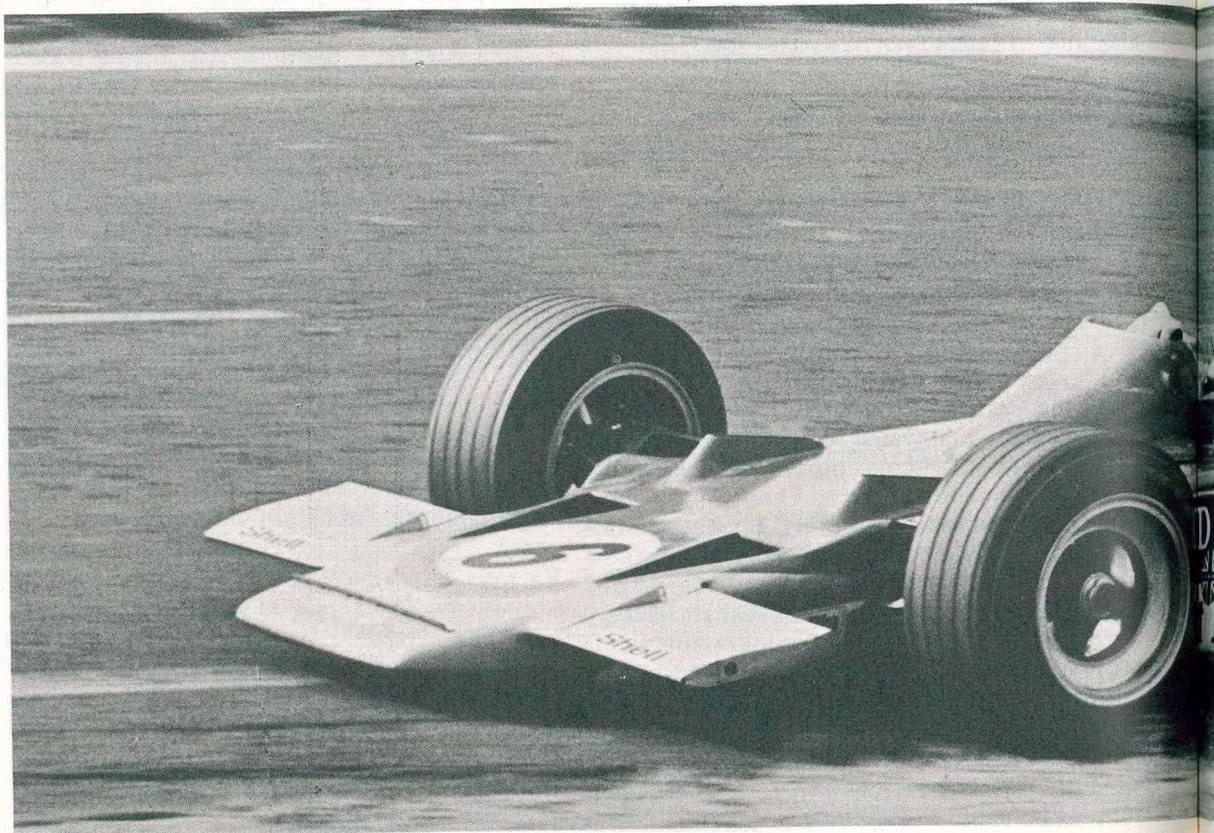
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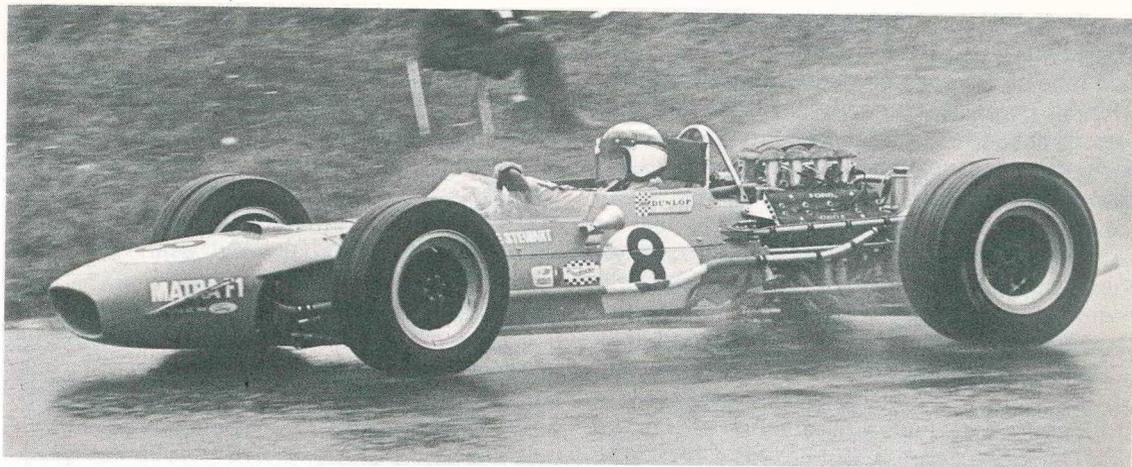


Left: Tongue firmly clamped between his teeth, Jack Brabham roars home to victory at Rheims, 1966 — his first title win since Portugal, 1960. Inexorably he went on to become the first driver ever to win the World Championship in a car bearing his own name.

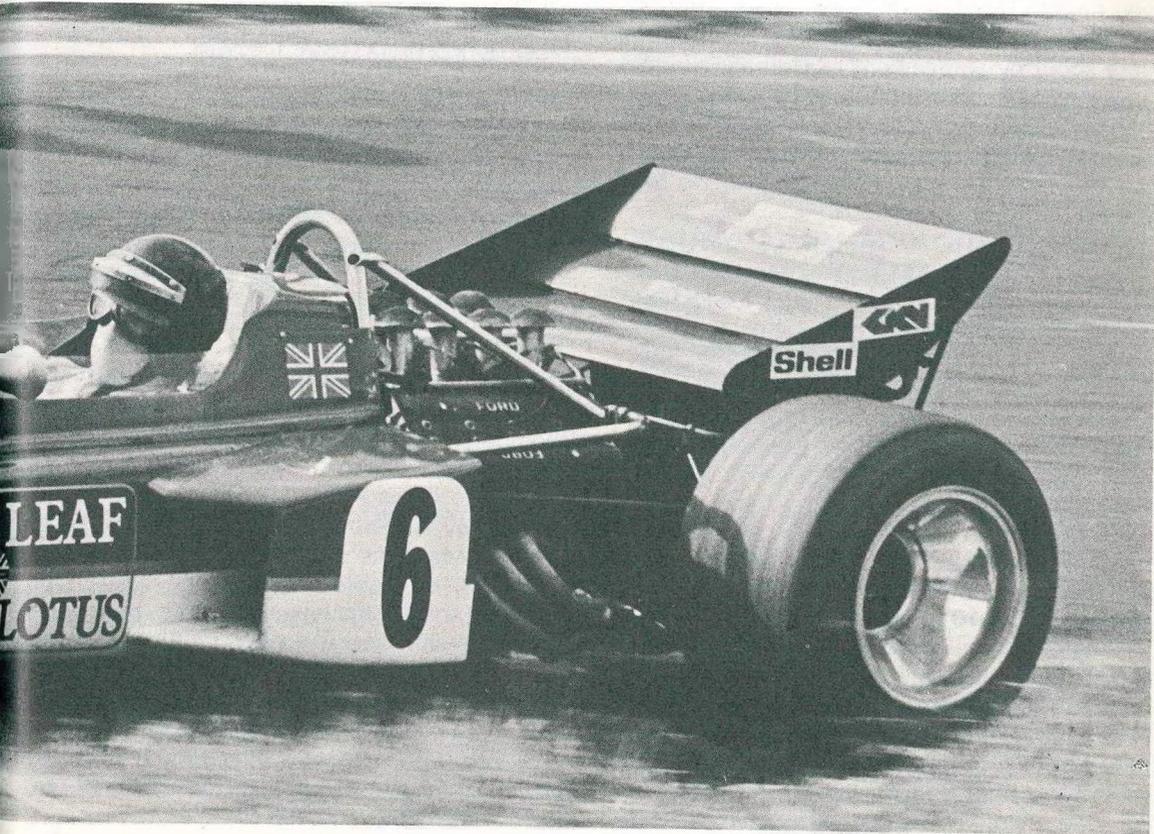
Right: Few races have been as wet and miserable as the 1968 Dutch Grand Prix, but it was an historic day for the French firm of Matra. Jackie Stewart gave them their first win in the Matra-Ford and Jean-Pierre Beltoise splashed home second in the Matra V12.

Bottom: Jochen Rindt as we like to remember him — extracting the maximum from Colin Chapman's brilliant Lotus 72, on his way to winning the French Grand Prix, one of his five 1970 victories.





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**ROUND 10/U.S. GRAND PRIX,
Watkins Glen, 5th October**
108 laps of 2.3-mile circuit—248 miles

After five years of endeavour, Jochen Rindt was at last to win a Grand Prix. Rindt and Stewart once again streamed away from their rivals leaving a tremendous tussle behind them for third place. They battled nose-to-tail for some 21 laps until Rindt passed Stewart for the last time and began to haul himself into the distance. Stewart stopped with an oil leak on lap 36 and Courage, Brabham and Ickx swept by. The three Brabhams battled until lap 78 when Ickx retired. On lap 93 Brabham stopped for fuel. Piers Courage had scored the best result of his career. But he was a long, long way behind Rindt—taking the cheers and the \$50,000 first prize. But Team Lotus' celebrations were spoilt by an accident to Graham Hill. On lap 91 his car somersaulted as he came round with a deflated tyre. He had stopped seconds earlier to push his car back onto the circuit and had not fastened his safety harness. He was flung out and broke his legs.

RESULTS

1st Rindt	Lotus-Ford	1hr 57min 56.84sec	
			126.3mph
2nd Courage	Brabham-Ford	1hr 58min 43.83sec	
3rd Surtees	B.R.M.	106 laps	
4th Brabham	Brabham-Ford	106 laps	
5th P. Rodriguez	Ferrari	101 laps	
6th Moser	Brabham-Ford	98 laps	
Fastest lap: Rindt 1min 4.34sec, 128.6mph			

**ROUND 11/MEXICAN GRAND PRIX,
Mexico City, 19th October**
65 laps of 3.1-mile circuit—203 miles

Yet again, the Goodyear tyres seemed vastly superior—and Stewart and Rindt at a disadvantage. Still, Stewart led for five laps until Ickx stormed by. Two laps later, Hulme had passed the Scot and on lap ten he took over the lead. The Kiwi and the Belgian were to

contest the lead for the rest of the race. Brabham lay third. Rindt and Stewart were disputing fourth place—but Rindt's race ended on lap 22 with a broken wishbone. Beltoise became fifth and that's the way it stayed. Ickx refused to give up—but this was Hulme's day. And the season ended with Ford's 17th successive victory. Stewart was a worthy Champion. But Rindt and Ickx had put out warning signals.

RESULTS

1st Hulme	McLaren-Ford	1hr 54min 8.80sec	106.1mph
2nd Ickx	Brabham-Ford	1hr 54min 11.36sec	
3rd Brabham	Brabham-Ford	1hr 54min 47.28sec	
4th Stewart	Matra-Ford	1hr 54min 55.84sec	
5th Beltoise	Matra-Ford	1hr 55min 47.32sec	
6th Oliver	B.R.M.	63 laps	
Fastest lap: Ickx 1min 43.05sec, 108.5mph			

Drivers' World Championship—1969

1st J. Stewart, 63 points; 2nd J. Ickx, 37 points; 3rd B. McLaren, 26 points. Pts: 9-6-4-3-2-1 for first six places. Divided season. Best five scores from first six races. Best four scores from last five races.

1970

The Championship reached its 21st year—but it was the most tragic Grand Prix season of them all, as we lost Bruce McLaren, Piers Courage and Jochen Rindt. For the first time there was to be a posthumous World Champion. They will, none of them, be forgotten by anyone who was privileged enough to know them or—indeed—by any spectator who watched their achievements. So let us remember 1970 as the year in which Rindt's simmering potential blossomed into a profusion of magnificent victories; in which new names challenged the old: Regazzoni, Fittipaldi, Cevert, Wisell and Peterson. A year which saw the revival of Ferrari fortunes and the birth of two new cars: March and Tyrrell.

ROUND 1/S.AFRICAN GRAND PRIX, Kyalami, 7th March

80 laps of 2.55-mile circuit—204 miles

The new British March team—announced on November 7th, 1969—had five cars on the grid (two on the front row!) with Amon, Siffert and Andretti in works cars and Jackie Stewart and his new team-mate Servoz-Gavin in Team Tyrrell ones. John Surtees had left B.R.M. and was in a McLaren until his own car was ready. Ickx had hopped back to Ferrari and a new German, Rolf Stommelen, had filled the gap at Brabham. Piers Courage had brought a new Italian car, the De Tomaso Ford, and Matra—now linked with Simca—had a new chassis for Beltoise, joined by Pescarolo. Pedro Rodriguez had joined B.R.M. But it was the “old man” in his own car who won the day. Jack Brabham took the lead from Jackie Stewart on lap 20 and never lost it. Graham Hill, who had, supposedly, come to South Africa to recuperate from his US crash, insisted on practising for his new “boss”, Rob Walker, and drove the whole race to finish sixth.

RESULTS

1st Brabham	Brabham-Ford	1hr 49min 34.6sec 111.7mph
2nd Hulme	McLaren-Ford	1hr 49min 42.7sec
3rd Stewart	March-Ford	1hr 49min 51.7sec
4th Beltoise	Matra-Simca-V12	1hr 50min 47.7sec
5th Miles	Lotus-Ford	79 laps
6th G. Hill	Lotus-Ford	79 laps
Fastest lap: Surtees and Brabham 1 min 20.8 sec, 113.6 mph		

ROUND 2/SPANISH GRAND PRIX, Jarama, Madrid, 19th April

90 laps of 2.11-mile circuit—190 miles

Brabham took pole-position. Oliver and Ickx's race lasted less than a lap when the B.R.M. hit the Ferrari and both cars burst into flames. Stewart led from Brabham and Hulme and the Australian was catching the leader when he spun on the water on the track. Hulme vanished

with rotor-arm trouble. Beltoise passed Brabham as he spun yet again but his engine seized on lap 32 and Brabham resumed second place again, with Pescarolo behind him until *his* Matra failed, just two laps later. Rindt and Amon had already retired and there were only eight cars left in the race. Stewart led comfortably from Brabham, Surtees and McLaren. His lead became enormous when Brabham arrived in the pits with a broken crankshaft on lap 62. Finally, the luckless Surtees lost any chance of points when his gearbox surrendered on lap 77. An easy win for Stewart and a resounding success for the fledgling March concern.

RESULTS

1st Stewart	March-Ford	2hr 10min 58.2sec 87.2mph
2nd McLaren	McLaren-Ford	89 laps
3rd Andretti	March-Ford	89 laps
4th G. Hill	Lotus-Ford	89 laps
5th Servoz-Gavin	March-Ford	88 laps
Fastest lap: Brabham 1 min 24.3sec, 90.3mph		

ROUND 3/MONACO GRAND PRIX, Monte Carlo, 10th May

80 laps of 1.95-mile circuit—156 miles

Stewart and Amon led the race for 22 laps, until Brabham passed Amon and roared after Stewart. On lap 28 Stewart halted at the pits with a chronic misfire. Brabham was only one second ahead of Amon with Hulme third, and Rindt was challenging Pescarolo for fourth place. Rindt not only took Pescarolo on lap 36 but passed Hulme five laps later. On lap 61 Amon's suspension gave way and Rindt was left some 15 seconds behind Brabham. He chopped it down to just over ten seconds with ten laps to go. Then Brabham was baulked by Siffert and he and Rindt started the last lap with only $1\frac{1}{2}$ seconds between them. As Brabham rounded the corner to the finishing line, he braked too hard and bumped straight into the straw bales. Rindt led the race for the last few vital yards.

RESULTS

1st Rindt	Lotus-Ford	1 hr 54min 36.6sec	81.8mph
2nd Brabham	Brabham-Ford	1 hr 54min 59.7sec	
3rd Pescarolo	Matra-Simca	1 hr 55min 28sec	
4th Hulme	McLaren-Ford	1 hr 56min 4.9sec	
5th G. Hill	Lotus-Ford	79 laps	
6th P. Rodriguez	B.R.M.	78 laps	
Fastest lap: Rindt (last lap!) 1 min 23.2sec, 84.5mph			

ROUND 4/BELGIAN GRAND PRIX, Spa-Francorchamps, 7th June

28 laps of 8.76-mile circuit—245 miles

After twenty consecutive victories, the Ford-Cosworth was to be beaten at last—in one of the closest Belgian Grand Prix in history. Sadly, the previous year's winner, Bruce McLaren, wasn't there. He had been killed, testing his Can-Am car at Goodwood, five days previously. Servoz-Gavin had quit the sport, so only 18 cars were on the grid. Amon, Stewart and Rindt shared the lead for four laps until Rodriguez swooped by. Amon fastened onto his exhausts and the two great drivers put on a tremendous duel that lasted over 200 miles—right to the flag. Stewart and Brabham both lost third place when they dropped out with engine and gearbox problems respectively. But the fight was always between Rodriguez and Amon. It ended with both cars nose-to-tail and only 1.1 seconds apart. It may prove to be the last Grand Prix at Spa—but it was a 150 mph battle to remember. And B.R.M. had won a Grand Prix for the first time since 1966.

RESULTS

1st P. Rodriguez	B.R.M.	1 hr 38min 9.9sec	149.9mph
2nd Amon	March-Ford	1 hr 38min 11sec	
3rd Beltoise	Matra-Simca-V12	1 hr 39min 53.6sec	
4th Giunti	Ferrari	1 hr 40min 48.4sec	
5th Stommelen	Brabham-Ford	1 hr 41min 41.7sec	
6th Pescarolo	Matra-Simca-V12	27 laps	
Fastest lap: Amon 3min 27.4sec, 152.0mph			

ROUND 5/DUTCH GRAND PRIX, Zandvoort, 21st June

80 laps of 2.6-mile circuit—208 miles

François Cevert and Clay Regazzoni made their debuts in the Tyrrell and Ferrari teams, respectively. Gurney and Gethin drove the McLarens instead of Bruce—and Denny, who had been burnt at Indianapolis. Rindt took pole-position and took the lead from Ickx on lap three. Stewart was third. Rindt really turned it on and pulled out an enormous lead. Ickx held Stewart at bay until he had a puncture on lap 51. He returned to the race to push "new boy" Regazzoni out of third place but there were no further changes in leadership. Rindt won with consummate ease. But it was not a happy victory. Piers Courage—one of Rindt's closest friends and one of the nicest men in racing—had been killed when his car overturned and caught fire on the 23rd lap. Three years had elapsed since Bandini's death—yet fire was still as horrific a hazard as ever.

RESULTS

1st Rindt	Lotus-Ford	1 hr 50min 43.41sec	112.9mph
2nd Stewart	March-Ford	1 hr 51min 13.41sec	
3rd Ickx	Ferrari	79 laps	
4th Regazzoni	Ferrari	79 laps	
5th Beltoise	Matra-Simca-V12	79 laps	
6th Surtees	McLaren-Ford	79 laps	
Fastest lap: Ickx 1 min 19.23sec, 118.3mph			

ROUND 6/FRENCH GRAND PRIX, Clermont-Ferrand, 5th July

38 laps of 5-mile circuit—190 miles

The Dutch Grand Prix had not only moved Rindt into second place in the Championship—with 18 points compared with Stewart's 19 and Brabham's 15—but convinced most people that the Lotus 72 was now the fastest car on the circuits. But Jacky Ickx led the race for 14 laps up until his engine started to complain. An inlet valve had been damaged by a stone in practice, but he had to rely on this engine be-

cause the spare had failed to function properly on the warm-up lap. So it was all in vain. Beltoise took the lead and Rindt started to pursue the Frenchman. His task was made easier when Beltoise started to slide all over the circuit with a slow puncture. Rindt now led from Amon and kept it that way for the remaining 13 laps. Brabham finished third—to keep his title hopes alive.

RESULTS

1st Rindt	Lotus-Ford	1 hr 55min 57sec	98.4mph
2nd Amon	March-Ford	1 hr 56min 4.61sec	
3rd Brabham	Brabham-Ford	1 hr 56min 41.83sec	
4th Hulme	McLaren-Ford	1 hr 56min 42.66sec	
5th Pescarolo	Matra-Simca-V12	1 hr 57min 16.42sec	
6th Gurney	McLaren-Ford	1 hr 57min 16.65sec	

Fastest lap: Brabham 3min 0.75sec, 99.6mph

ROUND 7/BRITISH GRAND PRIX, Brands Hatch, 18th July

80 laps of 2.65-mile circuit—212 miles

Rindt, Brabham and Ickx shared the front row and it was the Belgian who rocketed ahead for six laps. But his Ferrari failed him again and Rindt took over with Brabham hard on his tail. Oliver was again proving a master of Brands Hatch—but his engine stopped him on lap 55. Rindt and Brabham were still duelling for the lead—a position which Rindt just managed to maintain for 62 very tense laps until he fumbled a gear change. Brabham was through in a twinkling and immediately began to pull away from the Lotus. But tragically with a massive 13-second lead and only two corners to go—he ran out of fuel! Rindt couldn't believe it as he passed the Australian's silent car. The scrutineers disqualified Rindt because, they claimed, his wing was too high. But four hours later they reinstated him.

RESULTS

1st Rindt	Lotus-Ford	1 hr 57min 2sec	108.6mph
2nd Brabham	Brabham-Ford	1 hr 57min 34.9sec	

3rd Hulme	McLaren-Ford	1 hr 57min 56.4sec
4th Regazzoni	Ferrari	1 hr 57min 56.8sec
5th Amon	March-Ford	79 laps
6th G. Hill	Lotus-Ford	79 laps

Fastest lap: Brabham 1min 25.9sec, 111.0mph

ROUND 8/GERMAN GRAND PRIX, Hockenheim, 2nd August

50 laps of 4.22-mile circuit—211 miles

The German classic was moved to the artificial Hockenheim circuit which had had guard rails installed since Jim Clark's tragic accident. Ickx was fastest in practice and he led a slip-streaming bunch round the very fast circuit for six laps. The race split into blurred bunches—with Rindt, Siffert, Regazzoni and Amon screaming after Ickx. Stewart led a second pack until he overshot a chicane. On lap seven, Rindt came round first. Ickx led again and then Regazzoni had a turn. Then Regazzoni's gearbox seized on lap 31 and the Swiss spun off. Amon dropped out four laps later and Ickx and Rindt had the front of the race to themselves. They swapped the lead incessantly and Ickx still led across the line with two laps to go. But on the last lap Rindt drew clear and opened up a true gap for the first time in a real spectator race. Fittipaldi finished fourth in his second Grand Prix. Surtees just lost third place when his new car blew up with four laps to go.

RESULTS

1st Rindt	Lotus-Ford	1 hr 42min 0.3sec	123.9mph
2nd Ickx	Ferrari	1 hr 42min 1sec	
3rd Hulme	McLaren-Ford	1 hr 43min 22.1sec	
4th Fittipaldi	Lotus-Ford	1 hr 43min 55.4sec	
5th Stommelen	Brabham-Ford	49 laps	
6th Pescarolo	Matra-Simca-V12	49 laps	

Fastest lap: Ickx 2min 0.5sec, 126.0mph

ROUND 9/AUSTRIAN GRAND PRIX, Osterreichring, 16th August

60 laps of 3.67-mile circuit—220 miles

There couldn't have been a better year for the Championship to return to Austria—to a new

circuit near Zeltweg which was a far cry from the bumpy airfield that had caused the 1964 debacle. Over 100,000 drove through the mountains hoping to see Jochen win his sixth Grand Prix of the season. After taking pole-position, Rindt had to give best to the two Ferraris of Ickx and Regazzoni who scorched away from the flag. Cevert's engine blew on the first lap and Rindt was one of the few drivers to obey the oil flags. He lost third place and took seven laps to climb back to fourth place—but by this time it was Beltoise who was the Ferrari's main worry. Rindt chased on but, on lap 21, his engine gave up. Ickx and Regazzoni continued to lead the Matra but at least Beltoise was ahead of everyone else. Until two laps from the end. The Matra ran out of fuel and Beltoise lost three places. But the Ferraris had never faltered. They seemed to be at least as fast as the Fords—and now their reliability record was proving superior too.

RESULTS

1st Ickx	Ferrari	1 hr 42min 17.32sec	129.2mph
2nd Regazzoni	Ferrari	1 hr 42min 17.93sec	
3rd Stommelen	Brabham-Ford	1 hr 43min 45.20sec	
4th P. Rodriguez	B.R.M.	59 laps	
5th Oliver	B.R.M.	59 laps	
6th Beltoise	Matra-Simca-V12	59 laps	

Fastest lap: Ickx and Regazzoni 1 min 40.4sec, 131.7mph

ROUND 10/ITALIAN GRAND PRIX, Monza, 6th September

68 laps of 3.57-mile circuit—243 miles

The Italian Grand Prix—and the remainder of the season—was completely overshadowed by the dreadful death of Jochen Rindt. It happened during Saturday practice when his car suddenly swerved as he entered the Parabolica, slammed into the guard rail at top speed—and Rindt was dead by the time he reached hospital. The Lotus team withdrew. From the start of the race proper, Ickx and Regazzoni fought a running battle with Stewart and Rodriguez. Oliver, Stommelen, Hulme and Beltoise forced their way into the struggle and Oliver led the

pack across the line on eight occasions. Rodriguez retired with engine failure on lap 13 and Oliver's brave race ended similarly, 24 laps later. Ickx retired on lap 26; his gearbox gone. Regazzoni now held the honour of Ferrari in his comparatively inexperienced hands. On lap 56, he finally started to pull clear of the pack. He set the race's fastest lap with three to go—and crossed the line six seconds ahead of Stewart. Italy had a new hero. And the Ferraris were really back in form.

RESULTS

1st Regazzoni	Ferrari	1 hr 39min 6.88sec	147.0mph
2nd Stewart	March-Ford	1 hr 39min 12.61sec	
3rd Beltoise	Matra-Simca-V12	1 hr 39min 12.68sec	
4th Hulme	McLaren-Ford	1 hr 39min 13.03sec	
5th Stommelen	Brabham-Ford	1 hr 39min 13.29sec	
6th Cevert	March-Ford	1 hr 40min 10.34sec	
Fastest lap: Regazzoni 1 min 25.2sec, 150.9mph			

ROUND 11/CANADIAN GRAND PRIX, Mont Tremblant—St Jovite, Quebec, 20th September

90 laps of 2.65-mile circuit—238 miles

Ken Tyrrell appeared with a new car bearing his name, and Jackie Stewart left his March in the pits to build up an immediate lead in it. Ickx and Rodriguez were in pursuit until lap 24 when Regazzoni passed the Mexican to put two Ferraris in the Stewart-hunt. But there seemed no hope of anyone stopping the new car from gaining a momentous first until, on lap 32, something broke. The bumpy circuit had proved too much for a stub-axle. The Ferraris flew into the distance and the only real struggle was between Amon and Cevert with the young Frenchman really trying for third place. His hopes were dashed on lap 76 by a broken damper and a day that had promised so well for Tyrrell ended with a miserable ninth place and a retirement. The Ferraris had won three races in a row—but it was too early to write off the Ford fleet just yet!

RESULTS

1st Ickx	Ferrari	2hr 21min 18.4sec	101.2mph
2nd Regazzoni	Ferrari	2hr 21min 33.2sec	
3rd Amon	March-Ford	2hr 22min 16.3sec	
4th P. Rodriguez	B.R.M.	89 laps	
5th Surtees	Surtees-		
	Ford	89 laps	
6th Gethin	McLaren-		
	Ford	88 laps	

Fastest lap: Regazzoni 1 min 32.2sec, 103.4mph

ROUND 12/U.S. GRAND PRIX, Watkins Glen, 4th October

108 laps of 2.3-mile circuit—248 miles

Lotus returned to racing with the youngest driver in the race, Emerson Fittipaldi. If Ickx could have won in America and then again in Mexico—he would have prevented Jochen Rindt becoming Champion. Stewart put the new Tyrrell ahead yet again from the flag and scorched clear of Rodriguez, Ickx, Regazzoni et al. He had lapped everyone but Ickx and Rodriguez by half-distance and when Ickx sprayed the pits with fuel in a fraught pit-stop on lap 57, his victory seemed guaranteed. Stewart lapped Rodriguez in second place and then began to slow. His engine was smoking and on lap 83 he retired with a faulty oil line. Rodriguez led easily from Fittipaldi with another new boy, Swede Reine Wisell, lying third in the second Lotus. Yet again in a season of miscalculation the order was changed by a fuel shortage. Rodriguez was forced to make a fuel stop. He managed to retain second place—but 23-year-old Fittipaldi had scored a notable first in only his fourth Grand Prix. Jochen's title was assured.

RESULTS

1st Fittipaldi	Lotus-Ford	1hr 57min 32.79sec	126.7mph
2nd P. Rodriguez	B.R.M.	1hr 58min 9.18sec	
3rd Wisell	Lotus-Ford	1hr 58min 17.96sec	
4th Ickx	Ferrari	107 laps	
5th Amon	March-Ford	107 laps	
6th Bell	Surtees-		
	Ford	107 laps	

Fastest lap: Ickx Ferrari 1 min 2.74sec, 131.9mph

ROUND 13/MEXICAN GRAND PRIX, Ricardo Rodriguez Circuit, 25th October

65 laps of 3.1-mile circuit—203 miles

The crowd of 200,000 proved too much to control. They were crammed in front of the guard-rails and even ran across the circuit during the race. Once again Jackie Stewart was the only man seriously to challenge the Ferraris. He forced himself into a scarlet sandwich—between Ickx and Regazzoni—and was leaving the second Ferrari when he came into the pits with steering column trouble. Later he hit a dog and exited with severely damaged front suspension. Ickx and Regazzoni were in total command by this time. Brabham lay third with his old team-mate Hulme in his mirrors. But Jack retired noisily from a stage he had graced for so long—when his engine blew up on lap 53. The Ferraris romped home. Nobody was hurt and it was obvious to all that Italy was now in a condition to compete with Northampton. The Ford engines would need more power and much more reliability if they were to win a fourth successive Championship in 1971.

RESULTS

1st Ickx	Ferrari	1hr 53min 28.36sec	106.7mph
2nd Regazzoni	Ferrari	1hr 54min 13.82sec	
3rd Hulme	McLaren-		
	Ford	1hr 54min 14.33sec	
4th Amon	March-Ford	1hr 54min 15.41sec	
5th Beltoise	Matra-		
	Simca-V12	1hr 54min 18.47sec	
6th P. Rodriguez	B.R.M.	1hr 54min 53.12sec	

Fastest lap: Ickx 1 min 43.11sec, 108.4mph

Drivers' World Championship—1970

1st J. Rindt, 45 points; 2nd J. Ickx, 40 points; 3rd C. Regazzoni, 33 points. Pts: 9-6-4-3-2-1 for first six places. Best five results from first seven races. Best five from second six.

1971

This was the year when the crystal ball blew up, and the form book was filed away as useless. The pundits who had prophesied a Ferrari year were confounded by the astonishing form of Jackie Stewart in Ken Tyrrell's own car. It was a compact, dedicated and totally professional partnership which won six Grands Prix; claimed six pole positions; notched up 62 points, and gave Ford their fourth successive title. In contrast, the 12-cylinder brigade didn't live up to their powerful promises. Ferrari started the season with three of the world's most talented drivers in their cockpits: Jacky Ickx, Mario Andretti and Clay Regazzoni. Yet they only managed to win two Grands Prix between them. The reigning Champions, Lotus, without the much-missed Jochen Rindt, failed to register a victory for the first time since 1960. Only B.R.M. could join the Tyrrell team in looking back on the season with pride—following two outstanding wins in Austria and Italy. But their satisfaction was deeply saddened by the deaths of two gritty, courageous and outstanding drivers: Pedro Rodriguez and Jo Siffert. Once again it was a cruel season.

ROUND 1/S.AFRICAN GRAND PRIX, Kyalami, 6th March

79 laps of 2.55-mile circuit—201 miles

Stewart earned pole position in the Tyrrell, and another Ford-powered pilot, Denny Hulme, was to dominate the race in his McLaren. The McLaren was one of the few new cars on parade, with a complex but promising new suspension on the M19. But it was the driver changes that caught the eye: Amon in a Matra; Siffert in a B.R.M.; Hill in a Brabham; Stommelen in a Surtees and Andretti in a Ferrari. Regazzoni in the Ferrari took the lead. Fittipaldi held second place for three fleeting laps, until Hulme determinedly hustled through, and Regazzoni had to give

way on lap 17. The McLaren stormed away, with Mario Andretti moving purposefully through in pursuit, smashing the lap record in his bid to catch the flying Kiwi. He was still two seconds behind, with only four laps to go, when a bolt fell from Hulme's suspension and he limped home sixth. The Ferrari mechanics went wild at their new boy's "first time" success. It didn't seem significant that Jackie Stewart had finished a lucky second.

RESULTS

1st Andretti	Ferrari	1hr 47min 35.5sec	112.4mph
2nd Stewart	Tyrrell-Ford		
	Ford	1hr 47min 56.4sec	
3rd Regazzoni	Ferrari	1hr 48min 06.9sec	
4th Wisell	Lotus-Ford	1hr 48min 44.9sec	
5th Amon	Matra-Simca	78 laps	
6th Hulme	McLaren-Ford	78 laps	

Fastest lap: Andretti 1 min 20.3sec, 114.3mph

ROUND 2/SPANISH GRAND PRIX, Montjuich Park, Barcelona, 18th May

75 laps of 2.35-mile circuit—176 miles

Ferrari had added to Andretti's win with a runaway triumph by Regazzoni in the "Race of Champions" by the time the teams gathered in Spain. And the 12-cylinder brigade dominated practice with Amon, Regazzoni and Ickx sharing the front row, in that order. Stewart was fourth fastest in a new, long wheelbase Tyrrell (003). There was a dramatic start—with Siffert, Hill and Surtees all sustaining damage at the first mêlée at the hairpin. But the two Jackies were already well clear of the field—with Ickx taking an immediate and generous lead. But Stewart was in his most aggressive form and was mastering the tight circuit. On lap six, he squeezed through and claimed a lead he was never to surrender. Not that Ickx let him win easily. With just 20 laps to go, the Belgian suddenly turned on the tap. He chiselled a nine-second deficit down to a one second gap—with some furious driving

that left the lap record in shreds. Regrettably, he threw his chances of victory away with a hairy moment on lap 70. The Tyrrell had scored its first win. And the Scotsman headed the title table.

RESULTS

1st Stewart	Tyrrell-Ford	1 hr 49min 3·4sec	97·2mph
2nd Ickx	Ferrari	1 hr 49min 6·8sec	
3rd Amon	Matra-Simca	1 hr 50min 1·5sec	
4th Rodriguez	B.R.M.	1 hr 50min 21·3sec	
5th Hulme	McLaren-Ford	1 hr 50min 30·4sec	
6th Beltoise	Matra-Simca	74 laps	
Fastest lap: Ickx 1 min 25·1sec, 99·6mph			

ROUND 3/MONACO GRAND PRIX, Monte Carlo, 23rd May

80 laps of 1·95-mile circuit—156 miles

Some very un-Riviera-like rainstorms wrecked both the first and final practice sessions for the Monaco battle, and Mario Andretti, second in the Championship, failed to qualify! But Stewart exploited the traditional dawn practice to wake everyone to his intentions—with a lap a full second faster than Ickx, his closest challenger. He scorched into an immediate race-lead and Siffert had an equally effective start, rushing through into second place. But the B.R.M. driver could make no impression on Stewart. This was to be one of the Scot's "perfect" days. Siffert seemed secure in second place but Ronnie Peterson was making life uncomfortable for the other front runners. Driving with all the verve that he seemed to have reserved for Formula Two racing, he tried every trick in the book to pass Rodriguez. Pedro didn't make it easy—but Peterson wasn't to be denied, raged by on lap 14, and set out after Ickx, in third place, and Siffert in second. To everyone's amazement, he took them both in the space of two laps. For the remaining 41 laps, he chased Stewart as hard as he knew how. But this was an occasion

when it was no disgrace to be second best to the Championship leader.

RESULTS

1st Stewart	Tyrrell-Ford	1 hr 52min 21·3sec	83·5mph
2nd Peterson	March-Ford	1 hr 52min 46·9sec	
3rd Ickx	Ferrari	1 hr 53min 14·6sec	
4th Hulme	McLaren-Ford	1 hr 53min 28sec	
5th Fittipaldi	Lotus-Ford	79 laps	
6th Stommelen	Surtees-Ford	79 laps	
Fastest lap: Stewart 1 min 22·2sec, 85·6mph			

ROUND 4/DUTCH GRAND PRIX, Zandvoort, 20th June

70 laps of 2·6-mile circuit—182 miles

The rains came. And the drivers splashed onto the circuit for the first really wet GP since Nurburgring 1968. On that occasion, Jackie Stewart had driven the bravest race of his career. This time he would finish a dismal eleventh while Jacky Ickx offered a he-man display of wet-weather prowess. The Belgian had dominated practice and he left everyone in his spray from the start. Rodriguez chased after him. There were accidents galore—but nothing more fragile than pride was really hurt. Meanwhile Ickx and Rodriguez, the two great sports car drivers—two men who belonged to a seemingly nerveless breed—were staging a magnificent duel in the rain. On lap nine, as the leaders arrived at Tarzan, Rodriguez sneaked through. And he held the Ferrari at bay for no fewer than 20 fraught laps. Ickx was never more than inches from his tail and the Belgian regained the lead on lap 30. One more round—and Pedro was back in front. But it was to be the last time the B.R.M. would head the Ferrari. On lap 31, Jacky Ickx roared by again—and the smiling but exhausted Belgian held the lead until the flag.

RESULTS

1st Ickx	Ferrari	1 hr 56min 20·09sec 94mph
2nd Rodriguez	B.R.M.	1 hr 56min 28·08sec
3rd Regazzoni	Ferrari	69 laps
4th Peterson	March-Ford	68 laps
5th Surtees	Surtees-	
	Ford	68 laps
6th Siffert	B.R.M.	68 laps
Fastest lap: Ickx 1 min 34·95sec, 98·8mph		

200

**ROUND 5/FRENCH GRAND PRIX,
Paul Ricard Circuit, 4th July**

55 laps of 3·6-mile circuit—198 miles

The Championship moved for the first time to the brand new, artificial circuit in the mountains above Marseilles. The sun shone; the teams revelled in the outstanding facilities and the Tyrrell team wiped out the memory of Zandvoort with its finest result so far. Stewart tore into an immediate lead from pole position. Regazzoni led the pursuers but couldn't keep pace. And, on lap 20 when he was a massive 16 seconds in arrears, his race was ended on a patch of oil. Rodriguez took up the hopeless chase—but the B.R.M. was halted with a faulty coil on lap 27, thus ending a fine duel between the Mexican and Jackie Stewart's team-mate, François Cevert. Not that the Tyrrell pit minded. Their cars were now first and second and gave Ken Tyrrell and his designer Derek Gardner their first taste of a one-two triumph. Behind them, Emerson Fittipaldi scored a really tough third place, beating Jo Siffert in a straight fight. It was a fine performance by the young Brazilian who was still suffering from the effects of a road accident.

RESULTS

1st Stewart	Tyrrell-Ford	1 hr 46min 41·68sec 111·6mph
2nd Cevert	Tyrrell-Ford	1 hr 47min 9·80sec
3rd Fittipaldi	Lotus-Ford	1 hr 47min 15·75sec
4th Siffert	B.R.M.	1 hr 47min 18·85sec
5th Amon	Matra-	
	Simca	1 hr 47min 22·76sec
6th Wisell	Lotus-Ford	1 hr 47min 57·66sec
Fastest lap: Stewart 1 min 54·09sec, 113·9mph		

**ROUND 6/BRITISH GRAND PRIX,
Silverstone, 17th July**

68 laps of 2·9-mile circuit—199 miles

Pedro Rodriguez was killed in a sports car race just six days before Britain's home Grand Prix. And the sport mourned one of its most determined and dashing drivers. Jo Siffert paid his own tribute to his friend and team-mate in earning a front row position for the stricken B.R.M. team—but this was not to be a 12-cylinder day, despite practice form. There was a bungled start, and Jacky Oliver and Graham Hill were eliminated in a start-line collision. Meanwhile, Regazzoni and Ickx streaked away in the Ferraris. But their lead was short-lived. Stewart took only a lap-and-a-half to pass Ickx and on lap four he hammered by Regazzoni. Jo Siffert and Clay Regazzoni staged an all-Swiss duel for second place until Siffert's coil vibrated loose. Ferrari's hopes of high placings melted with the rubber on their front tyres, and Ronnie Peterson led a Ford flotilla through into the remaining leading positions. The much maligned V8 engines took the first six places, and Jackie Stewart added another nine points to his already massive total.

RESULTS

1st Stewart	Tyrrell-Ford	1 hr 31 min 31·5sec 130·5mph
2nd Peterson	March-Ford	1 hr 32min 7·6sec
3rd Fittipaldi	Lotus-Ford	1 hr 32min 22sec
4th Pescarolo	March-Ford	67 laps
5th Stommelen	Surtees-	
	Ford	67 laps
6th Surtees	Surtees-	
	Ford	67 laps
Fastest lap: Stewart 1 min 19·9sec, 131·9mph		

**ROUND 7/GERMAN GRAND PRIX,
Nurburgring, 1st August**

12 laps of 14·19-mile circuit—170 miles

The Championship returned to a Nurburgring which had been given a very expensive, safety, face-lift. But it remained no less a daunting prospect for the drivers—even for an acknowledged "Ringmaster" like Jacky Ickx. He lined up next to Stewart on the front row—knowing

that this was a race he had to win. He led from the grid—but was outranked on the second corner. And, once again, Stewart started opening up a gap. On lap two, it was all over. Ickx, of all people, lost control at Wippermann—and Siffert and Regazzoni were left to chase the Scotsman. Behind them, François Cevert promoted himself past Peterson and Andretti and on lap five he steamed by Siffert with Clay Regazzoni, and began to haunt the Ferrari. His Formula Two experience at the “Ring” was really shining through and he took the Swiss driver on lap seven. Three laps later he snatched the lap record from Stewart—to guarantee another one-two triumph for the amazing, little Tyrrell equipe. Jackie Stewart now had 51 points to Jacky Ickx’s 19.

RESULTS

1st Stewart	Tyrrell-Ford	1 hr 29min 15.7sec	114.4mph
2nd Cevert	Tyrrell-Ford	1 hr 29min 45.8sec	
3rd Regazzoni	Ferrari	1 hr 29min 52.8sec	
4th Andretti	Ferrari	1 hr 31min 20.7sec	
5th Peterson	March-Ford	1 hr 31min 44.8sec	
6th Schenken	Brabham-Ford	1 hr 32min 14.3sec	

Fastest lap: Cevert 7min 20.1sec, 116.1mph

ROUND 8/AUSTRIAN GRAND PRIX, Osterreichring, 15th August

54 laps of 3.67-mile circuit—198 miles

Jo Siffert hadn’t read the script for this race, and he upstaged the title-chasing Jackies with one of the finest drives of his career. He claimed pole position, took an immediate lead, and simply ran away from Stewart. Jacky Ickx was suffering from electrical problems and quietly retired from the uneven struggle on lap 31. Stewart’s car wasn’t handling well either and, on lap 21, he waved his team-mate Cevert through to try to catch the vanishing Siffert. On lap 36, Stewart’s left rear drive-shaft broke, the wheel was ripped off and he was lucky to escape unhurt in a 100 mph crash. Back in the pits he was told: “You’re Champion. Ickx has retired”. Meanwhile the Tyrrell

camp were urging on Cevert in his bid to catch Siffert. But with 12 laps to go his gearbox exploded. Now the focus was on Fittipaldi, who had fought his way past Schenken to claim second place, and was gaining on Siffert at the amazing rate of three seconds per lap. The Swiss was nursing the B.R.M. home with a rear puncture and he took the flag with a feeble four seconds in hand.

RESULTS

1st Siffert	B.R.M.	1 hr 30min 23.91sec	132.3mph
2nd Fittipaldi	Lotus-Ford	1 hr 30min 28.03sec	
3rd Schenken	Brabham-Ford	1 hr 30min 43.68sec	
4th Wisell	Lotus-Ford	1 hr 30min 55.78sec	
5th Hill	Brabham-Ford	1 hr 31min 12.34sec	
6th Pescarolo	March-Ford	1 hr 31min 48.42sec	

Fastest lap: Siffert 1 min 38.47sec, 134.4mph

ROUND/9 ITALIAN GRAND PRIX, Monza, 5th September

55 laps of 3.57-mile circuit—196 miles

Outgunned in practice by Chris Amon, both Ickx and Stewart only lasted a mere 16 laps. Ickx retired with an engine damper failure and Stewart surrendered to engine problems too. Meanwhile Siffert and Amon upheld the old order and, with Peterson, Gethin and Hailwood, took their turn to lead the high-speed pack round the 150 mph circuit. Siffert slowed with a faulty gearbox, and Chris Amon suddenly emerged as the man most likely to top the very confused lap charts. But with seven laps to go his ever-present jinx struck again. As he tore off one of his visors, the whole lot came adrift and his chances of victory were ripped away with them. Peterson led Cevert, Hailwood and Gethin into the last lap. At the Parabolica, he left his braking late and slithered wide. Cevert and Gethin dived for the inside, but Gethin forced his way through. Cevert pulled left and almost collected Hailwood. The four cars crossed the line with only one tenth of a second separating first and fourth. But Gethin won the photo-finish and his first Grand Prix.

RESULTS

1st Gethin	B.R.M.	1 hr 18min 12.6sec	150.7mph
2nd Peterson	March-Ford	1 hr 18min 12.61sec	
3rd Cevert	Tyrrell-Ford	1 hr 18min 12.69sec	
4th Hailwood	Surtees-Ford	1 hr 18min 12.78sec	
5th Ganley	B.R.M.	1 hr 18min 13.21sec	
6th Amon	Matra-Simca	1 hr 18min 44.96sec	

Fastest lap: Pescarolo 1min 23.8sec, 153.5mph

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**ROUND 10/CANADIAN GRAND PRIX,
Mosport, Toronto, 19th September
64 laps of 2.46-mile circuit—157 miles**

Rain stopped play in a dark and stormy Grand Prix that reinstated Jackie Stewart as a wet-weather hero. He earned pole position in the dry and slithered away to leave the rest of the field splashing dangerously behind him. Peterson and Beltoise duelled bravely for second place until Beltoise broke his front suspension against a guard rail on lap 16. Mark Donohue managed to hold on to third place—despite stopping for fresh goggles. By lap 17, Peterson was close enough to Stewart to squeeze through. The Scot grabbed the lead back a lap later—only to lose it again after another fraught tour. Peterson succeeded in staying ahead for 13 brave laps until, on lap 31, Stewart threaded his way past him as they tangled with a back marker. One lap later, Peterson touched George Eaton's B.R.M.; knocked his front wing askew and settled for second place as his car began to handle in a most unfriendly fashion. The only excitement left was watching Denny Hulme carving his way past four drivers to clinch fourth place. With 16 laps still scheduled, the light was failing and the organisers hung out the flag. Stewart claimed his sixth win of the season.

RESULTS

1st Stewart	Tyrrell-Ford	1 hr 55min 12.9sec	81.9mph
2nd Peterson	March-Ford	1 hr 55min 51.2sec	
3rd Donohue	McLaren-Ford	1 hr 56min 48.7sec	

4th Hulme	McLaren-Ford	63 laps
5th Wisell	Lotus-Ford	63 laps
6th Cevert	Tyrrell-Ford	62 laps

Fastest lap: Hulme 1min 43.5sec, 85.5mph

**ROUND 11/U.S. GRAND PRIX,
Watkins Glen, 3rd October**

59 laps of 3.77-mile circuit—199 miles

There was a staggering \$50,000 first prize. And Jackie Stewart desperately wanted to emulate Jim Clark and win seven GP's in a season. He won pole position and led, with Cevert reassuringly behind him. But his car began to mishandle and he waved Cevert through on lap 14. Three laps later, he had to let Ickx through. The Belgian set the fastest lap as he closed the gap on Cevert. Regrettably, his Ferrari was to let him down again. On lap 49 he slowed with oil gushing out from the back of his transmission. Hulme hit the oil and crashed. Siffert tried in vain to catch Cevert, and Peterson and Ganley fought their way past Stewart. But a jubilant François Cevert won his first Grand Prix; collected thousands of dollars and earned third place in the Championship table. A fitting ending to a Tyrrell-dominated season. Could anyone stop the Surrey-based team from monopolising the 1972 season as well?

RESULTS

1st Cevert	Tyrrell-Ford	1 hr 43min 51.99sec	115.09mph
2nd Siffert	B.R.M.	1 hr 44min 32.05sec	
3rd Peterson	March-Ford	1 hr 44min 36.06sec	
4th Ganley	B.R.M.	1 hr 44min 48.74sec	
5th Stewart	Tyrrell-Ford	1 hr 44min 51.99sec	
6th Regazzoni	Ferrari	1 hr 45min 8.42sec	

Fastest lap: Ickx 1min 43.47sec, 117.5mph

Drivers' World Championship—1971

1st J. Stewart, 62 points; 2nd R. Peterson, 33 points; 3rd F. Cevert, 26 points. Pts: 9-6-4-3-2-1 for first six places. Best five results from first six races. Best four from second five.

THE GRANDES EPREUVES

AUSTRIAN GRAND PRIX

No recently-built circuit anywhere in the world can compete in terms of sheer majesty with the Osterreichring—Austria's three-year-old home for the Grand Prix. For there is nothing artificial about the 3.7-mile circuit which swoops and curves through a magnificent mountain setting. The drivers face a task which they seem to revel in—at average speeds which last year topped 133 m.p.h. Entrants, press and visiting officials are treated with the utmost hospitality. And the spec-

1964	Zeltweg 209 miles	1 L. Bandini (Ferrari) 2 R. Ginther (B.R.M.) 3 R. Anderson (Brabham)	mph 99.20
Not held again until			

1972	Osterreichring 198 miles	1 E. Fittipaldi (John Player Special)	133.3
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tators invariably bask in sunshine on the hill-sides which form a truly natural arena.

It is too soon for the Austrian Grand Prix to claim a history. Suffice it to say, that the new circuit has erased the memory of the shambolic 1964 Grand Prix which destroyed suspensions on the bumpy Zeltweg airfield circuit. Only the London bus remains as a timekeepers' box—to remind us that the Osterreichring hasn't always been with us.

1970	Osterreichring 220 miles	1 J. Ickx (Ferrari) 2 C. Regazzoni (Ferrari) 3 R. Stommelen (Brabham)	129.2
1971	Osterreichring 198 miles	1 J. Siffert (B.R.M.) 2 E. Fittipaldi (Lotus) 3 T. Schenken (Brabham)	132.3

2 D. Hulme (McLaren)	3 P. Revson (McLaren)
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BELGIAN GRAND PRIX

Many enthusiasts feel that the Belgian Grand Prix has regrettably retreated into the anonymity of an artificial, modern circuit—now that Spa has been abandoned in favour of Nivelles. There is no denying that the passing of Spa from the Championship has robbed Grand Prix racing of one of its most breath-taking battles. No stadium circuit can ever recreate the sheer fury of cars rushing through the pine trees on that glorious, swooping circuit. It was here that Jim Clark excelled—winning

1925	Spa 503 miles (Also European Grand Prix) Not run again until	1 A. Ascari (Senior) (Alfa-Romeo) 2 G. Campari (Alfa-Romeo) 3 No other finishers	mph 74.5
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1930	Spa 373 miles (Also European Grand Prix)	1 L. Chiron (Bugatti) 2 G. Bouriat (Bugatti) 3 A. Divo (Bugatti)	72.1
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four consecutive Grands Prix on a circuit he admitted he didn't like; here that Dan Gurney scored his epic Eagle victory. And, of course, it was at Spa that Pedro Rodriguez and Jacky Ickx proved again and again that there are still some drivers who enjoy adventurous driving. Now the Grand Prix seems certain eventually to settle at Nivelles. And, in fact the new circuit, conveniently close to Brussels and Ostend, is by far the best of the new "safety" venues. However another alternative being considered this year is the Zolder circuit.

1931	Spa 10 hours	1 "Williams" & Count Conelli (Bugatti) 2 T. Nuvolari and B. Borzacchini (Alfa-Romeo) 3 F. Minoia and E. Minozzi (Alfa-Romeo)	82.0
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1933	Spa 370 miles	1 T. Nuvolari (Maserati) 2 A. Varzi (Bugatti) 3 R. Dreyfus (Bugatti)	89.2
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1934	Spa 370 miles	1 R. Dreyfus (Bugatti) 2 A. Brivio (Bugatti) 3 R. Sommer (Maserati)	86.9	1955	Spa 315 miles	1 J. M. Fangio (Mercedes-Benz) 2 S. Moss (Mercedes-Benz) 3 G. Farina (Ferrari)	118.9
1935	Spa 315 miles	1 R. Caracciola (Mercedes-Benz) 2 M. von Brauchitsch and L. Fagioli (Mercedes-Benz) 3 L. Chiron (Alfa-Romeo)	97.8	1956	Spa 315 miles	1 P. Collins (Ferrari) 2 P. Frere (Ferrari) 3 S. Moss and C. Perdica (Maserati)	118.4
	Not held again until			Not held again until			
1937	Spa 310 miles	1 R. Hasse (Auto-Union) 2 H. Stuck (Auto-Union) 3 H. Lang (Mercedes-Benz)	104.1	1958	Spa 210 miles (and European Grand Prix)	1 A. Brooks (Vanwall) 2 J. M. Hawthorn (Ferrari) 3 S. Lewis-Evans (Vanwall)	129.9
	Not held again until			Not held again until			
1939	Spa 315 miles	1 H. Lang (Mercedes-Benz) 2 R. Hasse (Auto-Union) 3 M. von Brauchitsch (Mercedes-Benz)	94.4	1960	Spa 315 miles	1 J. Brabham (Cooper) 2 B. McLaren (Cooper) 3 O. Gendebien (Cooper)	133.6
	Not held again until			1961	Spa 263 miles	1 P. Hill (Ferrari) 2 W. von Trips (Ferrari) 3 R. Ginther (Ferrari)	128.1
1947	Spa 310 miles (Also European Grand Prix)	1 J.-P. Wimille (Alfa-Romeo) 2 A. Varzi (Alfa-Romeo) 3 Count Trossi (Alfa-Romeo)	95.3	1962	Spa 280 miles	1 J. Clark (Lotus) 2 G. Hill (B.R.M.) 3 P. Hill (Ferrari)	131.9
	Not held again until			1963	Spa 280 miles	1 J. Clark (Lotus) 2 B. McLaren (Cooper) 3 D. Gurney (Brabham)	114.1
1949	Spa 315 miles	1 L. Rosier (Talbot) 2 L. Villoresi (Ferrari) 3 A. Ascari (Ferrari)	96.9	1964	Spa 280 miles	1 J. Clark (Lotus) 2 B. McLaren (Cooper) 3 J. Brabham (Brabham)	132.8
1950	Spa 306 miles (Shortened Circuit)	1 J. M. Fangio (Alfa-Romeo) 2 L. Fagioli (Alfa-Romeo) 3 L. Rosier (Talbot)	110.0	1965	Spa 280 miles	1 J. Clark (Lotus) 2 J. Stewart (B.R.M.) 3 B. McLaren (Cooper)	117.2
1951	Spa 315 miles	1 G. Farina (Alfa-Romeo) 2 A. Ascari (Ferrari) 3 L. Villoresi (Ferrari)	114.3	1966	Spa 245 miles	1 J. Surtees (Ferrari) 2 J. Rindt (Cooper) 3 L. Bandini (Ferrari)	113.9
1952	Spa 315 miles	1 A. Ascari (Ferrari) 2 G. Farina (Ferrari) 3 R. Manzoni (Gordini)	103.1	1967	Spa 245 miles	1 D. Gurney (Eagle) 2 J. Stewart (B.R.M.) 3 C. Amon (Ferrari)	145.9
1953	Spa 315 miles	1 A. Ascari (Ferrari) 2 L. Villoresi (Ferrari) 3 O. Marimon (Maserati)	112.4	1968	Spa 245 miles	1 B. McLaren (McLaren) 2 P. Rodriguez (B.R.M.) 3 J. Ickx (Ferrari)	147.1
1954	Spa 315 miles	1 J. M. Fangio (Maserati) 2 M. Trintignant (Ferrari) 3 S. Moss (Maserati)	115.1		Not held again until		
1972	Nivelles 197 miles	1 E. Fittipaldi (John Player Special)	113.35	1970	Spa 245 miles	1 P. Rodriguez (B.R.M.) 2 C. Amon (March) 3 J.-P. Beltoise (Matra)	149.9
					Not held again until		
				2 F. Cevert (Tyrrell)		3 D. Hulme (McLaren)	

BRITISH GRAND PRIX

Britain's major motor sporting event now commutes every other year between the flat, airfield circuit of Silverstone and the tortuous Kent circuit, Brands Hatch. Aintree—a highly civilised venue as far as spectators were

concerned—has gone the way of Brooklands and Donington. It would be a sorry day if Silverstone were ever to meet a similar fate—for the Northants circuit has been the scene of some of the most significant chapters in post-

war motor sport. It was at Silverstone—on 13th May, 1950—that the World Championship began, with the King, Queen and Princess Margaret in attendance. And it was at Silverstone, one year later, that Gonzales smashed the Alfa-Romeo monopoly of the fledgling Championship. But Aintree claimed

the milestone, Moss occasions—his first home win (in a Mercedes) in 1955 and incredible Vanwall victory in 1957. And it was at Aintree, in 1962, that Jim Clark began his amazing run of home successes—five wins in six British Grands Prix.

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1926	Brooklands with Chicanes (known as English Grand Prix) 287 miles	1 R. Senechal and L. Wagner (Delage) 2 M. Campbell (Bugatti) 3 R. Benoist and A. Dubonnet (Delage)	mph 71.6	1952	Silverstone 249 miles	1 A. Ascari (Ferrari) 2 P. Taruffi (Ferrari) 3 J. M. Hawthorn (Cooper-Bristol)	90.9
1927	Brooklands	1 R. Benoist (Delage) 2 E. Bourlier (Delage) 3 A. Divo (Delage)	85.6	1953	Silverstone 263 miles	1 A. Ascari (Ferrari) 2 J. M. Fangio (Maserati) 3 G. Farina (Ferrari)	92.9
	Not held again until			1954	Silverstone 263 miles	1 J. F. Gonzales (Ferrari) 2 J. M. Hawthorn (Ferrari) 3 O. Marimon (Maserati)	89.6
1935	Donington 306 miles	1 R. Shuttleworth (Alfa-Romeo) 2 Earl Howe (Bugatti) 3 C. Martin (Bugatti)	63.9	1955	Aintree 270 miles	1 S. Moss (Mercedes-Benz) 2 J. M. Fangio (Mercedes-Benz) 3 K. Kling (Mercedes-Benz)	86.4
1936	Donington 306 miles	1 H. Reusch and R. J. B. Seaman (Alfa-Romeo) 2 C. Martin (Alfa-Romeo) 3 P. Walker and P. Whitehead (E.R.A.)	69.2	1956	Silverstone 295 miles	1 J. M. Fangio (Ferrari) 2 P. Collins and A. de Portago (Ferrari) 3 J. Behra (Maserati)	98.6
1937	Donington 250 miles (known as Donington Grand Prix)	1 B. Bosemeyer (Auto-Union) 2 M. von Brauchitsch (Mercedes-Benz) 3 R. Caracciola (Mercedes-Benz)	82.9	1957	Aintree (also European Grand Prix) 270 miles	1 S. Moss and A. Brooks (Vanwall) 2 L. Musso (Ferrari) 3 J. M. Hawthorn (Ferrari)	86.8
1938	Donington 250 miles (known as Donington Grand Prix)	1 T. Nuvolari (Auto-Union) 2 H. Lang (Mercedes-Benz) 3 R. J. B. Seaman (Mercedes-Benz)	80.4	1958	Silverstone 218 miles	1 P. Collins (Ferrari) 2 J. M. Hawthorn (Ferrari) 3 R. Salvadori (Cooper)	102.0
	Not held again until			1959	Aintree 225 miles	1 J. Brabham (Cooper) 2 S. Moss (B.R.M.) 3 B. McLaren (Cooper)	89.8
1948	Silverstone (with Chicanes) 250 miles	1 L. Villoresi (Maserati) 2 A. Ascari (Maserati) 3 F. R. Gerrard (E.R.A.)	72.2	1960	Silverstone 225 miles	1 J. Brabham (Cooper) 2 J. Surtees (Lotus) 3 I. Ireland (Lotus)	108.6
1949	Silverstone 300 miles	1 E. de Graffenried (Maserati) 2 F. R. Gerard (E.R.A.) 3 L. Rosier (Talbot)	77.3	1961	Aintree 225 miles	1 W. von Trips (Ferrari) 2 P. Hill (Ferrari) 3 R. Ginther (Ferrari)	83.9
1950	Silverstone (also European Grand Prix)	1 G. Farina (Alfa-Romeo) 2 L. Fagioli (Alfa-Romeo) 3 R. Parnell (Alfa-Romeo)	90.9	1962	Aintree 225 miles	1 J. Clark (Lotus) 2 J. Surtees (Lola) 3 B. McLaren (Cooper)	92.2
1951	Silverstone 263 miles	1 J. F. Gonzales (Ferrari) 2 J. M. Fangio (Alfa-Romeo) 3 L. Villoresi (Ferrari)	96.1	1963	Silverstone 240 miles	1 J. Clark (Lotus) 2 J. Surtees (Ferrari) 3 G. Hill (B.R.M.)	107.7
				1964	Brands Hatch 212 miles	1 J. Clark (Lotus) 2 G. Hill (B.R.M.) 3 J. Surtees (Ferrari)	94.1
				1965	Silverstone 232 miles	1 J. Clark (Lotus) 2 G. Hill (B.R.M.) 3 J. Surtees (Ferrari)	112.0

1966	Brands Hatch 212 miles	1 J. Brabham (Brabham) 2 D. Hulme (Brabham) 3 G. Hill (B.R.M.)	95.4	1969	Silverstone 246 miles	1 J. Stewart (Matra) 2 J. Ickx (Brabham) 3 B. McLaren (McLaren)	127.2
1967	Silverstone 234 miles	1 J. Clark (Lotus) 2 D. Hulme (Brabham) 3 C. Amon (Ferrari)	117.6	1970	Brands Hatch 212 miles	1 J. Rindt (Lotus) 2 J. Brabham (Brabham) 3 D. Hulme (McLaren)	108.6
1968	Brands Hatch 212 miles	1 J. Siffert (Lotus) 2 C. Amon (Ferrari) 3 J. Ickx (Ferrari)	104.8	1971	Silverstone 200 miles	1 J. Stewart (Tyrrell) 2 R. Peterson (March) 3 E. Fittipaldi (Lotus)	130.5
1972	Brands Hatch 201 miles	1 E. Fittipaldi (John Player Special)	112.1	2 J. Stewart (Tyrrell)		3 P. Revson (McLaren)	

CANADIAN GRAND PRIX

If you asked the Grand Prix drivers to describe the most northern of the transatlantic Grands Prix—you'd probably be rewarded with one terse phrase: "Bad weather". And the race certainly has a rainy history. Jack Brabham won the first Championship race in a deluge. The 1971 race was cut short by bad light and

1967	Mosport 221 miles	1 J. Brabham (Brabham) 2 D. Hulme (Brabham) 3 D. Gurney (Eagle)	82.6	1969	Mosport 221 miles	1 J. Ickx (Brabham) 2 J. Brabham (Brabham) 3 J. Rindt (Lotus)	112.7
1968	Mt. Tremblant 238 miles	1 D. Hulme (McLaren) 2 B. McLaren (McLaren) 3 P. Rodriguez (B.R.M.)	97.2	1970	Mt. Tremblant 238 miles	1 J. Ickx (Ferrari) 2 C. Regazzoni (Ferrari) 3 C. Amon (March)	101.2
1972	Mosport 197 miles	1 J. Stewart (Tyrrell)	114.3	1971	Mosport 157 miles	1 J. Stewart (Tyrrell) 2 R. Peterson (March) 3 M. Donohue (McLaren)	81.9
				2 P. Revson (McLaren)		3 D. Hulme (McLaren)	

FRENCH GRAND PRIX

The French Grand Prix, proudly claimed by the French to be the world's oldest Grand Prix, has a glorious history. The very title "Grand Prix" sprang from the first French race—run over a 64-mile circuit east of Le Mans in 1906. Since that 12 hour 14 minute marathon, held on two days, the race has wandered in gypsy fashion from town to town—pausing in recent years at Rheims, Rouen, the ludicrous Bugatti circuit at Le Mans, Clermont Ferrand and Le Castellet, near Marseilles. Sadly, it seems that we will no longer see Grand Prix at Rouen or Rheims, so the great race seems destined to alternate between Clermont Ferrand and Paul Ricard's circuit at Le Castellet, near Marseilles.

last year's battle was another teeth-clenching, aquatic and foggy affair. After bi-annual visits to Mt. Tremblant near Quebec, and Mosport Park near Toronto, finance seems to have settled the race at the hilly, Toronto track.

There could scarcely be a greater contrast between two circuits. Clermont is a magnificent, natural, mountain circuit which poses the drivers almost as many problems as the Nurburgring. But its attendant facilities: paddock, press boxes and telephones are primitive. Paul Ricard has underlined the problem by making his concrete circuit the most lavishly equipped in Europe. The teams have a magnificent paddock—complete with superb garages which have every conceivable facility from power and water to close-circuit television. But the ultra-safe circuit is anything but spectacular—and the spectators get a very remote view indeed.

1906	Le Mans 770 miles	1 F. Sziisz (Renault) 2 F. Nazzaro (F.I.A.T.) 3 A. Clement (Clement-Bayard)	mph 63·0	1931	Montlhery (10 hours)	1 A. Varzi and L. Chiron (Bugatti) 2 G. Campari and B. Borzacchini (Alfa-Romeo) 3 C. Biondetti and G. Parenti (Maserati)	78·2
1907	Dieppe 477 miles	1 F. Nazzaro (F.I.A.T.) 2 F. Sziisz (Renault) 3 P. Baras (Brasier)	70·5	1932	Rheims (5 hours)	1 T. Nuvolari (Alfa-Romeo) 2 B. Borzacchini (Alfa-Romeo) 3 R. Caracciola (Alfa-Romeo)	92·2
1908	Dieppe 477 miles	1 C. Lautenschlager (Mercedes) 2 V. Hemery (Benz) 3 Hanriot (Benz)	69·0	1933	Montlhery 311 miles	1 G. Campari (Maserati) 2 P. Etancelin (Alfa-Romeo) 3 G. E. T. Eyston (Alfa-Romeo)	81·5
	Not run again until			1934	Montlhery 311 miles	1 L. Chiron (Alfa-Romeo) 2 A. Varzi (Alfa-Romeo) 3 Count Trossi and G. Moll (Alfa-Romeo)	85·5
1912	Dieppe Circuit 956 miles	1 G. Boillot (Peugeot) 2 L. Wagner (F.I.A.T.) 3 V. Rigal (Sunbeam)	68·4	1935	Montlhery (with Chicanes) 311 miles	1 R. Caracciola (Mercedes-Benz) 2 M. von Brauchitsch (Mercedes-Benz) 3 G. Zehender (Maserati)	77·4
1913	Amiens 566 miles	1 G. Boillot (Peugeot) 2 J. Goux (Peugeot) 3 J. Chassagne (Sunbeam)	71·6		Not run again until		
1914	Lyons 467 miles	1 C. Lautenschlager (Mercedes) 2 L. Wagner (Mercedes) 3 O. Salzer (Mercedes)	65·3	1938	Rheims 312 miles	1 M. von Brauchitsch (Mercedes-Benz) 2 R. Caracciola (Mercedes-Benz) 3 H. Lang (Mercedes-Benz)	101·3
	Not run again until			1939	Rheims 248 miles	1 H. Muller (Auto-Union) 2 G. Meier (Auto-Union) 3 R. Le Begue (Darracq)	105·2
1921	Le Mans 322 miles	1 J. Murphy (Duesenberg) 2 R. de Palma (Ballot) 3 J. Goux (Ballot)	78·1		Not run again until		
1922	Strasbourg 499 miles	1 F. Nazzaro (Fiat) 2 P. de Vizcaya (Bugatti) 3 P. Marco (Bugatti)	79·2	1947	Lyons 314 miles	1 L. Chiron (Talbot) 2 H. Louveau (Maserati) 3 E. Chaboud (Talbot)	78·1
1923	Tours 496 miles	1 H. O. D. Segrave (Sunbeam) 2 A. Divo (Sunbeam) 3 E. Freiderich (Bugatti)	75·3	1948	Rheims 310 miles	1 J-B. Wimille (Alfa-Romeo) 2 C. Sanesi (Alfa-Romeo) 3 A. Ascari (Alfa-Romeo)	102·1
1924	Lyons 503 miles (also European Grand Prix)	1 G. Campari (Alfa-Romeo) 2 A. Divo (Delage) 3 R. Benoist (Delage)	71·0	1949	Rheims (known as the GP de France)	1 L. Chiron (Talbot) 2 B. Bira (Maserati) 3 P. Whitehead (Ferrari)	99·9
1925	Montlhery 621 miles	1 R. Benoist and A. Divo (Delage) 2 L. Wagner and Torchy (Delage) 3 G. Masetti (Sunbeam)	69·7	1950	Rheims 310 miles	1 J. M. Fangio (Alfa-Romeo) 2 L. Fagioli (Alfa-Romeo) 3 P. Whitehead (Ferrari)	104·8
1926	Miramas 316 miles	1 J. Goux (Bugatti) 2 M. Constantini (Bugatti)	68·2	1951	Rheims (also European Grand Prix) 374 miles	1 J. M. Fangio and L. Fagioli (Alfa-Romeo) 2 A. Ascari and J. F. Gonzales (Ferrari) 3 L. Villoresi (Ferrari)	110·9
1927	Montlhery 373 miles	1 R. Benoist (Delage) 2 E. Bourlier (Delage) 3 A. Morel (Delage)	77·2	1952	Rouen 240 miles	1 A. Ascari (Ferrari) 2 G. Farina (Ferrari) 3 P. Taruffi (Ferrari)	80·1
	Not run again until			1953	Rheims (revised circuit) 312 miles	1 J. M. Hawthorn (Ferrari) 2 J. M. Fangio (Maserati) 3 J. F. Gonzales (Maserati)	103·7
1929	Le Mans 376 miles	1 "Williams" (Bugatti) 2 A. Boillot (Peugeot) 3 C. Conelli (Bugatti)	82·6				
1930	Pau 247 miles	1 P. Etancelin (Bugatti) 2 Sir H. Birkin (Bentley) 3 J. Zanelli (Bugatti)	90·4				

1954	Rheims 312 miles	1 J. M. Fangio (Mercedes-Benz) 2 K. Kling (Mercedes-Benz) 3 P. Manzon (Ferrari)	115·7	1964	Rouen 231 miles	1 D. Gurney (Brabham) 2 G. Hill (B.R.M.) 3 J. Brabham (Brabham)	108·7
Not held again until				1965	Clermont-Ferrand 200 miles	1 J. Clark (Lotus) 2 J. Stewart (B.R.M.) 3 J. Surtees (Ferrari)	89·2
1956	Rheims 305 miles	1 P. Collins (Ferrari) 2 E. Castellotti (Ferrari) 3 J. Behra (Maserati)	122·2	1966	Rheims 247 miles	1 J. Brabham (Brabham) 2 M. Parkes (Ferrari) 3 D. Hulme (Brabham)	136·9
1957	Rouen 313 miles	1 J. M. Fangio (Maserati) 2 P. Musso (Ferrari) 3 P. Collins (Ferrari)	99·9	1967	Le Mans (Bugatti Circuit) 220 miles	1 J. Brabham (Brabham) 2 D. Hulme (Brabham) 3 J. Stewart (B.R.M.)	98·9
1958	Rheims 258 miles	1 J. M. Hawthorn (Ferrari) 2 S. Moss (Vanwall) 3 W. von Trips (Ferrari)	125·5	1968	Rouen 243 miles	1 J. Ickx (Ferrari) 2 J. Surtees (Honda) 3 J. Stewart (Matra)	100·4
1959	Rheims (European GP) 258 miles	1 A. Brooks (Ferrari) 2 P. Hill (Ferrari) 3 J. Brabham (Cooper)	127·5	1969	Clermont-Ferrand 190 miles	1 J. Stewart (Matra) 2 J.-P. Beltoise (Matra) 3 J. Ickx (Brabham)	97·7
1960	Rheims 258 miles	1 J. Brabham (Cooper) 2 O. Gendebien (Cooper) 3 B. McLaren (Cooper)	131·8	1970	Clermont-Ferrand 190 miles	1 J. Rindt (Lotus) 2 C. Amon (March) 3 J. Brabham (Brabham)	98·4
1961	Rheims 268 miles	1 G. Baghetti (Ferrari) 2 D. Gurney (Porsche) 3 J. Clark (Lotus)	119·8	1971	Le Castellet 198 miles	1 J. Stewart (Tyrrell) 2 F. Cevert (Tyrrell) 3 E. Fittipaldi (Lotus)	111·6
1962	Rouen 219 miles	1 D. Gurney (Porsche) 2 A. Maggs (Cooper) 3 R. Ginther (B.R.M.)	101·9	1972 Clermont-Ferrand 190 miles 1 J. Stewart 101·6 (Tyrrell) 2 E. Fittipaldi (John Player Special) 3 C. Amon (Matra)			
1963	Rheims 273 miles	1 J. Clark (Lotus) 2 A. Maggs (Cooper) 3 G. Hill (B.R.M.)	125·3				

GERMAN GRAND PRIX

Nurburgring—home of the most demanding Grand Prix on the calendar—is the living, challenging proof that it is possible to retain the vigour of racing and meet the safety demands made essential by current speeds and attitudes. A massive and highly expensive, safety-facelift has removed the extreme hazards of trees, cliff edges and unprotected ditches without making the task any easier for the drivers who tackle its grim 14 miles. There have been some glorious victories to savour

in the past. 1956 saw Fangio, at his peak, demonstrating his mastery. Stirling Moss's win in 1961 ranks with most of his followers as his finest hour. Graham Hill's deserved reputation for sheer determination and courage stems directly from his win amidst flood and storm in 1962. And anyone foolish enough to underestimate Jackie Stewart's grit should take the trouble to re-read accounts of his 1968 victory in abominable conditions.

1926	Avus 243 miles	1 R. Caracciola (Mercedes) 2 C. Reicken (N.A.G.) 3 W. Cleer (Alfa-Romeo)	mph 83·9	1928	Nurburgring 317 miles (Run for Sports Cars)	1 R. Caracciola & C. Werner (Mercedes-Benz) 2 O. Merz (Mercedes-Benz) 3 C. Werner and C. Walb (Mercedes-Benz)	64·6
1927	Nurburgring 317 miles (Run for Sports Cars)	1 O. Merz (Mercedes-Benz) 2 C. Werner (Mercedes-Benz) 3 C. Walb (Mercedes-Benz)	63·4	1929	Nurburgring 317 miles	1 L. Chiron (Bugatti) 2 G. Philippe (Bugatti) 3 A. Mombberger and Count Arco (Mercedes)	66·4
				Notrun again until			

1931	Nurburgring 312 miles	1 R. Caracciola (Mercedes-Benz) 2 L. Chiron (Bugatti) 3 A. Varzi (Bugatti)	67.3	1956	Nurburgring 312 miles	1 J. M. Fangio (Ferrari) 2 S. Moss (Maserati) 3 J. Behra (Maserati)	85.6
1932	Nurburgring 354 miles Not run again until	1 R. Caracciola (Alfa-Romeo) 2 T. Nuvolari (Alfa-Romeo) 3 B. Borzacchini (Alfa-Romeo)	74.2	1957	Nurburgring 312 miles	1 J. M. Fangio (Maserati) 2 J. M. Hawthorn (Ferrari) 3 P. Collins (Ferrari)	88.8
1934	Nurburgring 354 miles	1 H. Stuck (Auto-Union) 2 L. Fagioli (Mercedes-Benz) 3 L. Chiron (Alfa-Romeo)	76.4	1958	Nurburgring 213 miles	1 A. Brooks (Vanwall) 2 R. Salvadori (Cooper) 3 M. Trintignant (Cooper)	90.6
1935	Nurburgring 312 miles	1 T. Nuvolari (Alfa-Romeo) 2 H. Stuck (Auto-Union) 3 R. Caracciola (Mercedes-Benz)	75.2	1959	Avus 309 miles (Two heats) Not held again until	1 A. Brooks (Ferrari) 2 D. Gurney (Ferrari) 3 P. Hill (Ferrari)	143.6
1936	Nurburgring 312 miles	1 B. Rosemeyer (Auto-Union) 2 H. Stuck (Auto-Union) 3 A. Brivio (Alfa-Romeo)	81.8	1961	Nurburgring 213 miles	1 S. Moss (Lotus) 2 W. von Trips (Ferrari) 3 P. Hill (Ferrari)	92.3
1937	Nurburgring 312 miles	1 R. Caracciola (Mercedes-Benz) 2 M. von Brauchitsch (Mercedes-Benz) 3 B. Rosemeyer (Auto-Union)	82.7	1962	Nurburgring 213 miles	1 G. Hill (B.R.M.) 2 J. Surtees (Lola) 3 D. Gurney (Porsche)	80.3
1938	Nurburgring 312 miles	1 R. J. B. Seaman (Mercedes-Benz) 2 H. Lang and R. Caracciola (Mercedes-Benz) 3 H. Stuck (Auto-Union)	80.7	1963	Nurburgring 213 miles	1 J. Surtees (Ferrari) 2 J. Clark (Lotus) 3 R. Ginther (B.R.M.)	95.8
1939	Nurburgring 312 miles Not held again until	1 R. Caracciola (Mercedes-Benz) 2 H. Muller (Auto-Union) 3 P. Pietsch (Maserati)	75.3	1964	Nurburgring 213 miles	1 J. Surtees (Ferrari) 2 G. Hill (B.R.M.) 3 L. Bandidi (Ferrari)	96.6
1951	Nurburgring 283 miles	1 A. Ascari (Ferrari) 2 J. M. Fangio (Alfa-Romeo) 3 J. F. Gonzales (Ferrari)	83.8	1965	Nurburgring 213 miles	1 J. Clark (Lotus) 2 G. Hill (B.R.M.) 3 D. Gurney (Brabham)	99.8
1952	Nurburgring 255 miles	1 A. Ascari (Ferrari) 2 G. Farina (Ferrari) 3 A. Fischer (Ferrari)	82.2	1966	Nurburgring 213 miles	1 J. Brabham (Brabham) 2 J. Surtees (Cooper) 3 J. Rindt (Cooper)	86.7
1953	Nurburgring 255 miles	1 G. Farina (Ferrari) 2 J. M. Fangio (Maserati) 3 J. M. Hawthorn (Ferrari)	83.8	1967	Nurburgring 213 miles	1 D. Hulme (Brabham) 2 J. Brabham (Brabham) 3 C. Amon (Ferrari)	101.4
1954	Nurburgring (and European Grand Prix) 312 miles Not held again until	1 J. M. Fangio (Mercedes) 2 J. M. Hawthorn and J. F. Gonzales (Ferrari) 3 M. Trintignant (Ferrari)	82.9	1968	Nurburgring 198 miles	1 J. Stewart (Matra) 2 G. Hill (Lotus) 3 J. Rindt (Brabham)	86.8
1972	Nurburgring 199 miles	1 J. Ickx (Ferrari)	116.6	1969	Nurburgring 198 miles	1 J. Ickx (Brabham) 2 J. Stewart (Matra) 3 B. McLaren (McLaren)	108.4
				1970	Hockenheim 211 miles	1 J. Rindt (Lotus) 2 J. Ickx (Ferrari) 3 D. Hulme (McLaren)	123.9
				1971	Nurburgring 170 miles	1 J. Stewart (Tyrrell) 2 F. Cevert (Tyrrell) 3 C. Regazzoni (Ferrari)	114.4
						2 C. Regazzoni (Ferrari)	3 R. Peterson (March)

ITALIAN GRAND PRIX

With the exception of an excursion to Leghorn in 1937 and Turin in 1948, the Italian Grand Prix has always been staged at Monza. And it cannot be denied that—despite the unruliness of police and crowds alike—the Autodromo provides a magnificent finale for the European season. Now that Rheims and Spa are no longer with us, Monza alone has provided spectators with the thrill of watching the teams indulge

in top speed slip-streaming for mile after mile. Unfortunately, in the current, unseemly haste to change anything and everything, Monza too, has succumbed to the reformers. For the 1972 race, two chicanes were introduced, supposedly in the cause of safety. They were so tight that they had the opposite effect—and Reggazoni's fiery crash bore witness to their stupidity.

Year	Location	Distance	Winners	mph
1922	Monza	497 miles	1 P. Bordino (Fiat) 2 F. Nazzaro (Fiat) 3 P. de Vizcaya (Bugatti)	86.8
1923	Monza	497 miles (European GP)	1 C. Salamano (Fiat) 2 F. Nazzaro (Fiat) 3 J. Murphy (Miller)	91.0
1924	Monza	497 miles	1 A. Ascari (Senior) (Alfa-Romeo) 2 L. Wagner (Alfa-Romeo) 3 G. Campari and E. Presenti (Alfa-Romeo)	98.7
1925	Monza	497 miles	1 G. Brilli-Peri (Alfa-Romeo) 2 G. Campari and E. Minozzi (Alfa-Romeo) 3 M. Costantini (Bugatti)	94.7
1926	Monza	373 miles	1 "Sabipa" (Bugatti) 2 M. Costantini (Bugatti)	85.8
1927	Monza	311 miles (European GP)	1 R. Benoist (Delage) 2 A. Morandi (O.M.) 3 P. Kreis and E. Cooper (Miller)	90.0
1928	Monza	373 miles	1 L. Chiron (Bugatti) 2 A. Varzi & G. Campari (Alfa-Romeo) 3 T. Nuvolari (Bugatti)	99.1
Not held again until				
1931	Monza	10 hours (European GP)	1 G. Campari and T. Nuvolari (Alfa-Romeo) 2 F. Minoia and B. Borzacchini (Alfa-Romeo) 3 A. Divo and G. Bouriat (Bugatti)	96.1
1932	Monza	5 hours	1 T. Nuvolari and G. Campari (Alfa-Romeo) 2 L. Fagioli and E. Maserati (Maserati) 3 B. Borzacchini and A. Marinoni and R. Caracciola (Alfa-Romeo)	104.1
1933	Monza	311 miles (full Circuit)	1 L. Fagioli (Alfa-Romeo) 2 T. Nuvolari (Maserati) 3 G. Zehender (Maserati)	108.5
1934	Monza	311 miles	1 R. Caracciola and L. Fagioli (Mercedes-Benz) 2 H. Stuck and Prince zu Leiningen (Auto-Union) 3 G. Comotti and Count Trossi (Alfa-Romeo)	65.3
1935	Monza	313 miles	1 H. Stuck (Auto Union) 2 R. Dreyfus and T. Nuvolari (Alfa-Romeo) 3 P. Pietsch and B. Rosemeyer (Auto-Union)	85.1
1936	Monza	(with Chicane) 313 miles	1 B. Rosemeyer (Auto-Union) 2 T. Nuvolari (Alfa-Romeo) 3 E. von Delius (Auto-Union)	84.1
1937	Leghorn	250 miles	1 R. Caracciola (Mercedes-Benz) 2 H. Lang (Mercedes-Benz) 3 B. Rosemeyer (Auto-Union)	81.5
1938	Monza	261 miles	1 T. Nuvolari (Auto-Union) 2 G. Farina (Alfa-Romeo) 3 R. Caracciola and M. von Brauchitsch (Mercedes-Benz)	96.7
Not held again until				
1947	Milan	214 miles	1 Count Trossi (Alfa-Romeo) 2 A. Varzi (Alfa-Romeo) 3 C. Sanesi (Alfa-Romeo)	70.2
1948	Turin	224 miles	1 J.-P. Wimille (Alfa-Romeo) 2 L. Villoreis (Maserati) 3 R. Sommer (Ferrari)	70.3
1949	Monza	312 miles (European GP)	1 A. Ascari (Ferrari) 2 P. Etancelin (Talbot) 3 B. Bira (Maserati)	105.0
1950	Monza	312 miles	1 G. Farina (Alfa-Romeo) 2 A. Ascari and D. Serafini (Ferrari) 3 L. Fagioli (Alfa-Romeo)	109.6

1951	Monza 312 miles	1 A. Ascari (Ferrari) 2 J. F. Gonzales (Ferrari) 3 F. Bonetto and G. Farina (Alfa-Romeo)	115.9	1961	Monza 267 miles	1 P. Hill (Ferrari) 2 D. Gurney (Porsche) 3 B. McLaren (Cooper)	130.0
1952	Monza 312 miles	1 A. Ascari (Ferrari) 2 J. F. Gonzales (Maserati) 3 L. Villoresi (Ferrari)	110.0	1962	Monza 307 miles	1 G. Hill (B.R.M.) 2 R. Ginther (B.R.M.) 3 B. McLaren (Cooper)	123.6
1953	Monza 312 miles	1 J. M. Fangio (Maserati) 2 G. Farina (Ferrari) 3 L. Villoresi (Ferrari)	110.7	1963	Monza 307 miles	1 J. Clark (Lotus) 2 R. Ginther (B.R.M.) 3 B. McLaren (Cooper)	127.7
1954	Monza 312 miles	1 J. M. Fangio (Mercedes) 2 J. M. Hawthorn (Ferrari) 3 J. F. Gonzales and U. Maglioli (Ferrari)	111.9	1964	Monza 278 miles	1 J. Surtees (Ferrari) 2 B. McLaren (Cooper) 3 L. Bandini (Ferrari)	127.8
1955	Monza Banked Circuit 310 miles	1 J. M. Fangio (Mercedes-Benz) 2 P. Taruffi (Mercedes-Benz) 3 E. Castellotti (Ferrari)	128.5	1965	Monza 271 miles	1 J. Stewart (B.R.M.) 2 G. Hill (B.R.M.) 3 D. Gurney (Brabham)	130.4
1956	Monza Banked Circuit 310 miles	1 S. Moss (Maserati) 2 J. M. Fangio and P. Collins (Ferrari) 3 R. Flockhart (Connaught)	129.7	1966	Monza 243 miles	1 L. Scarfiotti (Ferrari) 2 M. Parkes (Ferrari) 3 D. Hulme (Brabham)	135.9
1957	Monza 311 miles	1 S. Moss (Vanwall) 2 J. M. Fangio (Maserati) 3 W. von Trips (Ferrari)	120.3	1967	Monza 243 miles	1 J. Surtees (Honda) 2 J. Brabham (Brabham) 3 J. Clark (Lotus)	140.5
1958	Monza 250 miles	1 A. Brooks (Vanwall) 2 J. M. Hawthorn (Ferrari) 3 P. Hill (Ferrari)	121.2	1968	Monza 243 miles	1 D. Hulme (McLaren) 2 J. Servoz-Gavin (Matra) 3 J. Ickx (Ferrari)	145.4
1959	Monza 257 miles	1 S. Moss (Cooper) 2 P. Hill (Ferrari) 3 J. Brabham (Cooper)	124.4	1969	Monza 243 miles	1 J. Stewart (Matra) 2 J. Rindt (Lotus) 3 J.-P. Beltoise (Matra)	146.9
1960	Monza 310 miles (European GP)	1 P. Hill (Ferrari) 2 R. Ginther (Ferrari) 3 W. Mairesse (Ferrari)	132.1	1970	Monza 243 miles	1 C. Regazzoni (Ferrari) 2 J. Stewart (March) 3 J.-P. Beltoise (Matra)	147.0
1972	Monza 196 miles	1 E. Fittipaldi (John Player Special)	131.6	1971	Monza 196 miles	1 P. Gethin (B.R.M.) 2 R. Peterson (March) 3 F. Cevert (Tyrrell)	150.7
				2 M. Hailwood (Surtees)		3 D. Hulme (McLaren)	

MONACO GRAND PRIX

Despite its waterlogged condition for the 1972 Grand Prix, Monaco remains the most glamorous of all the Championship venues. Overlooked by a palace, flanked by a Casino, a harbour full of millionaires' yachts and some of the world's most exclusive hotels—it is the Ascot of motor sport. It is also the last bastion of town-centre racing now that Birmingham has definitely decided to reject plans for a city-centre Grand Prix. Until 1972, Monaco had also remained virtually unchanged, making

direct, historical comparisons a practical proposition. But last year, the scene changed. The pits were moved from their ear-splitting venue amidst the trees opposite the Royal Box, and the teams found themselves isolated from the start-and-finish line. But there are even bolder plans afoot which would lengthen the circuit and introduce a fairly long straight. There are good commercial reasons for the proposed changes. But if you want to savour the Monaco that Moss conquered—you must go soon!

1929	Monaco 195 miles	1 "Williams" (Bugatti) 2 E. Bouriano (Bugatti) 3 R. Caracciola (Mercedes-Benz)	mph 50.2	1956	Monaco 195 miles	1 S. Moss (Maserati) 2 J. M. Fangio and P. Collins (Ferrari) 3 J. Behra (Maserati)	64.9
1930	Monaco 195 miles	1 R. Dreyfus (Bugatti) 2 L. Chiron (Bugatti) 3 G. Bouriat (Bugatti)	55.6	1957	Monaco 205 miles	1 J. M. Fangio (Maserati) 2 A. Brooks (Vanwall) 3 M. Gregory (Maserati)	64.7
1931	Monaco 195 miles	1 L. Chiron (Bugatti) 2 L. Fagioli (Maserati) 3 A. Varzi (Bugatti)	54.0	1958	Monaco 195 miles	1 M. Trintignant (Cooper) 2 L. Musso (Ferrari) 3 P. Collins (Ferrari)	67.9
1932	Monaco 195 miles	1 T. Nuvolari (Alfa-Romeo) 2 R. Caracciola (Alfa-Romeo) 3 L. Fagioli (Maserati)	55.8	1959	Monaco 195 miles	1 J. Brabham (Cooper) 2 A. Brooks (Ferrari) 3 M. Trintignant (Cooper)	66.7
1933	Monaco 195 miles	1 A. Varzi (Bugatti) 2 B. Borzacchini (Alfa-Romeo) 3 R. Dreyfus (Bugatti)	57.0	1960	Monaco 195 miles	1 S. Moss (Lotus) 2 B. McLaren (Cooper) 3 P. Hill (Ferrari)	67.4
1934	Monaco 195 miles	1 G. Moll (Alfa-Romeo) 2 L. Chiron (Alfa-Romeo) 3 R. Dreyfus (Bugatti)	56.0	1961	Monaco 195 miles	1 S. Moss (Lotus) 2 R. Ginther (Ferrari) 3 P. Hill (Ferrari)	70.7
1935	Monaco 195 miles	1 L. Fagioli (Mercedes-Benz) 2 R. Dreyfus (Alfa-Romeo) 3 A. Brivio (Alfa-Romeo)	58.1	1962	Monaco 195 miles	1 B. McLaren (Cooper) 2 P. Hill (Ferrari) 3 L. Bandini (Ferrari)	70.4
1936	Monaco 195 miles	1 R. Caracciola (Mercedes-Benz) 2 A. Varzi (Auto-Union) 3 H. Stuck (Auto-Union)	51.6	1963	Monaco 195 miles	1 G. Hill (B.R.M.) 2 R. Ginther (B.R.M.) 3 B. McLaren (Cooper)	72.4
1937	Monaco 195 miles	1 M. von Brauchitsch (Mercedes-Benz) 2 R. Caracciola (Mercedes-Benz) 3 C. Kautz (Mercedes-Benz)	63.2	1964	Monaco 195 miles	1 G. Hill (B.R.M.) 2 R. Ginther (B.R.M.) 3 R. Arundell (Lotus)	72.6
	Not run again until			1965	Monaco 195 miles	1 G. Hill (B.R.M.) 2 L. Bandini (Ferrari) 3 J. Stewart (B.R.M.)	74.3
1948	Monaco 195 miles	1 G. Farina (Maserati) 2 L. Chiron (Talbot) 3 E. de Graffenreid (Maserati)	59.6	1966	Monaco 195 miles	1 J. Stewart (B.R.M.) 2 L. Bandini (Ferrari) 3 G. Hill (B.R.M.)	76.5
	Not run again until			1967	Monaco 195 miles	1 D. Hulme (Brabham) 2 G. Hill (Lotus) 3 C. Amon (Ferrari)	75.9
1950	Monaco 195 miles	1 J. M. Fangio (Alfa-Romeo) 2 A. Ascari (Ferrari) 3 L. Chiron (Maserati)	61.3	1968	Monaco 156 miles	1 G. Hill (Lotus) 2 R. Attwood (B.R.M.) 3 L. Bianchi (Cooper)	77.8
	Not run again until 1952 as a sports car race and not again as a Grand Prix until			1969	Monaco 156 miles	1 G. Hill (Lotus) 2 P. Courage (Brabham) 3 J. Siffert (Lotus)	80.1
1955	Monaco (and European Grand Prix) 195 miles	1 M. Trintignant (Ferrari) 2 E. Castellotti (Lancia) 3 C. Perdisa and J. Behra (Maserati)	65.8	1970	Monaco 156 miles	1 J. Rindt (Lotus) 2 J. Brabham (Brabham) 3 H. Pescarolo (Matra)	81.8
1972	Monaco 156 miles	1 J.-P. Beltoise (B.R.M.)	63.8	1971	Monaco 156 miles	1 J. Stewart (Tyrrell) 2 R. Peterson (March) 3 J. Ickx (Ferrari)	83.5
				2 J. Ickx (Ferrari)		3 E. Fittipaldi (John Player Special)	

SOUTH AFRICAN GRAND PRIX

The loftiest of the Grand Prix venues now that Mexico seems to have opted out of the calendar, the South African race is held over 5,000 feet up, outside Johannesburg. Though the heat and the altitude pose problems for tyre technicians and engine men respectively, the race is immensely popular with the visiting "circus". There is ample time for practice, superb

organisation and overwhelming hospitality. And the races are nearly always dramatic. It was at Kyalami, that Jack Brabham scored his final Grand Prix victory in 1970 and Mario Andretti his first in 1971. But the American's victory was gained at the expense of Denny Hulme. And the Kiwi's revenge—12 months later—was wildly celebrated by the crowd.

1962	East London 200 miles	1 G. Hill (B.R.M.) 2 B. McLaren (Cooper) 3 A. Maggs (Cooper)	mph 93.6
1963	East London 207 miles	1 J. Clark (Lotus) 2 D. Gurney (Brabham) 3 G. Hill (B.R.M.)	95.1
Race moved from end to beginning of season —no event therefore in 1964.			
1965	East London 207 miles	1 J. Clark (Lotus) 2 J. Surtees (Ferrari) 3 G. Hill (B.R.M.)	97.9
1966	— did not count for Championship.		
1972	Kyalami 201 miles	1 D. Hulme 114.2 (McLaren)	

1967	Kyalami 204 miles	1 P. Rodriguez (Cooper) 2 J. Love (Cooper) 3 J. Surtees (Honda)	97.1
1968	Kyalami 204 miles	1 J. Clark (Lotus) 2 G. Hill (Lotus) 3 J. Rindt (Brabham)	107.4
1969	Kyalami 204 miles	1 J. Stewart (Matra) 2 G. Hill (Lotus) 3 D. Hulme (McLaren)	110.6
1970	Kyalami 204 miles	1 J. Brabham (Brabham) 2 D. Hulme (McLaren) 3 J. Stewart (March)	111.7
1971	Kyalami 201 miles	1 M. Andretti (Ferrari) 2 J. Stewart (Tyrrell) 3 C. Regazzoni (Ferrari)	112.4
	2 E. Fittipaldi (John Player Special)	3 P. Revson (McLaren)	

SPANISH GRAND PRIX

In spite of the natural flair demonstrated by Madrid taxi drivers, the Spanish still don't seem to have taken motor racing to their hearts. The counter-attractions of football, bull-fighting and siestas keep the crowds away. But the organisers seem prepared to persevere—and the Spanish Grand Prix has been a

permanent part of the calendar since 1968. The race alternates between the tortuous Jarama circuit in Madrid and the Montjuich Park course in the Catalan capital of Barcelona. Jackie Stewart holds the record for Spanish successes—thanks to a 1969–1971 hat-trick.

1951	Barcelona 274 miles	1 J. M. Fangio (Alfa-Romeo) 2 J. F. Gonzales (Ferrari) 3 G. Farina (Alfa-Romeo)	mph 98.7
1954	Barcelona 313 miles	1 J. M. Hawthorn (Ferrari) 2 L. Musso (Maserati) 3 J. M. Fangio (Mercedes-Benz)	98.0
1968	Jarama 190 miles	1 G. Hill (Lotus) 2 D. Hulme (McLaren) 3 B. Redman (Cooper)	84.4
1972	Jarama 190 miles	1 E. Fittipaldi 92.3 (John Player Special)	

1969	Barcelona 212 miles	1 J. Stewart (Matra) 2 B. McLaren (McLaren) 3 J.-P. Beltoise (Matra)	92.9
1970	Jarama 190 miles	1 J. Stewart (March) 2 B. McLaren (McLaren) 3 M. Andretti (March)	87.2
1971	Barcelona 176 miles	1 J. Stewart (Tyrrell) 2 J. Ickx (Ferrari) 3 C. Amon (Matra)	97.2
	2 J. Ickx (Ferrari)	3 C. Regazzoni (Ferrari)	

UNITED STATES GRAND PRIX

The richest race on the Grand Prix calendar, the best of the transatlantic events takes place in the Fall—amidst kaleidoscopic colours in the Catskill mountains. Thanks to heavy investment, genuine enthusiasm and professionalism in abundance—the event has succeeded at Watkins Glen where it has failed elsewhere in the U.S.A. The circuit was completely

rebuilt in 1971 and the drivers really have to work for their money. But what money! In the 1972 race Jackie Stewart earned \$3,000 for pole position, added another \$3,000 for fastest lap and led every single lap to amass \$56,000 more as he took the flag. It goes without saying that the entry list is usually over-subscribed.

1959	Sebring 218 miles	1 B. McLaren (Cooper) 2 M. Trintignant (Cooper) 3 A. Brooks (Ferrari)	mph 98·8	1965	Watkins Glen 253 miles	1 G. Hill (B.R.M.) 2 D. Gurney (Brabham) 3 J. Brabham (Brabham)	107·9
1960	Riverside 245 miles	1 S. Moss (Lotus) 2 I. Ireland (Lotus) 3 B. McLaren (Cooper)	99·0	1966	Watkins Glen 248 miles	1 J. Clark (Lotus) 2 J. Rindt (Cooper) 3 J. Surtees (Cooper)	114·9
1961	Watkins Glen 230 miles	1 I. Ireland (Lotus) 2 D. Gurney (Porsche) 3 A. Brooks (B.R.M.)	103·1	1967	Watkins Glen 248 miles	1 J. Clark (Lotus) 2 G. Hill (Lotus) 3 D. Hulme (Brabham)	120·9
1962	Watkins Glen 230 miles	1 J. Clark (Lotus) 2 G. Hill (B.R.M.) 3 B. McLaren (Cooper)	108·6	1968	Watkins Glen 248 miles	1 J. Stewart (Matra) 2 G. Hill (Lotus) 3 J. Surtees (Honda)	124·8
1963	Watkins Glen 253 miles	1 G. Hill (B.R.M.) 2 R. Ginther (B.R.M.) 3 J. Clark (Lotus)	109·9	1969	Watkins Glen 248 miles	1 J. Rindt (Lotus) 2 P. Courage (Brabham) 3 J. Surtees (B.R.M.)	126·3
1964	Watkins Glen 253 miles	1 G. Hill (B.R.M.) 2 J. Surtees (Ferrari) 3 J. Siffert (Brabham)	111·1	1970	Watkins Glen 248 miles	1 E. Fittipaldi (Lotus) 2 P. Rodriguez (B.R.M.) 3 R. Wisell (Lotus)	126·7
1972	Watkins Glen 199 miles	1 J. Stewart (Tyrrell)	117·5	1971	Watkins Glen 199 miles	1 F. Cevert (Tyrrell) 2 J. Siffert (B.R.M.) 3 R. Peterson (March)	115·1
						2 F. Cevert (Tyrrell)	3 D. Hulme (McLaren)

Sports Cars

Full Marks For Effort

The Great Equipes—Ferrari

The World Championship 1972

The World Championship 1953–1971

European Two-Litre Sports Car Championship 1972

THE WORLD SPORTS CAR CHAMPIONSHIP 1972

Doug Nye

Full Marks for Effort

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It was the year the retired textile man wove magic. The year that the quiet linguist with four tongues at his command silenced the Latin babble, and brought clinical competence to the Ferrari camp. It was the year when efficiency marched hand in hand with enthusiasm, and Ferrari crushed the rest of the sports car world.

They had the finest cars, the finest drivers, and Peter Schetty. It was team manager Schetty who welded and wielded the equipe as a weapon more formidable even than John Wyer's legendary Gulf-JW organisation. Schetty's team were certainly more successful in 1972 than the Gulf-Fords or Porsches had ever been. Perhaps their opposition wasn't as fierce, but the preparation and direction of the cars gave a formidable driver team just the tools they wanted to do the job.

Schetty himself has an academic background. A Swiss, born in Basle June 21 1942, he won a doctorate in economics and social sciences at University. He has had a lifetime enthusiasm for motor cars and motor sport, and raced an old Volvo saloon before trading it in for an Elan. "The Elan was nice," he reminisces in perfect English, "but I wanted something bigger, so I bought a Shelby GT350 Mustang, and ran it in the 1966 European Hill-Climb Championship." He won his class regularly and finished second in the GT Championship. Abarth in Italy gave him a test drive, and signed him on for the 1967-1968 seasons. He gave the Abarth three-litre V8 a win at Aspern on its debut in 1967, and won the Nurburgring 500Kms and races at Aspern and Innsbruck in '68.

These performances impressed the Ferrari management, and they wooed him away for 1969, when he dominated the European Hill-Climb Championship driving a two-litre flat-

12-engined car, forerunner of the modern 312Ps, and the flat-12 Formula One machines. He also drove a couple of Championship events for the team, and in 1970 was teamed with Jacky Ickx, John Surtees and Arturo Merzario in the new five-litre Ferraris, finishing a popular third with the Englishman at Monza.

Peter's final race was at Watkins Glen, where he finished fifth with Ickx, and then Ferrari offered him the job of team manager. He recalls: "At that time I wasn't ready to retire, but I thought about it and accepted. I now realise that I didn't have the right character to be one of the best drivers. While the stars would be braking at the 100-metre board, I would be braking two metres before it, to give myself a margin of safety. I couldn't make myself drive without leaving that margin. That way I was never going to be one of the best, and unless you can be the best I think there is no point in doing something."

Schetty went far towards being the best team manager in the business. His fluency in Italian, German, French and English was indispensable, and his ordered, academic mind was ideally suited to running an organisation with clockwork precision. He was ably supported by Ing Giacomo Caliri, project engineer in charge of sports car development and a specialist in aerodynamics. Caliri and Schetty were both cool and calculating; if anything the Italian was more unflappable than the Swiss, and while Ferrari pit stops lost something of their Latin charm they also lost many excess seconds!

Schetty's slick organisation was seen in Ferrari's Formula One programme as well as in the sports car field, but he found the 312P programme more challenging. Chief Mechanic



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Front Line Ferraris — Dominating the front row of the grid, the Maranello cars signal their superiority in the 1972 season at the BOAC 1000 in which they swept to a one-two victory

Ermano Cuoghi had now joined the team from Gulf-JW, and his men tended the pool of seven 1972 cars—two for each regular driver pairing and one as a spare-cum-test and development hack. Each pair of regular cars alternated from race to race, one racing while the other was stripped and rebuilt, and apart from the occasional shunts suffered during the season the system worked well.

But at the end of the year Ferrari announced their intended withdrawal from racing, and Peter Schetty returned to the family textile business in Switzerland. Whether he will return with Ferrari's single-car team this year remains to be seen at the time of writing, but if not then motor racing has lost a valuable personality, and a real gentleman.

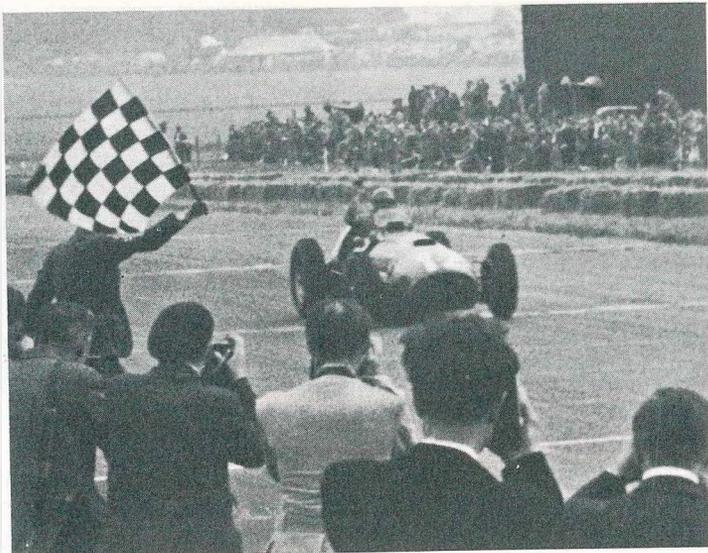
Ferrari pocketed everything in sight during the season including the non-Championship races at Imola—won by Merzario—and a third consecutive Kyalami 9-Hours race—won by Regazzoni/Merzario—making a record 12 wins from 12 races for the team!

Who else was in with a chance during 1972? The list isn't very long where the World Championship was concerned. Matra concentrated totally on Le Mans, and there they proved their speed and reliability in no uncertain terms. In fact they beat Alfa-Romeo as roundly as had

Ferrari in the early-season rounds, suggesting that if the Vélizy and Maranello teams had met we might well have seen a mighty motor race.

Alfa-Romeo fell on their faces after a very promising 1971 season, and withdrew from many of the season's major rounds. Gulf Oil entered the arena with a new Gulf Research Racing company based on their old JW Automotive personnel, but their Cosworth-Ford powered Mirage M6 was late in being completed, and treated too many races as test and development sessions. The late arrival of the intended Weslake-Ford V-12 engine made Mirage miss Le Mans, but drivers Derek Bell and Gijs van Lennep waved the flag well by leading the Nurburgring race. If Gulf-JW had run the Cosworth-Ford-powered Lola T280s—as they very nearly did—the season's story might have been very different.

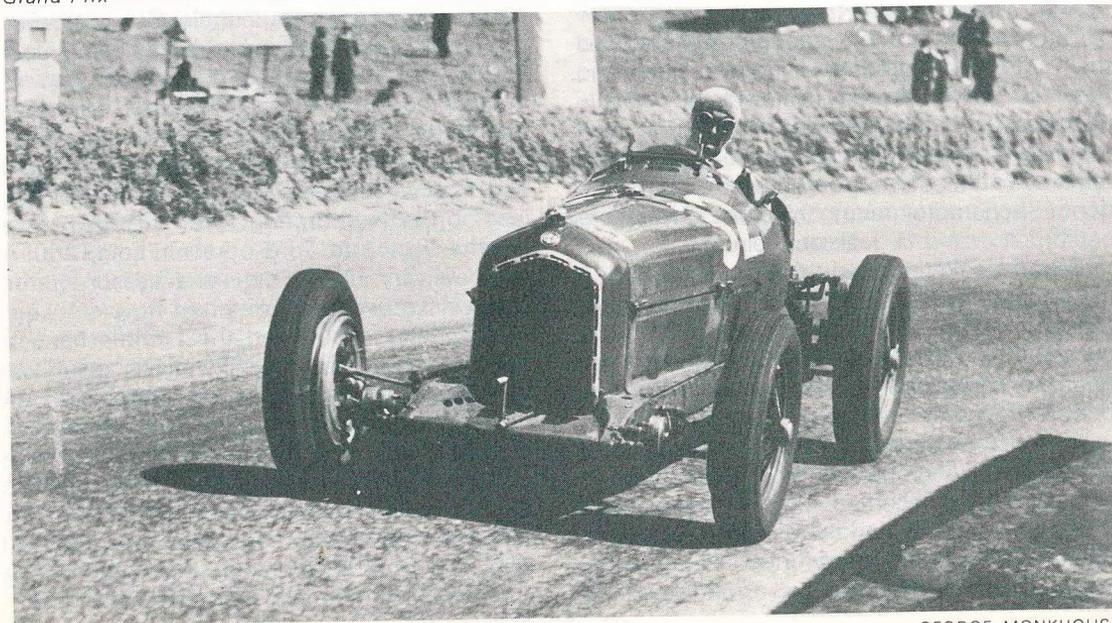
The Lolas challenged the Ferraris hard on outright speed, but Jo Bonnier's team was operating on a shoe-string by comparison, and preparation and race organisation were sadly lacking. So Ferrari ruled the roost in as crushing a display of dominance as anything we have ever seen—Mercedes-Benz included. And while the drivers always share the glory, it's the backroom boys and their impeccable machinery which really earned the honours.



Top left: *The Man behind the Legend – Enzo Ferrari, pictured during one of his rare visits to a race meeting*

Top right: *The First Win – Gonzales takes the flag at Silverstone in the 1951 British Grand Prix, and the fledgling Ferrari stable score their first Championship victory*

Below: *Early Days – Louis Chiron in the P3 Alfa-Romeo entered by Scuderia Ferrari in the 1935 Dieppe Grand Prix*



THE GREAT EQUIPES—FERRARI

Barrie Gill

Nineteen seventy-two was a classic Ferrari year. The Prancing Horse sports cars trampled rough-shod over all opposition to monopolise the World Sports Car Championship. The Grand Prix team veered temperamentally between vulnerable and victorious. And, once again, Enzo Ferrari shocked the world by announcing that Ferrari would dramatically reduce their motor racing activities. Unfortunately, the press agencies mis-translated his pronouncement and "Ferrari quits" headlines appeared everywhere.

True to Ferrari form, he made the announcement immediately after the team's one and only Grand Prix victory at the Nurburgring. Even as the enthusiasts rejoiced at the scarlet victory, he threw a giant, emotional spanner into the works. There can be no greater tribute to the mystique surrounding the Italian cars than that the 74-year-old's declaration earned front page headlines round the world. *Afficionados* wrote pleading letters to magazines, leader-writers penned impassioned editorials. Motor racing, they opined, would never be the same again.

Only in Italy, where hysteria is commonplace, did the experts play it sotto voce. They had, after all, heard it all before. "The old man needs more money" they said, with cynical sagacity. And, sure enough, they were right. Within 48 hours of his original announcement, Enzo Ferrari reversed his original decision. Jacky Ickx was signed for the 1973 season and a giant loophole was found: "We will enter other races at the company's discretion".

Nobody will ever know exactly what went on behind the scenes. No-one will ever know whether or not Fiat stumped up more money. At the time of writing, the sponsors are still

falling over each other to finance the world's most famous team. To the enthusiast, it doesn't really matter. It's the sport itself that counts. And motor sport without Italy's scarlet cars is unthinkable. Steeped in tradition, shrouded in Latin mystery, technically complex and with a victory record no-one can match, Ferrari are still *the* biggest crowd pullers in the sport. "One Ferrari is worth any three other big names". I was told by a shrewd circuit owner. And you only have to see the awe with which the arrival of the Ferrari transporter is greeted to know that he is absolutely right.

But how has it happened? Why should the world be held to emotional ransom by a man who hasn't seen a motor race since 1956? Why should we really care so deeply about cars which have only won three Grands Prix in two seasons? The answer lies in history, achievement, mystique—and a living legend, Enzo Ferrari himself. The son of a railway shed builder—his life story out-fantasies fiction.

Originally, he wanted to be an opera singer—a career for which he was temperamentally suited. But he chose the automobile instead of arias, and, invalidated out of the first World War became test driver for a man who was involved in converting old vans into sports cars. He had seen his first motor race when he was only ten. Eleven years later, he entered his first event, the Parma-Berceto hill-climb, in which he finished fourth in the three-litre class. The winner was Antonio Ascari—father of the man who was to give Ferrari his first World Championship title.

As a driver, Ferrari had as many brushes with authority as he has since had as a constructor. He was disqualified from competition during his first season—for seriously criticising race

stewards. He did have just cause, however. They had failed to put out the flags at the end of a practice session—and he ran straight into a herd of cows! Completely undaunted, he went on to finish ninth in the Targa Florio. In 1920 he joined Alfa-Romeo and finished second in that year's Targa.

In 1923, he entered and won the Circuit of Ravenna against very powerful opposition. Amongst the crowd were Count and Countess Baracca—parents of Italy's most famous fighter ace, Francesco Baracca—who presented Ferrari with a shield bearing the black prancing horse that their son had used on his planes before he was killed. They could have never known how perpetual that memorial would become.

Regrettably, Ferrari's health prevented him from pursuing his own racing career. He turned to the administrative side of the sport, becoming a team manager. He stopped driving for good when his only son, Dino, was born in 1930.

He started his own racing stable, Scuderia Ferrari, in December 1929, running semi-works, Alfa Romeos from his Modena headquarters. His drivers included Nuvolari, Varzi, Fagioli and Moll—and the new Ferrari team gave Alfa-Romeo some memorable victories, especially in the Targa Florio and the Mille Miglia.

In 1938, a healthy partnership was abruptly ended as Alfa-Romeo decided to run their own cars, including a new version of the famous 158 for which Ferrari had scant respect. Now he was on his own, but a contract forbade him to run against Alfa-Romeo for at least four years. He founded a new firm, Auto Avio Costruzioni, and built a car designated the 815, mainly from Fiat parts with a straight eight 1½-litre engine and a body by Carrozzeria Touring. Despite the war, two of them ran in the 1940 Brescia Grand Prix, but, notwithstanding Ascari's efforts, neither lasted the distance, some 920 miles.

Immediately the war ended, Ferrari teamed

up again with his old friend Gioacchino Colombo, and the first Ferrari to bear his name was created. From the start, the engine was to be the heart of the new marque's success. Ferrari has never used other people's power. And the 60 degree, V12 1½-litre Colombo unit was to be the forerunner of some dominant horsepower.

The first car—the sports 125—ran in late 1946 and made its racing debut at Piacenza in May 1947 with Franco Cortese at the wheel. It was not to achieve a first-time win—it developed fuel pump trouble when leading two laps from the end—but Ferrari didn't have to wait long before Nuvolari gave his car its first laurels, at Forli. Now the new marque began to proliferate. The 125s became 159s and, early in 1948, Ferrari produced the 1992 cc 166. The stage was set for a Ferrari's first major international victory: Biondetti and Igor averaged 55.1 m.p.h. to win the 1948 Targa Florio in Sicily. That same year, Biondetti and Navone won the Mille Miglia—sparking off five further successive Mille Miglia victories for the new breed.

The Ferraris were now a force to be reckoned with—and they were soon to show their prowess beyond the Italian borders. In 1949, Luigi Chinetti and Lord Selsdon entered Le Mans in Ferrari's stylish Touring Barchetta. They won at an average of 82.2 mph—and few of the French crowd realised that the name Ferrari was to become so closely identified with the classic marathon. Or that this was only the first of *nine* Ferrari triumphs at Le Mans.

But the Ferrari was firmly established as a long-distance racer. Chinetti won the Spa 24-hour race and Biondetti scored a notable double—winning both the Mille Miglia and the Targa Florio in 1949. Briggs Cunningham, the America Cup star, earned a small place in history by taking the first Ferrari across the Atlantic. Ferrari's own sights were set firmly on closer horizons—the European Grand Prix scene. And the temptation to duel with his

erstwhile employers, Alfa-Romeo, was too strong to resist for long.

In 1948, Giuseppe Farina gained the first, Ferrari, Formula One victory, in a 1.5-litre, supercharged 125 Gran Premio. The race was at Garda, and the average speed 72.7 m.p.h. Alberto Ascari—son of the great Antonio—joined Ferrari in 1949 and gave the car further victories in the Swiss, Italian and Peron Grands Prix, whilst British crowds saw the new Italian cars win the International Trophy Race at Silverstone—with Ascari at the wheel again.

1950 saw the start of the World Championship, and Ferrari—who had not missed the potential of the unsupercharged French Talbots—decided to campaign with an unsupercharged engine himself. He recruited Lampredi to create a 60 degree V12 which would not only end Alfa-Romeo's Formula One supremacy—but would provide Ferrari with an engine eminently suitable for sports cars. It made its first appearance in 3.3-litre form in the 1950 Belgian Grand Prix—round four of the Championship. On the fast Spa circuit, Ascari was plagued with pit stops and he did well to finish fifth. But at least he finished ahead of team-mate, Villoresi, who was driving one of the supercharged Ferraris.

Nobody could make an impression on the Alfa-Romeos that year—but Ferrari's breakthrough was not far distant. In the British Grand Prix, at Silverstone on July 14th, 1951—Ferrari arrived with an engine giving some 380 b.h.p. José Froilan Gonzales grabbed the lead before the first lap was over. Fangio, his Argentinian superior, regained the lead for Alfa-Romeo after ten laps. But on lap 39, Gonzales powered by him again, and won the 263-mile battle at an average of 96.1 m.p.h. Alfa-Romeo's long, long reign was over. But, typically, Enzo Ferrari didn't join in the celebrations. He wrote mournfully in his diary: "I have killed my Mother".

And, true enough, Alfa-Romeo withdrew at the end of the season. They had only just

managed to keep the Championship—despite Ferrari wins in Germany and Italy. The World Championship organisers were desperate to prevent another team from monopolising the struggle in Alfa-style. So they plumped for Formula Two racing with a maximum engine size two-litres unsupercharged or 500 cc supercharged. It proved to be a recipe for Ferrari domination!

Ascari won the Championship twice in the tubular-framed Formula Two car, with a 1,985 cc twin-ohc, four-cylinder engine designed by Lampredi. And, between them, Taruffi, Ascari, Hawthorn and Farina won no fewer than 14 of the 15 title races held in 1952 and 1953.

But the Formula One scene was soon to be overshadowed by Ferrari's sports car successes. In 1950, Ferrari had introduced his 4.1-litre 340 sports car at the Paris Motor Show. It won the Mille Miglia just a few months later! It was succeeded by the 375MM which had a 340 b.h.p. 4.5-litre engine—and it soon developed a tremendous sporting record.

It was as well—for the 2½-litre Grand Prix formula introduced in 1954 saw a slump in Ferrari's single-seater fortunes. It was left to the sports cars to bring the spoils of victory back to Modena.

And soon they had a title to aim for, as well as the silverware! In 1953, the first World Sports Car Championship began—and the scene was set for an epic struggle between Jaguar, Aston Martin, Cunningham-Chrysler, Alfa-Romeo and, of course, Ferrari.

The Italian cars ignored the first ever Championship round—held at Sebring on 8th March 1953—but were more than ready for Round Two—the Mille Miglia.

The form-book was on Ferrari's side. They had won every one of the marathons since 1948. But 1953 was to be an epic battle. It ground into a tremendous duel between Fangio's Alfa-Romeo and the 4.1-litre Ferrari driven by the wealthy privateer, Giannini Marzotta.

The duelling lasted all the way to the Bologna run-in—and then a track-rod fault slowed Fangio. Ferrari had won the big classic for the sixth successive time and, far more important in hindsight, had gained their first World Championship points. At Le Mans, they had to give best to Jaguar, but Hawthorn and Farina won the Spa battle in a 4.5-litre Ferrari. Ascari teamed with Farina to win at the Nurburgring, and as Aston Martin and Lancia shared the honours in the remaining races, Ferrari won the first World Sports Car Championship with 30 points to Jaguar's 27.

It was to be the first of *eleven* such titles which would be borne triumphantly back to Modena. The scarlet cars became synonymous—even in the layman's world—with success, performance, chic and glamour right round the world. And it was an image accelerated by the élan of the competitors who scrambled into the exclusive cockpits.

Just look at the names of the men who have shared in the glory of Ferrari's 60 Championship wins. They read like an All-Time Greats' master catalogue: Marzotto, Hawthorn, Farina, Ascari, Trintignant, Gonzales, Maglioli, Castelletti, Valiente, Ibanez, Fangio, Collins, Phil Hill, Perdisa, Musso, Taruffi, Gendebien, Gurney, Daigh, Allison, Frère, von Trips, Surtees, Scarfiotti, Mairesse, Bandini, Scarlatti, Bianchi, Pedro Rodriguez, Parkes, Vaccarella, Guichet, Graham Hill, Bonnier, Gregory, Rindt, Amon, Giunti, Ickx, Peterson, Andretti, Schenken, Regazzoni, Redman, Munari and Merzario.

No wonder that when Emerson Fittipaldi was interviewed about his future ambitions—just minutes after winning his World Championship at Monza in 1972 he declared: "I would love to drive a Ferrari one day". It remains every driver's ambition to add their name to the illustrious list. Even in this mercenary age.

But the sports car world was to bring tragedy to the Ferrari camp as well as glory.

Alberto Ascari, Ferrari's first World Champion, died when testing a Ferrari sports car at Monza in 1955. And in 1957, it was a Ferrari—driven by the Marquis de Portago—which crashed into the crowd during the Mille Miglia. Nine spectators died, and it was to be the end of the great classic races on Italy's mainland roads. But the recriminations didn't die with the Mille Miglia. Enzo Ferrari faced legal wrangles for four bitter years until the real culprit—cats-eyes on the fatal bend—was exposed. Ferrari threatened to withdraw from motor sport altogether. Then, as in 1972, he was persuaded to continue. And the scarlet cars moved from strength to strength.

In 1958, Mike Hawthorn became the first Englishman to win the World Championship, in a Ferrari. Three years later, Phil Hill became the first American to earn the title, again, in a Ferrari. Hill's victory was the result of Enzo Ferrari's foresight. For once it was the British constructors who argued and protested too much when the powers-that-be declared a 1½-litre Formula for 1961.

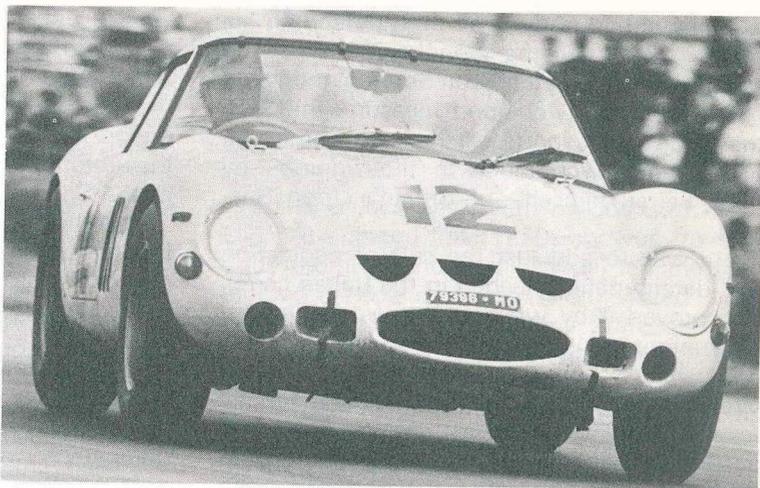
At Modena, Ferrari ignored the debates and busied themselves perfecting a new 65 degree V6 engine. By 1961, they were 120 degrees, and producing 190 b.h.p. and they only lost two Championship races all season. Sadly, tragedy haunted the honours, Taffy von Trips was killed at Monza in the Italian Grand Prix. But the 1961 title went to Phil Hill—the driver who had scored the last Championship triumph in a front-engined car, when he won the 1960 Italian Grand Prix for Ferrari. Hill was also to play an enormous role in Ferrari's Le Mans domination, winning three times, together with the great Belgian, Olivier Gendebien.

This perhaps is the real strength of Ferrari. Their drivers can show their skills in the two great forms of motor racing—Grand Prix *and* sports cars. And so often, when one side of the house has been in despondent disarray, the "other lot" have redoubled their efforts to dominate their particular field.

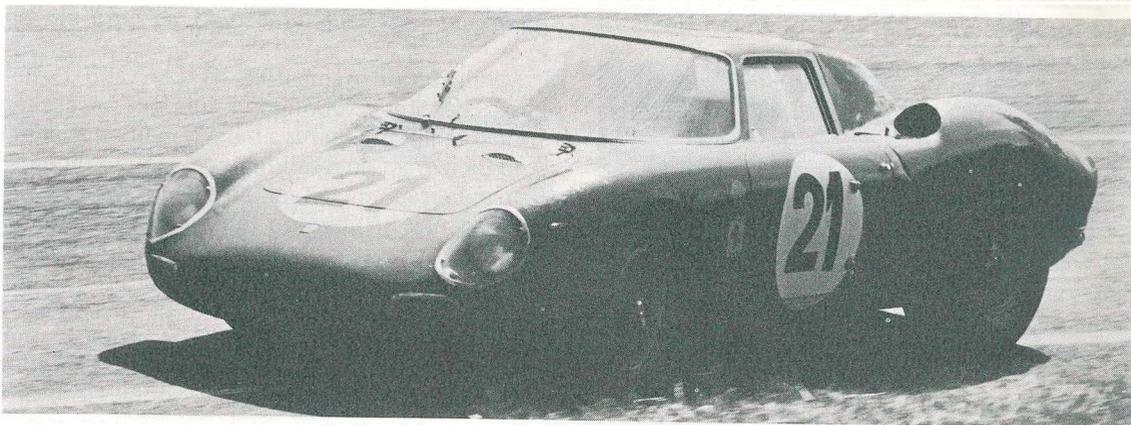
The Successful Sixties – The early part of the decade witnessed a complete domination of the sports car world by Ferrari

Right: Mike Parkes takes the Ferrari GTO into second place in the 1963 Tourist Trophy at Goodwood, and (below), Jochen Rindt cruises to his first big victory in the Ferrari 250LM at Le Mans 1965

Bottom: Second Best – Parkes and Scarfiotti were unable to stem the Ford onslaught at Le Mans in 1967, when they finished a valiant second in the P4



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Phil Hill had no luck at all in defending his title in 1962—but he won Le Mans for the second time and Ferrari won Sebring, the Targa and Nurburgring for good measure. In 1963, they won every sports car race but the Targa Florio, and owed much to the signing—by Enzo Ferrari himself—of Britain's John Surtees.

He was to add just the sort of dedication and determination needed in the Italian camp, and proved it by winning the World Drivers' Championship in 1964. Incredibly, no Ferrari driver has won it since. Although the Ferrari Grand Prix cars remain as irresistibly magnetic to the ardent enthusiast as always—and despite the services of drivers like Amon, Ickx, Regazzoni and Andretti—they haven't been able to cope with the Ford-powered fleets of British cars.

For the 1960s witnessed two major changes in the face of motor racing, the rise of commercialism and the amazing entry of the Ford Grand Prix engine. Both were to affect Ferrari enormously. He could have become the sole recipient of Ford favours. In 1964, anxious to enter European motor sport, they offered him a very generous deal. He says he regarded them as an invading horde—jabbering in English! And he rejected their overtures. His cars won the Sports Car Championship in 1964, 1965 and 1967. But after set-backs, Ford reaped full revenge. Using the know-how of Britain's John Wyer, they challenged Ferrari on his favourite pitch—Le Mans. And won four times in a row from 1966–1969.

Ironically enough, it was Ford of Britain who

introduced a new engine in 1967, the Ford Cosworth, that has since won 50 Grands Prix and proved more than a match for Ferrari. But the red cars bounced back. After weathering a period in the wilderness from 1968 to 1971, they returned in a blaze of glory to the heights of the Sports Car World in 1972.

It is this resilience that continually rekindles the fervour for Ferrari amongst the genuine supporters of the sport. The name of the game may change—but there is always the harsh presence of a Ferrari to remind one of the days when money and politics didn't matter quite so much.

In 1969, Ferrari accepted help from Fiat, the company for whom he had worked in Turin as a very young man in 1919. But the identity of Ferrari has been preserved as strongly as ever.

While proud names like B.R.M. and Lotus have become submerged under necessary sponsorship, the Ferraris have remained scarlet. And their chief decoration remains the Prancing Horse. Ferrari himself remains as active as ever. He watches his cars on ten television screens as they corner at his private £270,000 Fiorano circuit. He still picks his own drivers.

In a motor racing world that has almost changed beyond recognition, he remains one of life's constants. As individual, unpredictable and emotional as ever. And when the Gods are with him, he can still show the world a fierce set of exhausts. Ferrari's sports car domination was as ruthless in 1972 as his Grand Prix campaign of 1952. The Prancing Horse still packs a victory kick.

WORLD SPORTS CAR CHAMPIONSHIP 1972

Doug Nye

ROUND 1/BUENOS AIRES 1000 KILOMETRES January 9th

Ferrari returned to Buenos Aires after their tragic race there in 1971 and demonstrated the wisdom of their previous year's policy of proving the new flat-12 312P prototype. Ronnie Peterson and Tim Schenken won first time out for the team, averaging 108 m.p.h. and finishing nearly a lap ahead of the sister car driven by Regazzoni/Redman. Minor troubles prevented the third car of Ickx/Andretti making it a one-two-three success.

Autodelta's Alfa-Romeo team, running three new 33TT3 models with tubular chassis for the first time, suffered badly at Ferrari's hands. Stommelen led the first lap then lost seven while throttle cable problems were sorted out; Elford/Marko had an engine which was sick for the duration, and engine breakage sidelined the De Adamich/Galli car. Andrea took over the old Facetti/Alberti car to finish third, but six laps behind the Maranello cars.

Jo Bonnier's new team of Cosworth-Ford DFV V8-engined Lola T280s showed tremendous promise, and Reine Wisell led the race before his car's transmission wilted with Larrousse at the wheel. Chris Craft lost third place in his T280 when he was black-flagged leaving the pits, for failing to see a red light. Many of the two-litre cars showed amazing speed, notably the Merzario/Dini Abarth which lay fifth after 30 laps, but later retired with gearbox trouble.

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Wisell, who set fastest lap, in the Lola Ford



SHELL

RESULTS

	LAPS	DISTANCE	TIME/SPEED
1 R. Peterson/T. Schenken (3-0 Ferrari 312P)	168	621.37 miles	5hr 45 min 55.22sec 108.05 mph
2 C. Regazzoni/B. Redman (3-0 Ferrari 312P)	168		5hr 48 min 2.0 sec
3 C. Facetti/G. Alberti/A. de Adamich (3-0 Alfa-Romeo 33TT3)	162		
4 V. Elford/H. Marko (3-0 Alfa-Romeo 33TT3)	160		
5 J. Hine/J. Juncadella (1.8 Chevron-Cosworth FVC B19)	158		
6 J. Fernandez/J. de Bagration (3-0 Porsche 908/3)	157		
7 G. Larrousse/C. Craft/R. Wisell (3-0 Lola-Cosworth DFV T280)	156		
8 J. Bridges/N. Bosch (1.8 Chevron-Cosworth FVC B19)	156		
9 N. Vaccarella/C. Pairetti (3-0 Alfa-Romeo 33TT3)	153		
10 J. Ickx/M. Andretti (3-0 Ferrari 312P)	152		

Fastest lap: R. Wisell (3-0 Lola-Cosworth DFV T280) 1min 58.39sec 181.481kph 112.77 mph

Championship points: Ferrari 20 Alfa-Romeo 12 Chevron 8 Porsche 6 Lola 4

NB World Championship of Makes scores first to tenth place; 20 points for 1st; 15 for 2nd; 12 for 3rd; 10 for 4th; 8 for 5th; 6 for 6th; 4 for 7th; 3 for 8th; 2 for 9th; and 1 for 10th. But only the *first* car of each particular make scores. Best eight results of the 11 rounds qualified towards final standings.

ROUND 2/DAYTONA CONTINENTAL 6 HOURS February 6th

Since the highly-stressed three-litre cars were rather dubious prospects for a 24-hour race, 1972 marked the disappearance of the American, day-long round. It was replaced by a six-hour event. Ferrari scored their expected second successive victory but were lucky, for the winning car of Andretti/Ickx was on 11 cylinders for most of the race, and runners-up Schenken/Peterson had serious gearbox problems at the end.

The Ferraris soon lost the Alfa-Romeos from the rolling start, but Wisell in the Bonnier Lola had no intention of letting them get away. Schenken stopped early with a slipping clutch, while Regazzoni and Andretti vied for the lead, with Wisell, third, pursued by Peter Revson who was making his debut for Alfa-Romeo. Wisell forced the Lola into second place when Regazzoni had a puncture and spun, losing his rear body section, which hit the Lola. This incident left Andretti leading from three Alfas, while Ferrari eventually got their battered third car back into the race. Larrousse's Lola had failed on the start-line, and he took over from Wisell and handed over to Bonnier, who was at the wheel when the car finally died on him after 111 laps.

The Schenken/Peterson car led while Ickx/Andretti made their routine stops. Redman spun in what was by this time a very tatty third car, and with only 15 minutes remaining Schenken lost the lead with a puncture. The Alfa-Romeo challenge fizzled out when the Revson/Stommelen car blew-up. They had never challenged the Ferraris on equal terms, but one of the all-British Lolas had done so.

Two-litre challengers – the Chevrons of Mexican Freddie van Beuren and American Nick Craw lead a great gaggle of cars during the Daytona Continental 6 Hours



RESULTS

	LAPS	DISTANCE	TIME/SPEED
1 M. Andretti/J. Ickx (3-0 Ferrari 312P)	194	740-52 miles	6hr 1min 36-4sec 124-16 mph
2 T. Schenken/R. Peterson (3-0 Ferrari 312P)	192		
3 V. Elford/H. Marko (3-0 Alfa-Romeo 33TT3)	190		
4 C. Regazzoni/B. Redman (3-0 Ferrari 312P)	179		
5 A. de Adamich/N. Galli (3-0 Alfa-Romeo 33TT3)	175		
6 H. Kleinpeter/T. Waugh (1-8 Lola-Cosworth FVC T212)	166		
7 P. Gregg/H. Haywood (2-4 Porsche 911S)	166		
8 D. Heinz/B. Johnson (7-0 Chevrolet Corvette)	163		
9 R. McCaig/M. McCaig (1-8 Lola-Cosworth FVC T212)	161		
10 J. Locke/B. Bailey (2-4 Porsche 911S)	161		

Fastest lap: Not issued.

Championship points: Ferrari 40 Alfa-Romeo 24 Porsche 10 Lola 10 Chevron 8 Chevrolet 3

ROUND 3/SEBRING 12 HOURS

March 25th

Mario Andretti and Jacky Ickx did the good deed once more, starting from pole position and leading early on, before dropping back due to a puncture, a defective battery cable and a heavy oil leak. But they only lost ground to their two team-mates, and then not for long. The Regazzoni/Redman car caught fire while leading when a broken driveshaft flailed through the battery lead. The Peterson/Schenken car lost too much time with brake and fuel consumption problems and so the number one 312P went back into a clear lead and survived for 12 hours.

The Alfa-Romeos could not reproduce their previous Sebring form. Three retired with engine, clutch and burst-tyre troubles, Peter Revson was disqualified from the race for "arguing with the referee" (an S.C.C.A. marshal), and the sole surviving TT3 of Nino Vaccarella/Toine Hezemans limped to the finish after a traumatic race, punctuated by two collisions. The single Ecurie Bonnier Lola T280 for Bonnier/Wisell/Larrousse survived, despite continual shaking on the rough surface of the former airfield, and the wholly-Gulf Oil backed Mirage-Ford M6 retired with transmission failure after proving too new to be seriously competitive.

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Disqualified for "arguing with the referee" – the sad fate of Peter Revson in the 1972 Sebring 12 Hours



RESULTS

	LAPS	DISTANCE	TIME/SPEED
1 J. Ickx/M. Andretti (3-0 Ferrari 312P)	259	1,347 miles	12hr 4min 40-0sec 111-508 mph
2 R. Peterson/T. Schenken (3-0 Ferrari 312P)	257		
3 T. Hezemans/N. Vaccarella (3-0 Alfa-Romeo 33TT3)	233		
4 D. Heinz/B. Johnson (7-0 Chevrolet Corvette)	221		
5 P. Gregg/H. Haywood (2-4 Porsche 911S)	215		
6 J. Bonnier/R. Wisell/G. Larrousse (3-0 Lola-Cosworth DFV T280)	213		
7 M. Minter/R. Bartling/R. Pechman (2-0 Porsche 910)	213		
8 L. Chinetti Jnr./B. Grossman (4-0 Ferrari 365GTB4)	210		
9 D. Muniz/J. Luis (2-0 Porsche 914/6)	207		
10 V. Gimondo/W. Dingman (5-7 Chevrolet Camaro)	205		
Fastest lap: T. Schenken (3-0 Ferrari 312P) 2min 33-8sec 194-885 kph 121-717 mph			
Championship points: Ferrari 60 Alfa-Romeo 36 Porsche 18 Lola 16 Chevrolet 13 Chevron 8			

ROUND 4/BOAC 1000 KILOMETRES April 16th

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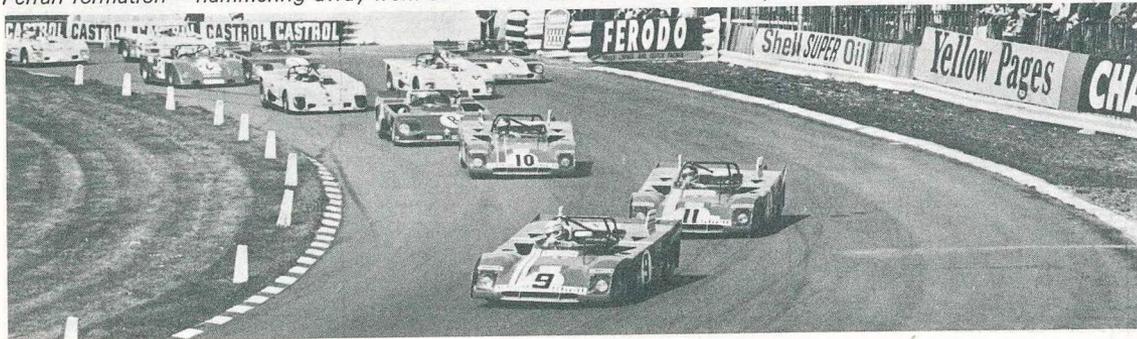
Ferrari scored their fourth one-two win in four Championship rounds at Brands Hatch in April. Peterson/Schenken finished second once again, a lap in arrears, and it was very nearly a three-car victory for Ferrari. Unfortunately the Regazzoni/Redman 312P dropped from second to fifth place in the closing stages with an electrical fault. The Alfa-Romeos still lacked the sheer speed of the Ferraris, while the Bonnier Lolos were competitive, but lacked both the Prancing Horse's reliability and organisation.

The new Gulf-Mirage qualified respectably for Derek Bell/Gijs van Lennep but lost places early in the race with overheating caused by a blocked radiator. Later, its electrics failed out

on the circuit and then the gear linkage broke, dropping the car too far behind to be classified. Chris Craft's Lola departed when the rear suspension broke and no parts were in the pits. Wisell actually led for a while as the Italian cars made their stops, but after poor Larrousse took over, the car made a series of stops and retired with more suspension trouble.

In the two-litre class, Merzario's new Osella Abarth was shatteringly fast, but its valve springs broke when the Italian missed a gear—leaving the class wide open. The Brian Robinson/Francois Migault Chevron B21 won on the road, placing a superb fifth overall, but the scrutineers found it 45lb underweight (despite the team having weighed their car *before* the race) and they were disqualified, leaving the class to the Guy Edwards/David Hobbs Lola T290.

Ferrari formation – hammering away from the start of the 1972 BOAC 1000, to another one-two victory



RESULTS

	LAPS	DISTANCE	TIME/SPEED
1 J. Ickx/M. Andretti (3-0 Ferrari 312P)	235	622.8 miles	5hr 55min 27.5sec 105.12 mph
2 R. Peterson/T. Schenken (3-0 Ferrari 312P)	234		
3 R. Stommelen/P. Revson (3-0 Alfa-Romeo 33TT3)	233		
4 V. Elford/A. de Adamich (3-0 Alfa-Romeo 33TT3)	231		
5 C. Regazzoni/B. Redman (3-0 Ferrari 312P)	220		
6 H. Marko/N. Galli (3-0 Alfa-Romeo 33TT3)	220		
7 G. Edwards/D. Hobbs (1.8 Lola-Cosworth FVC T290)	218		
8 J. Bamford/B. McInerney (1.8 Chevron-Cosworth FVC B19)	212		
9 O. Stuppacher/K. Rieder (3-0 Porsche 908/2)	201		
10 J. Gray/P. Gaydon (1.9 Chevron-Cosworth FVC B19)	199		

Fastest lap: J. Ickx, C. Regazzoni, R. Peterson (3-0 Ferrari 312Ps) 1min 27.4sec 175.66 kph 109.15 mph
Championship points: Ferrari 80 Alfa-Romeo 36 Porsche 18 Lola 16 Chevrolet 13 Chevron 8

ROUND 5/MONZA 1000 KILOMETRES April 25th

Alfa-Romeo decided to withdraw at the last moment—rather than suffer defeat by Ferrari, this time at home. However, had they entered, they could well have picked up a win, for there were only six cars running at the finish of a race run in the bitter cold, and endless pouring rain. The two Bonnier Lolas lasted just five and 16 laps respectively. The Wisell/Bonnier car exited with fuel-pump problems and Larrousse left the track in the car he shared with its new owner, Hughes de Fierlandt. Gravel and mud were sucked into the injection gear, and that was that!

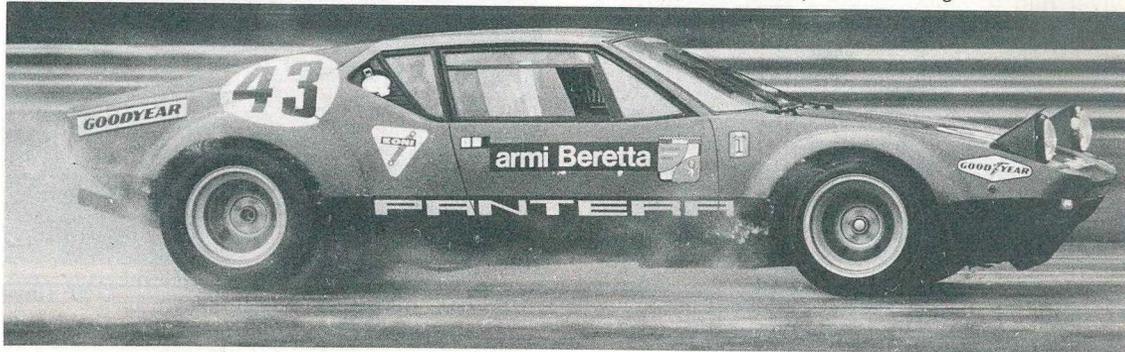
But Ferrari had problems too. They began on the reconnaissance lap, when Peterson

smashed his car's nose section at the Parabolica. The organisers delayed the start while a new one was fitted. Ickx led until a small electrical fire started and the damage had to be repaired and then, on lap 33, both Peterson and Redman spun at Vialone. The Swede's leading car needed another new nose and a change of tyres, while Redman's Ferrari was wrecked.

This left the private Porsche 908/3, very well driven by Reinhold Jost and unknown Gerhard Schuller, leading, while the crowd cheered wildly every time Regazzoni unlapped himself in Ickx's repaired car. Herbert Muller's De Tomaso Pantera actually led briefly but crashed, and Ickx repassed Jost on lap 83. It was all over, but Ferrari hadn't scored the grand-slam so confidently expected.

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The "Pooky" De Tomaso which did so well at Monza, slamming into action with power and elegance



RESULTS

	LAPS	DISTANCE	TIME/SPEED
1 J. Ickx/C. Regazzoni (3-0 Ferrari 312P)	174	624.8 miles	5hr 52min 5.6sec 105.942 mph
2 R. Jost/G. Schuller (3-0 Porsche 908/3)	170		
3 R. Peterson/T. Schenken (3-0 Ferrari 312P)	165		
4 P. Mattli/H. Bayard (2-0 Porsche 907)	153		
5 U. Locatelli/"Pal Joe" (5-7 De Tomaso Pantera-Ford)	147		
6 E. Tondelli/M. Formento (1-8 Chevron-Cosworth FVA B19)	129		
*7 M. Casoni/"Pooky" (5-7 De Tomaso Pantera-Ford)	122		

* Not running at finish

Fastest lap: R. Peterson (3-0 Ferrari 312P) 1min 46.1sec 195.098 kph 121.228 mph

Championship points: Ferrari 100 Alfa-Romeo 48 Porsche 35 Lola 20 Chevron 17 Chevrolet 13 De Tomaso-Ford 8

**ROUND 6/SPA FRANCORCHAMPS
1000 KILOMETRES
May 7th**

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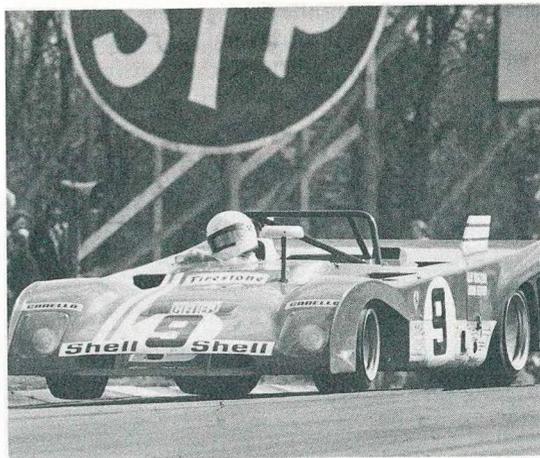
Alfa-Romeo defected yet again, but the Lolas did their best—and failed—while the Gulf-Mirage returned to the fray, and finished. But Spa saw Ferrari's fifth one-two victory of the season, the only change being that Brian Redman and Arturo Merzario were the drivers. Poor Merzario was completely overshadowed by Redman's fast-circuit prowess as the Lancastrian scored his fifth Spa 1000Km win.

Spasmodic rain showers made the daunting super-fast Spa circuit even more demanding, and despite Ferrari holding the first three places for much of the distance, it was still an exciting motor race. Ickx led away from Redman and Schenken, but a chunking tyre slowed the first car as Redman did a double stint and pulled away from Regazzoni. Then the Burnley driver had to stand in the pits and watch his lead crumble as Merzario took over in mid-race. Ickx gained a lap on the diminutive Italian newcomer to the team, but after their final stops Regazzoni came into the pits with a blown rear tyre, body and oil tank damage. Peterson crashed at Les Combes, in sudden rain, and so Redman eased his way to the finish, one lap up on his team leader.

The single, De Fierlandt-entered Lola ran

as high as third ahead of Schenken in Larrousse's hands, but collected a flying stone later in the race which split the brake master cylinder which then had to be welded. The Hine/Bridges Chevron ran like a train into third place, while the Gulf-Mirage disappointed, running fourth but never challenging the Ferraris as had the Lola. It was delayed by a deranged throttle linkage and later by a wet and misfiring engine. It was an enjoyable race, but these results were getting monotonous. Would the Targa break Ferrari's run?

Champion of Spa for the fifth time – Brian Redman, whose fast-circuit prowess defied all his rivals



RESULTS

	LAPS	DISTANCE	TIME/SPEED
1 B. Redman/A. Merzario (3-0 Ferrari 312P)	71	622 miles	4hr 17min 19.1sec 145.046 mph
2 J. Ickx/C. Regazzoni (3-0 Ferrari 312P)	70		
3 J. Hine/J. Bridges (1-9 Chevron-Cosworth FVC B21)	65		
4 D. Bell/G. van Lennep (3-0 Gulf-Mirage-Cosworth DFV M6)	64		
5 G. Larrousse/H. de Fierlandt (3-0 Lola-Cosworth DFV T280)	64		
6 P. Humble/N. May (1-8 Chevron-Cosworth FVC B21)	60		
7 J-M. Jacquemin/Y. Deprez (5-7 De Tomaso Pantera-Ford)	59		
8 E. Kremer/J. Fitzpatrick (2-5 Porsche 911S)	59		
9 T. Twaites/B. McLnerney (1-8 Chevron-Cosworth FVC B19)	59		
10 H. Muller/G. Chasseuil (5-7 De Tomaso Pantera-Ford)	58		

Fastest lap: J. Ickx (3-0 Ferrari 312P) .3 min 20.7sec 252.914 kph 157.154 mph

Championship points: Ferrari 120 Alfa-Romeo 48 Porsche 38 Chevron 29 Lola 28 Chevrolet 13 De Tomaso-Ford 12 Gulf-Mirage 10

ROUND 7/TARGA FLORIO, SICILY May 21st

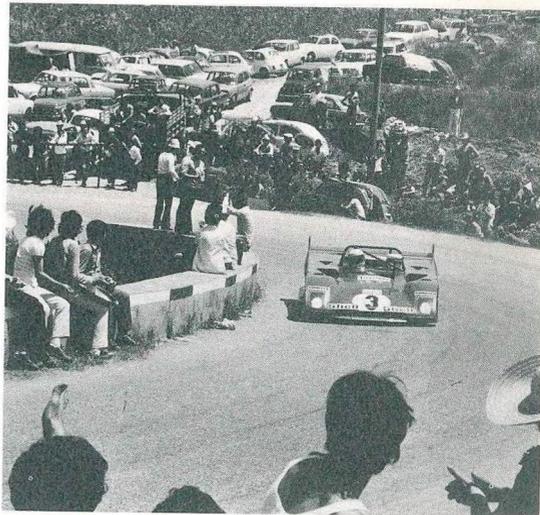
Ferrari made a late decision to attend the Targa and even then sent only a skeleton crew with a single car for Merzario and Lancia rallyman, Sandro Munari. Few observers thought they had much chance against a quartet of Alfa-Romeos, and Alfa-Romeo certainly thought they had a good chance of cracking Maranello's stranglehold on the Championship. But these five cars were the only three-litre prototypes in the entry.

Ferrari's was a 'wise policy, for if they lost, it would have taken four Alfa-Romeos and star drivers to beat them, and if they won—in the absence of their star drivers and against hefty opposition—nobody could say it was "just another" Ferrari win.

Vic Elford was first away in his Alfa-Romeo, which blew-up on the opening lap, and on lap two Merzario built up a huge lead over Vaccarella. In the absence of team manager Peter Schetty, Merzario's pit-stop was painfully shambolic, and he lost nearly all his lead as Munari rejoined. But as Stommelen took over Vaccarella's Alfa, a valve-spring broke, so the odds were now two-to-one. Marko was running very quickly in the lead, in close company with Hezemans and Munari on the road. Munari mistook a pit signal intended for

Hezemans and came in a lap early much to Merzario's surprise, who took over more than a minute behind the Galli/Marko Alfa. Hezemans hit a rock and broke a wheel, which put him out of contention, and in the final stages the race was between Merzario and Marko. Galli had spun the Alfa avoiding a spinning Fulvia, stalled and lost two minutes restarting. Marko drove his heart out but couldn't catch the raucous Ferrari, which won by 16.9 seconds after 491 hard miles racing. Ferrari had clinched the Championship!

1972 Targa Florio victor, the Ferrari of Merzario/Munari



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RESULTS

	LAPS	DISTANCE	TIME/SPEED
1 A. Merzario/S. Munari (3-0 Ferrari 312P)	11	491.21 miles	6hr 27min 48.0sec 76.095 mph
2 N. Galli/H. Marko (3-0 Alfa-Romeo 33TT3)	11		6hr 28min 4.9sec
3 A. de Adamich/T. Hezemans (3-0 Alfa-Romeo 33TT3)	11		6hr 46min 12.2sec
4 A. Zadra/E. Pasolini (1-8 Lola-Cosworth FVC T290)	10		
5 P. Pica/G. Gottifredi (2-0 Porsche 911S)	10		
6 G. Stekkonig/"Von Huschke" (2.5 Porsche 911S)	9		
7 B. Virgilio/L. Taramazzo (2-0 Abarth-Osella)	9		
8 M. Zanetti/U. Locatelli (1-3 Lola-Alfa-Romeo T212)	9		
9 D. Schmid/P. Floridia (2-0 Porsche 914/6)	9		
10 J. Barth/M. Keyser (2.5 Porsche 911S)	9		

Fastest lap: H. Marko (3-0 Alfa-Romeo 33TT3) 33min 41.0sec 128.253 kph 79.693 mph

Championship points: Ferrari 140 Alfa-Romeo 63 Porsche 46 Lola 38 Chevron 29 Chevrolet 13 De Tomaso-Ford 12 Gulf-Mirage 10 Abarth 4

ROUND 8/A.D.A.C. NURBURGRING 1000 KILOMETRES May 28th

Derek Bell actually led the whole Ferrari team for two laps of the Nurburgring, and after Gijs van Lennep kept the car in contention, Bell looked settled in second place until the Cosworth-Ford engine blew-up with two laps remaining. Bell had blasted past both Brian Redman and Tim Schenken in their Ferraris and closed rapidly on Regazzoni's leading car, until the Swiss crashed his 312P at Hohe Acht. A sticky fourth gear plus Bell's car sickness slowed the Mirage's progress and Merzario (sharing Redman's car) looked ready to take second place when the V8 engine blew. It had done enough to retain fourth place in the final results, behind the winning Peterson/Schenken Ferrari—their second success of the year.

Alfa-Romeo suffered yet again and were outpaced, despite a wet track in the opening stages which should have negated Ferrari's power advantage. The Red Rose Racing/Tergal Chevron B21 of John Hine/John Bridges performed splendidly once again to take fifth place, while Larrousse/Bonnier appeared in a two-litre Lola T290 and were placed sixth.

It was an interesting race, but neither the promising Gulf-Mirage nor Ferrari were going to Le Mans. Could the dubious Alfas defy the one-shot might of Matra—or could the three-litre Lolas spring a surprise? Clouds of speculation hung over the next round.

The swift Swede, Ronnie Peterson, heading for his second success of the year for Ferrari, at the Nurburgring 1000 Kilometres



RESULTS	LAPS	DISTANCE	TIME/SPEED
1 R. Peterson/T. Schenken (3·0 Ferrari 312P)	44	624·4 miles	6hr 1min 40·2sec 103·587 mph
2 A. Merzario/B. Redman (3·0 Ferrari 312P)	44		6hr 6min 9·9sec
3 A. de Adamich/H. Marko (3·0 Alfa-Romeo 33TT3)	43		
*4 D. Bell/G. van Lennep (3·0 Gulf-Mirage-Cosworth DFV M6)	42		
5 J. Hine/J. Bridges (1·9 Chevron-Cosworth FVC B21)	41		
6 G. Larrousse/J. Bonnier (1·8 Lola-Cosworth FVC T290)	39		
7 D. Glemser/J. Mass (2·9 Ford Capri RS)	38		
8 A. Soler-Roig/H. Stuck (2·9 Ford Capri RS)	38		
9 J. Fitzpatrick/E. Kremer (2·5 Porsche 911S)	38		
10 G. Stekkonig/D. Schmid (2·5 Porsche 911S)	37		

* Not running at finish

Fastest lap: R. Stommelen (3·0 Alfa-Romeo 33TT3) 7min 42·2sec 177·9 kph 79·693 mph

Championship points: Ferrari 160 Alfa-Romeo 75 Porsche 48 Lola 44 Chevron 37 Gulf-Mirage 20 Chevrolet 13 De Tomaso-Ford 12 Abarth 4 Ford 4

ROUND 9/LE MANS 24 HOURS

June 10th-11th

The famous Sarthe Classic was distinguished by the absence of the strong Ferrari fleet—and a “win or bust” gamble by the French Matra firm. They had ruthlessly avoided every other race in an unparalleled bid to win the one that mattered to the French. Their investment in their Matra 670 development and test programme was astronomic.

And the French crowd had no doubts. They rolled up in their hundreds of thousands; saw President Pompidou himself give the official, national blessing to the tense equipe, and settled back to await the first French victory for 22 barren years. During the first hour or so the Matra machine was jolted by two main incidents. On the second lap, their hero Beltoise came past in third place, then clattered to a halt with a snapped con-rod. Just minutes later, Jo Bonnier grabbed the lead in his Lola—and there was a stunned silence.

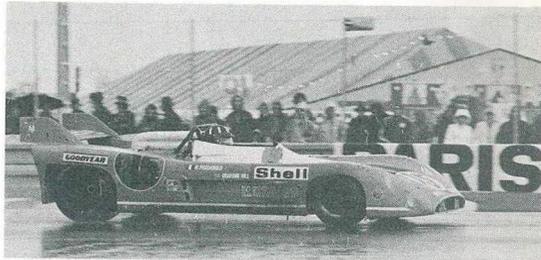
But Cevert/Ganley and Graham Hill/Pescarolo soon restored the balance. They took it in turn to lead as the night wore on—despite some superb challenging by the Lolas. But at breakfast time the occasion was soured by tragedy. Jo Bonnier, President of the G.P.D.A. and the man who had dedicated himself to motor racing safety, was killed in

a collision, approaching Indianapolis corner. But the race went on—as always. Alfa-Romeo's challenge ended when clutch trouble delayed the De Adamich/Vaccarella car and the Stommelen/Galli mount retired with engine failure. Britain's lonely debutante, the one-off Duckhams-Ford lost a certain fifth place when Chris Craft slid off in the rain. The high hopes of a Cevert/Ganley victory were literally shattered when Ganley was charged in the tail by Marie-Claude Beaumont's Corvette.

But nothing could stop the progress of Hill and Pescarolo. They led the repaired Cevert/Ganley car home to a crushing one-two victory at an average of 121.45 m.p.h.

The French had seen a promise fulfilled, and the large British contingent had seen Graham Hill score his greatest personal triumph since his US accident, a triumph saddened by the death of an old acquaintance.

Unmistakable – winner Graham Hill, in the Matra



RESULTS

	LAPS	DISTANCE	TIME/SPEED
1 G. Hill/H. Pescarolo (3·0 Matra-Simca MS670)	343	2,915·064 mls	121·45 mph
2 F. Cevert/H. Ganley (3·0 Matra-Simca MS670)	333		
3 R. Jost/M. Weber/M. Casoni (3·0 Porsche 908 coupe)	324		
4 A. de Adamich/N. Vaccarella (3·0 Alfa-Romeo 33TT3)	306		
5 C. Ballot-Lena/J.-C. Andruet (4·4 Ferrari 365GTB4)	305		
6 S. Posey/T. Adamowicz (4·4 Ferrari 365GTB4)	303		
7 M. Parkes/J.-L. Lafosse (4·4 Ferrari 365GTB4)	301		
8 D. Bell/T. Pilette (4·4 Ferrari 365GTB4)	301		
9 C. Buchet/J.-P. Jarier (4·4 Ferrari 365GTB4)	296		
10 G. Birrell/C. Bourgoignie (2·9 Ford Capri RS)	291		

Fastest lap: G. van Lennep (3·0 Lola-Cosworth DFV T280) 3min 46·9sec 216·413 kph 134·473 mph
 Championship points: Ferrari 160* Alfa-Romeo 85 Porsche 58* Lola 44 Chevron 37 Gulf-Mirage 20 Matra 20
 Chevrolet 13 De Tomaso-Ford 12 Ford 5 Abarth 4

* Best eight performances

ROUND 10/OSTERREICHRING 1000 KILOMETRES June 25th

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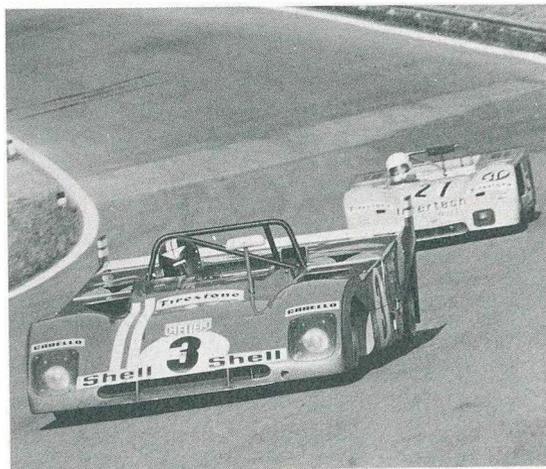
Ferrari arrived in force at the Osterreichring, having added Helmut Marko and Carlos Pace to their strength, and giving Sandro Munari a rare circuit race. Gulf-Mirage ran a second car in practice for Tony Adamowicz to acclimatise himself in preparation for the Watkins Glen race, and with Alfa-Romeo and Matra staying away, a single Ecurie Bonnier Lola T280 completed the top-flight entry.

Both Bell and Larrousse muffed their grid starts, and the whole Ferrari team screamed off in line astern until Derek Bell in the Mirage caught Merzario (whose new fuel injection unit was not injecting as well as his teammates') and stole fourth place. Larrousse stopped with a sticking throttle after only four laps but was side-lined by ignition failure and, just as Bell looked like taking third place from a lagging Schenken, his Cosworth engine lost power and finally expired.

All the Ferrari phalanx had to do now was cruise to the finish, but the race developed into a battle between Ickx/Redman and newcomers Marko/Pace, who led briefly on two occasions, but the number one pair drew slowly away. The Peterson/Schenken 312P was

slowed near the finish with a slipping clutch and Stommelen/Hezemans' in the B.M.W.-engined Chevron nearly caught the fourth Ferrari, only to have its starter motor hang-up in its last pit-stop and so preserve Ferrari's invincibility.

Up-and-coming Formula One driver, Carlos Pace, enlisted in the Ferrari ranks at the Osterreichring in harness with Helmut Marko, and finished a highly creditable second to his team leaders



RESULTS

	LAPS	DISTANCE	TIME/SPEED
1 J. Ickx/B. Redman (3-0 Ferrari 312P)	170	624.2 miles	4hr 58min 46.28 sec 125.47 mph
2 H. Marko/C. Pace (3-0 Ferrari 312P)	169		
3 R. Peterson/T. Schenken (3-0 Ferrari 312P)	166		
4 A. Merzario/S. Munari (3-0 Ferrari 312P)	164		
5 R. Stommelen/T. Hezemans (2-0 Chevron-BMW B21)	164		
6 J. Juncadella/J. Bridges (1-9 Chevron-Cosworth FVC B19)	158		
7 J-L. Lafosse/H. de Fierlandt (1-8 Lola-Cosworth FVC T290)	154		
8 C. Sweitlick/C. Salles (1-8 Lola-Cosworth FVC T290)	154		
9 T. Twaites/B. McInerney (1-8 Lola-Cosworth FVC B19)	153		
10 G. Stekkonig/B. Waldegaard (2-7 Porsche 911 Special)	142		

Fastest lap: J. Ickx (3-0 Ferrari 312P) 1min 41.88sec 208.83 kph 129.761 mph

Championship points: Ferrari 160* Alfa-Romeo 85 Porsche 58* Lola 48 Chevron 45 Gulf-Mirage 20 Matra 20 Chevrolet 13 De Tomaso-Ford 12 Ford 5 Abarth 4

* Best eight performances

ROUND 11/WATKINS GLEN 6 HOURS July 22nd

Ferrari made it a 100 per cent success record in the races they entered during 1972 by scoring yet another one-two win at the Glen, Andretti and Ickx scoring a hat-trick of victories in all three American rounds of the Championship. Peterson/Schenken led for much of the time while the team manager let the drivers run their own race. Then Andretti stole first place during their last pit stop and built up sufficient lead not to lose contact in his final stop to return the car to Ickx. The Belgian closed by one second a lap on Peterson, both drivers right on the limit and hurling their cars round while Schenken and Andretti sweated it out in the pits. Ickx set the

fastest lap, took the lead, lost it as he dropped a wheel off the track, then retook it as Peterson went sideways, and both drivers eased off to the finish.

The third Ferrari of Redman/Merzario broke its engine—a most unusual occurrence this season—and the two Gulf-Mirages challenged hard until fading brakes brought them into the pits. The Van Lennep/Adamowicz Mirage retired when a gearbox failure was triggered by the brake troubles, while Bell/Pace limped on despite sticking throttles and a pits fire to finish a tardy third, 14 laps down. The Wisell/Larrousse Lola was put out by a back-marker very early, and the "De Cadanet", nee Duckhams-Ford, had engine failure before doing anything notable.

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Derek Bell's Gulf-Mirage which scored its best finish of the season at Watkins Glen



RESULTS

	LAPS	DISTANCE	TIME/SPEED
1 J. Ickx/M. Andretti (3-0 Ferrari 312P)	195	658-515 miles	109-39 mph
2 R. Peterson/T. Schenken (3-0 Ferrari 312P)	195		
3 D. Bell/C. Pace (3-0 Gulf-Mirage-Cosworth DFV M6)	181		
4 T. Dean/B. Brown (3-0 Porsche 908)	171		
5 R. Jost/M. Casoni (3-0 Porsche 908/3)	166		
6 J-P. Jarier/G. Young (4-4 Ferrari 365GTB4)	156		
7 M. Keyser/B. Beasley (2-5 Porsche 911S)	155		
8 D. Helmick/J.O'Stean (2-5 Porsche 911S)	153		
9 D. Shierson/B. Barber (1-8 Chevron-Cosworth FVC B19)	144		
10 F. Kepler/J. Orr (7-0 Chevrolet Corvette)	142		

Fastest lap: J. Ickx (3-0 Ferrari 312P) 1min 97.204sec 182.511 kph 113.407 mph

Championship points: Ferrari 160* Alfa-Romeo 85 Porsche 66* Lola 48 Chevron 47 Gulf-Mirage 32 Matra 20 Chevrolet 13 De Tomaso-Ford 12 Ford 5 Abarth 4

* Best eight performances

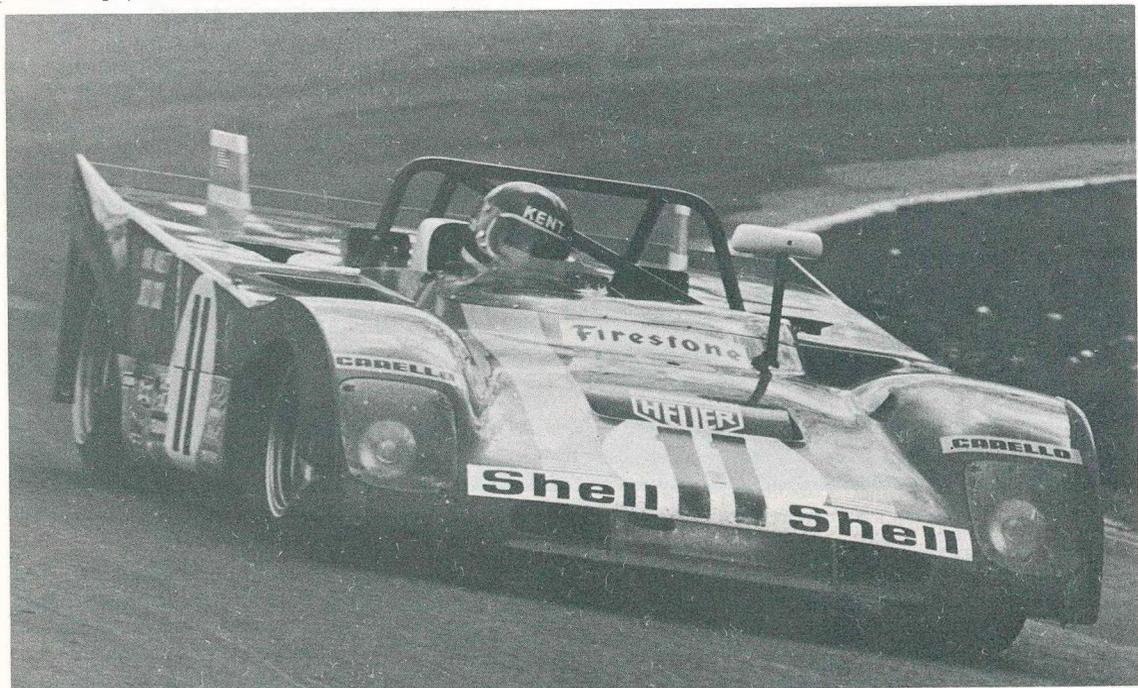
THE WORLD SPORTS CAR CHAMPIONSHIP 1972

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There is, of course, no official World Sports Car Championship for drivers. One problem is the constant changing of driver-pairings. But Doug Nye has neatly solved the problem by using Formula One-type scoring (9-6-4-3-2-1) for drivers finishing in the first six in each of the eleven qualifying rounds and awarding points to both drivers in each car.

If the powers-that-be had adopted the same system in 1972—this is how the final table would have looked for the top 32 drivers who scored four or more points.

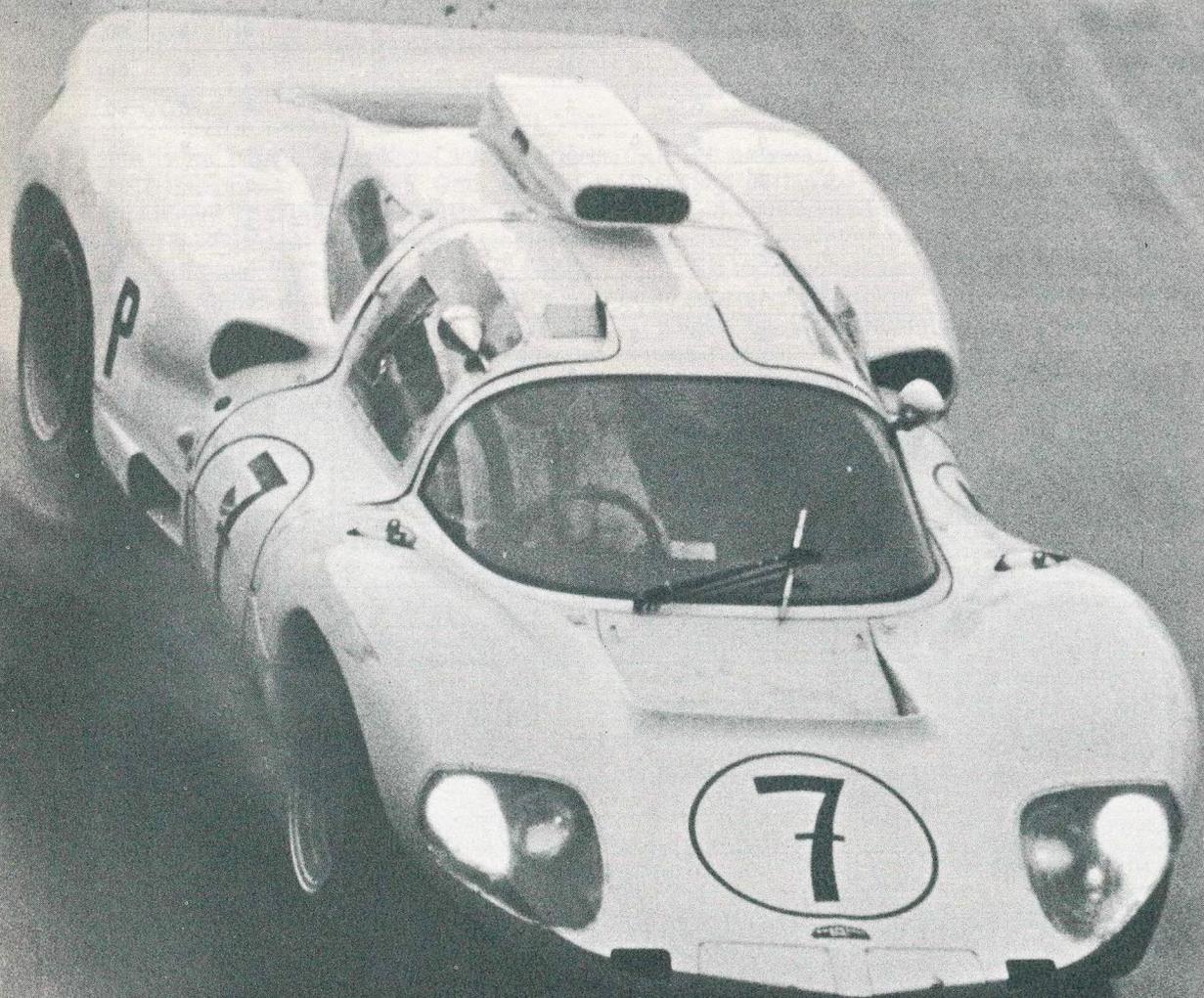
The top seven drivers all drove Ferraris solely to score their points' totals, while Marko gained his Osterreichring points in a Ferrari and the rest for Alfa-Romeo.



Sports Car Supremo—another year of mixed fortunes for Jacky Ickx. Unlucky not to win three Grands Prix, he reaped ample revenge in the World Sports Car Championship, winning no fewer than six races.

KEY: BA = Buenos Aires 1,000 Kilometres DA = Daytona Continental 6-Hours SE = Sebring 12-Hours
 BH = BOAC 1,000 Kilometres MO = Monza 1,000 Kilometres SP = Francorchamps 1,000 Kilometres
 TA = Targa Florio NU = Nurburgring 1,000 Kilometres LM = Le Mans
 OS = Osterreichring 1,000 Kilometres WG = Watkins Glen 6-Hours.

	BA	DA	SE	BH	MO	SP	TA	NU	LM	OS	WG	TOTAL
JACKY ICKX	-	9	9	9	9	6	-	-	-	9	9	60
RONNIE PETERSON	9	6	6	6	4	-	-	9	-	4	6	50
TIM SCHENKEN	9	6	6	6	4	-	-	9	-	4	6	50
MARIO ANDRETTI	-	9	9	9	-	-	-	-	-	-	9	36
BRIAN REDMAN	6	3	-	2	-	9	-	6	-	9	-	35
ARTURO MERZARIO	-	-	-	-	-	9	9	6	-	3	-	27
CLAY REGAZZONI	6	3	-	2	9	6	-	-	-	-	-	26
HELMUT MARKO	3	4	-	1	-	-	6	4	-	6	-	24
ANDREA DE ADAMICH	4	2	-	3	-	-	4	4	3	-	-	20
REINHOLD JOST	-	-	-	-	6	-	-	-	4	-	2	12
SANDRO MUNARI	-	-	-	-	-	-	9	-	-	3	-	12
DEREK BELL	-	-	-	-	-	3	-	3	-	-	4	10
VIC ELFORD	3	4	-	3	-	-	-	-	-	-	-	10
TOINE HEZEMANS	-	-	4	-	-	-	4	-	-	2	-	10
CARLOS PACE	-	-	-	-	-	-	-	-	-	6	4	10
NANNI GALLI	-	2	-	1	-	-	6	-	-	-	-	9
GRAHAM HILL	-	-	-	-	-	-	-	-	9	-	-	9
HENRI PESCAROLO	-	-	-	-	-	-	-	-	9	-	-	9
JOHN HINE	2	-	-	-	-	4	-	2	-	-	-	8
JOHN BRIDGES	-	-	-	-	-	4	-	2	-	1	-	7
NINO VACCARELLA	-	-	4	-	-	-	-	-	3	-	-	7
MARIO CASONI	-	-	-	-	-	-	-	-	4	-	2	6
FRANCOIS CEVERT	-	-	-	-	-	-	-	-	6	-	-	6
HOWDEN GANLEY	-	-	-	-	-	-	-	-	6	-	-	6
GIJS van LENNEP	-	-	-	-	-	3	-	3	-	-	-	6
GERHARD SCHULLER	-	-	-	-	6	-	-	-	-	-	-	6
ROLF STOMMELEN	-	-	-	4	-	-	-	-	-	2	-	6
GERARD LARROUSSE	-	-	1	-	-	2	-	1	-	-	-	4
GIOVANNI ALBERTI	4	-	-	-	-	-	-	-	-	-	-	4
CARLO FACETTI	4	-	-	-	-	-	-	-	-	-	-	4
PETER REVSON	-	-	-	4	-	-	-	-	-	-	-	4
MICHEL WEBER	-	-	-	-	-	-	-	-	4	-	-	4



Automatically Successful – Phil Hill in the all-American Chaparral in which he and Jo Bonnier won the 1966 Nurburgring 1000 Kms – the first major European victory for a car fitted with automatic transmission

THE WORLD SPORTS CAR CHAMPIONSHIP 1953-1971

Doug Nye

1953

ROUND 1/SEBRING 12-HOURS, U.S.A., 8th March

The Floridan airfield circuit saw the first-ever World Sports Car Championship race produce a home win for Briggs Cunningham's 5-4 Cunningham-Chrysler driven by Phil Walters/John Fitch. Only Aston Martin bothered to send a team across the Atlantic, and the Reg Parnell/George Abecassis car finished second, after the sister car of Peter Collins/Geoff Duke had been put off the road by a back-marker while leading. Private C-Type Jaguars were placed both third and fourth in American hands, and a notable French showing allotted the Index of Performance award to René Bonnet's tiny 750 cc DB-Panhard. An ingenious "OK" signal enlivened the night, when Randy Pearsall rolled his Jaguar, and fired a red flare to show his pit he wasn't hurt!

RESULTS

1st	Fitch/Walters	898.5 miles	74.9mph
	5-4 Cunningham C4	(173 laps)	
2nd	Parnell/Abecassis		
	2-9 Aston Martin DB3	172 laps	
3rd	Johnston/Wilder		
	3-4 Jaguar C	162 laps	
Fastest lap: Not issued			

ROUND 2/MILLE MIGLIA, ITALY Brescia-Rome-Brescia loop, 26th April 939.5 miles

The classic public-road race round Italy turned into a terrific battle between Juan-Manuel Fangio's 3-6 Alfa-Romeo and wealthy privateer Giannino Marzotto's 4-1 Ferrari. When the Alfa broke a track rod mount on the run-in to Bologna, Marzotto screamed ahead to win for the home team. Everybody who was anybody ran in this race, and Bonetto's new

Lancia was third ahead of the American Tom Cole's Ferrari and Parnell's Aston. The DB3 had a hectic race after the throttle cable had broken, and Reg had jammed the throttle wide open, slowing on the ignition switch!

RESULTS

1st	Marzotto/Crosara		
	4-1 Ferrari	10hr 37min 19sec	88.5mph
2nd	Fangio/Sala		
	3-6 Alfa-Romeo DV coupe	10hr 49min 3sec	
3rd	Bonetto/Peruzzi		
	2-9 Lancia D23 coupe	11hr 7min 40sec	
Fastest lap: Not applied			

ROUND 3/LE MANS 24-HOURS, Sarthe, France, 13th-14th June

The 3-4-litre Jaguar C-Types with their sophisticated disc brakes glowing cherry-red through the night, outlasted the Ferraris and Lancias to score their second victory in the classic French race. The 4-5 Ferrari coupe of Villoresi/Ascari posed a strong challenge, but after leading briefly it retired with clutch failure after 19 hours.

RESULTS

1st	Rolt/Hamilton		
	3-4 Jaguar C	2,539.7 miles	105.85mph
2nd	Moss/Walker		
	3-4 Jaguar C	2,511.2 miles	
3rd	Walters/Fitch		
	5-4 Cunningham C4	2,498.2 miles	
Fastest lap: Ascari (4-5 Ferrari) 4min 27.4sec, 112.85mph			

ROUND 4/SPA 24-HOURS, Francorchamps, Belgium, 25th-26th July

Works Aston Martins and Jaguars were absent from the Belgian race, but Ecurie Ecosse took their full team of private Jaguars and Ferrari ran a full team. Only one of the Italian cars

survived, very sick, to win in the hands of Hawthorn/Farina, with an Ecosse C-Type second, and a Dutch private Jaguar third. Fangio ran a works Alfa-Romeo but retired.

RESULTS

1st Hawthorn/Farina	2,275.4 miles	94.9mph
4.5 Ferrari	(260 laps)	
2nd Scott-Douglas/Gale		
3-4 Jaguar C	242 laps	
3rd Roosdorp/Ulmen		
3-4 Jaguar C	231 laps	
Fastest lap: Farina 4min 44sec, 110.98mph		

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ROUND 5/A.D.A.C. NURBURGRING 1000 KILOMETRES,

Eifel, W. Germany, 30th August

44 laps of 14.2-mile circuit—627 miles

The first Nurburgring 1000Km race celebrated the new Championship's foundation. Lancia ran a five-car team and led, until they all sensationally retired. Ascari/Farina were left with an easy win in an open 4.5 Ferrari, with Ecurie Ecosse Jaguars second and sixth.

RESULTS

1st Ascari/Farina		
4.5 Ferrari	8hr 20min 44sec	74.7mph
2nd Stewart/Salvadori		
3-4 Jaguar C	8hr 35min 44sec	
3rd Bechem/Helfrich		
1.5 Borgward	8hr 40min 3sec	
Fastest lap: Manzon (Lancia) 10min 23sec, 82 mph		

ROUND 6/RAC TOURIST TROPHY, Dundrod, N. Ireland, 5th September

111 laps of 7.3-mile circuit—810.3 miles

With a decimated entry, the British Championship round in Ulster got off to a late start following early-morning mist. In drizzling rain it was a good race despite the confusing handicap system. Jaguar and Aston Martin ran hard to overcome their handicap, but gearbox trouble struck the Coventry cars, leaving the Astons to win. Moss waited by the finish line to crawl across in fourth place, winning his class and three Championship points to put Jaguar ahead of Ferrari in the table.

RESULTS

*1st Collins/Griffith		
2.9 Aston Martin	9hr 37min 12sec	81.7mph
2nd Parnell/Thompson		
2.9 Aston Martin	9hr 40min 35sec	
3rd Wharton/Robb		
2.0 Frazer-Nash	110 laps	
Fastest lap: Walker (3.4 Jaguar C) 5min 1sec, 87.5mph		
* Handicap race		

ROUND 7/CARRERA PANAMERICANA, Mexico, 19th-23rd November

Tuxtla-Gutierrez to Ciudad Juarez—1,933 miles

This great five-day, eight-stage road race was marred by the death of Lancia's Felice Bonetto, but the Torinese cars came home first, second and third. Maglioli switched Ferraris to take sixth place, but Mancini's fourth place in his private Ferrari clinched the Championship for Maranello.

RESULTS

1st Fangio/Bronzoni		
3.3 Lancia	18hr 11min	105.7mph*
2nd Taruffi/Maggio		
3.3 Lancia	18hr 18min 51sec	
3rd Castellotti/Luoni		
3.3 Lancia	18hr 24min 52sec	

Fastest lap: Not applied

* Aggregate time and average speed over eight race stages

World Sports Car Championship—1953

1st Ferrari	30 points
2nd Jaguar	27 points
3rd Aston Martin	16 points

1954

ROUND 1/ARGENTINE 1000 KILOMETRES,

Buenos Aires Autodrome, 24th January

Ferrari dominated the opening round of the second Championship, but while Farina/Maglioli won, three other Ferraris eliminated themselves in a furious struggle for second place. Yet another Maranello machine took the place, driven by Schell/de Portago, and the works Aston Martin's third place looked a little lame

in comparison. There were no works Jaguars, but Ecurie Ecosse did well yet again, taking fourth place.

RESULTS

1st Farina/Maglioli	6hr 41min 50.8sec	93.4mph
4.5 Ferrari	(106 laps)	
2nd Schell/de Portago		
3.0 Ferrari	103 laps	
3rd Collins/Griffith		
2.9 Aston Martin	101 laps	
Fastest lap: Farina 3min 34.6sec, 98.8mph		

ROUND 2/SEBRING 12-HOURS, 7th March

Sebring was a sensation, for Stirling Moss and Bill Lloyd won in their little 1.5 Osca in the face of works Lancia and Aston Martin teams. Moss only agreed to drive the Osca after Jaguar had officially withdrawn, and when the three 3.3-litre Lancias all hit trouble he and the American Lloyd just scuttled home ahead of the fourth, 3.1-litre, Italian car. The Osca was brakeless for most of the race. This result put Osca and Ferrari in a joint Championship lead—Italy all the way!

RESULTS

1st Moss/Lloyd	875 miles	73.65mph
1.5 Osca	(168 laps)	
2nd Rubirosa/Valenzano		
3.1 Lancia	163 laps	
3rd Macklin/Huntoon		
Austin-Healey 100	163 laps	
Fastest lap: Villoresi (Lancia) 3min 38.2sec		

ROUND 3/MILLE MIGLIA, 2nd May 992.3 miles

Lancia won the Mille Miglia with the sole surviving car of Alberto Ascari, but their problems began before the race when Villoresi crashed in practice. Castellotti and Valenzano retired early on, leaving Taruffi to lead until he too had to retire. Ferrari ran five 4.9-litre cars to score his seventh Mille Miglia win, and had the intense mortification

of seeing them all retire, and Farina injured his arm. Jaguar didn't appear, and both Astons crashed, but Lance Macklin's Austin Healey took a class fifth in the Mille Miglia and actually lay in fifth place, behind Maserati, in the Championship.

RESULTS

1st Ascari		
2.3 Lancia	11hr 26min 10sec	86.8mph
2nd Marzotto		
2.0 Ferrari	12hr 0min 1sec	
3rd Musso		
2.0 Maserati	12hr 0min 10sec	
Fastest lap: Not applied		

ROUND 4/LE MANS 24-HOURS, 12th–13th June

Ferrari had a driver problem with Hawthorn and Farina injured as Le Mans approached, and then the Mercedes withdrawal was followed by Lancia, whose 3.8-litre cars were not ready. Then Jaguar announced the new semi-monocoque D-Type, and Froilan Gonzales emerged as a force to be reckoned with. Aston Martin's Lagonda V12 went out after crash damage early in the race, which became a straight Ferrari/Jaguar fight, with Cunningham ready to pick up the pieces. Difficulty restarting after a pit-stop dragged the Gonzales/Trintignant Ferrari's lead down from eight minutes to less than two, and the last hour saw a torrid battle in the rain between Gonzales and Hamilton in the D-Type.

RESULTS

1st Gonzales/Trintignant		
4.9 Ferrari	2,523.5 miles	105.15mph
2nd Rolt/Hamilton		
3.4 Jaguar D	2,520.9 miles	
3rd Spear/Johnston		
5.5 Cunningham C4R	2,367.4 miles	
Fastest lap: Gonzales and Maglioli (4.9 Ferraris)		
4min 16.8sec, 117.7 mph		

ROUND 5/RAC TOURIST TROPHY,**11th September****90 laps of 7.3-mile circuit—657 miles**

Mercedes's withdrawal brought cancellation of the Nurburgring race, and the TT received a sparkling entry, including three 3.8-litre Lancias and two specially-built 2.5 Jaguars aimed at the handicappers. Le Mans Index winners Bonnet/Bayol led for five hours on handicap before crashing their DB-Panhard, whereupon the sister car of Laureau/Armagnac took over to win. It was pathetically easy, for the 750 cc cars' performance had been grossly under-estimated. Poor Gonzales crashed badly in practice but Hawthorn drove a magnificent race to trounce the larger Lancias in his Ferrari. The last of the handicap TT's had been run.

RESULTS

*1st Laureau/Armagnac		
745 cc DB-Panhard	90 laps	68.75mph
2nd Hawthorn/Trintignant		
3.0 Ferrari	90 laps	86.08mph
3rd Musso/Mantovani		
2.0 Maserati	89 laps	80.88 mph

Fastest lap: Hawthorn 4min 0min 49sec, 92.4mph

* Handicap Race

ROUND 6/CARRERA PANAMERICANA,**19th–23rd November****Tuxtla-Gutierrez to Ciudad Juarez—
1,933 miles**

No Lancias arrived for the fifth Carrera, and only one semi-works Ferrari ran for Maglioli. He had a great duel with courageous American Phil Hill's private car and won, underlining Ferrari's second consecutive title success. The only European works cars to appear were two Austin-Healey 100Ss which were shipped late, started ill-prepared and went out early.

RESULTS

1st Maglioli		
4.9 Ferrari	17hr 40min 26sec	107.93mph
2nd P. Hill		
4.5 Ferrari	18hr 5min 0sec	
3rd Herrmann		
1.5 Porsche RS	19hr 32min 33sec	

Fastest lap: Not applied

World Sports Car Championship—1954

1st Ferrari	38 points
2nd Lancia	20 points
3rd Jaguar	10 points

1955**ROUND 1/ARGENTINE****1000 KILOMETRES,****23rd January**

This was a dull race with only four cars from Europe, two Ferraris and two Gordinis, in the running. The works 3.7 Ferrari of Gonzales/Trintignant was blown-off on the long straight by the local Valiente/Ibanez 4.9-litre model, and was finally disqualified when Gonzales had fuel pump trouble and took a short-cut into the pits! The sister works' Ferrari of Maglioli/Bucci also had trouble and was pushed by spectators, so the whole Ferrari team was disqualified! Najurieta took the lead after Ibanez hit a dog but Valiente took it back for good with 18 laps to go.

RESULTS

1st Valiente/Ibanez	6hr 35min 15.4sec	93.75mph
4.9 Ferrari 375 Plus	(58 laps)	
2nd Najurieta/Rivero	6hr 40min 11.1sec	
4.5 Ferrari	(58 laps)	
3rd Grandio/Faraone		
2.0 Maserati	56 laps	
Fastest lap: Gonzales (3.7 Ferrari)		
6min 6sec, 104.7 mph		

ROUND 2/SEBRING 12-HOURS,**13th March**

Sebring was unsatisfactory with protests delaying confirmation of a Jaguar win. Mike Hawthorn/Phil Walters drove Briggs Cunningham's car. In the last hour Walters made several stops for plugs, allowing the Shelby/Hill Ferrari to close right up. Entrant Allen Guiberson protested about the lap scoring and claimed victory; Cunningham counter-claimed that Guiberson's Ferrari had not won the

Index of Performance, as the organisers said, and that his Osca, shared by Lloyd/Huntoon, had. Eight days passed—and with them much of Jaguar's glory—before the original placings were confirmed.

RESULTS

1st Hawthorn/Walters	946.4 miles	79.4 mph
3.4 Jaguar D	(182 laps)	
2nd Shelby/P. Hill		
3.0 Ferrari	182 laps	
3rd Spear/Johnston		
3.0 Maserati	179 laps	
Fastest lap: Walters 3min 34sec (unconfirmed)		

ROUND 3/MILLE MIGLIA, 1st May

Mercedes-Benz spared no expense to win the Italian classic, and Stirling Moss/Denis Jenkinson had an incredible drive on dry roads to win at nearly 98 m.p.h., 10 m.p.h. faster than Ascari the previous year. Castellotti charged bravely in a big 4.4 Ferrari, but wore out his tyres and finally blew-up after leading Moss. Kling and Herrmann went out in their Mercedes, while Fangio was delayed with injector trouble. Taruffi started late in his Ferrari so had the advantage of knowing how those ahead of him were doing. He led at Pescara but was passed by Moss on time before Rome. Long before Florence the Ferrari retired with oil-pump failure.

RESULTS

1st Moss/Jenkinson		
3.0 Mercedes-Benz	10hr 7min 48sec	97.9mph
2nd Fangio		
3.0 Mercedes-Benz	10hr 39min 33sec	
3rd Maglioli/Monteferrario		
3.7 Ferrari	10hr 52min 47sec	
Fastest lap: Not applied		

ROUND 4/LE MANS 24-HOURS, 11th–12th June

This grim race was shattered by the third-hour accident which killed Mercedes driver Pierre Levegh and over 80 spectators. Mercedes

withdrew after a terrific opening-stages battle between their 300SLRs with air-brakes, the works Ferraris and the Jaguars, and in these circumstances Mike Hawthorn/Ivor Bueb came home to a melancholy and rainy race win.

RESULTS

1st Hawthorn/Bueb		
3.4 Jaguar D	2,594.46 miles	107.07mph
2nd Collins/Frere		
2.9 Aston Martin	2,530.97	
3rd Claes/Swaters		
3.4 Jaguar D	2,477.45 miles	
Fastest lap: Hawthorn 4min 6.6sec, 122.4mph		

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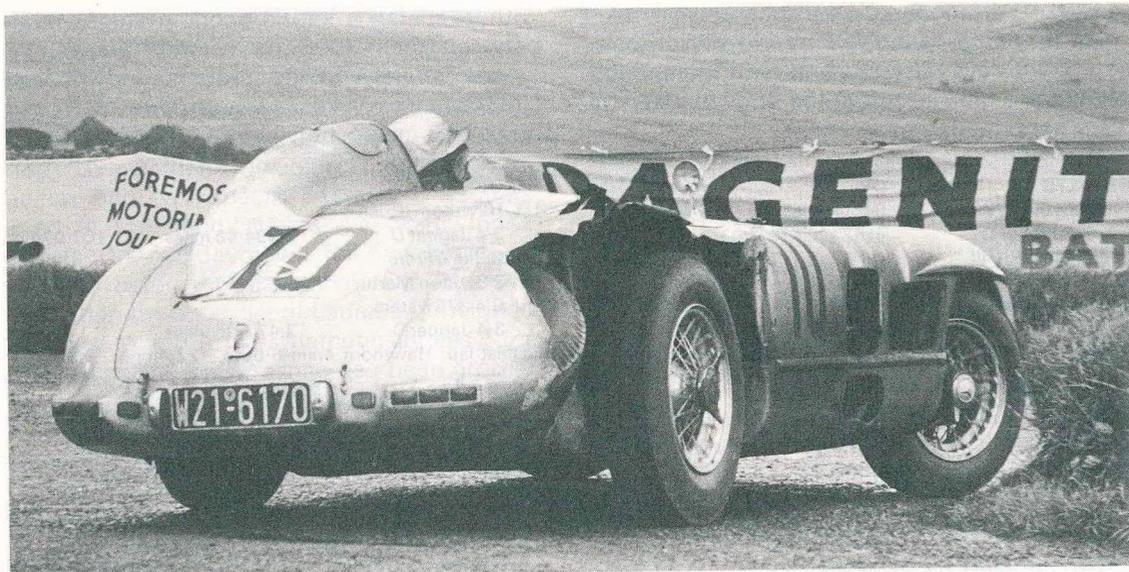
ROUND 5/RAC TOURIST TROPHY, 17th September

84 laps of 7.3-mile circuit—613.2 miles

The impact of the Le Mans tragedy crippled motor racing. The sport was banned in Switzerland—and still is—the Nurburgring 1000Km was cancelled and the Carrera Panamericana died. This gave the Tourist Trophy major importance in the Championship and it began well with a titanic battle promised between Moss's Mercedes and the Hawthorn/Titterington Jaguar D. A multiple accident after three laps claimed two drivers, and a third crashed fatally later in the race. Moss, Fangio and Hawthorn battled until the last lap, when the Jaguar, in a secure second place, locked solid and Hawthorn walked home to watch a Mercedes 1–2–3 finish. Aston Martin finished well, but apart from the Peter Collins Tony Brooks car, showed little challenge to the front-runners.

RESULTS

1st Moss/Fitch	7hr 3min 11sec	88.3mph
3.0 Mercedes-Benz	(84 laps)	
2nd Fangio/Kling		
3.0 Mercedes-Benz	83 laps	
3rd von Trips/Simon/Kling		
3.0 Mercedes-Benz	82 laps	
Fastest lap: Hawthorn (3.4 Jaguar D) 4min 42sec, 94.7mph		



Press on Regardless – Stirling Moss's Mercedes bears vivid witness to the harshness of Dundrod's T1 course. His tyre tread had flailed off to inflict this damage after succumbing to the sharp granite surface

ROUND 6/TARGA FLORIO, SICILY
Little Madonie Circuit, 16th October
 13 laps of 44.7-mile circuit—581 miles

Neither Jaguar nor Aston Martin went to Sicily for the final round, and after the fine Tourist Trophy drives by Collins and Titterington Mercedes signed them on. Ferrari led the Championship by 19 points to the 16 each of Mercedes and Jaguar, and the Germans meant business! Ferrari ran Castellotti and Maglioli but lost Taruffi through a financial dispute. Moss's first lap broke the old lap record by two whole minutes, but he left the road, extricated the car with difficulty and then handed over to Collins who rejoined behind Castellotti and Fangio, in another Mercedes. While Collins gained time, Kling in Fangio's car, and Manzon, in Castellotti's, lost it, and Moss was untouchable in the final stint. So the two Englishmen won the 1955 Championship for Mercedes.

RESULTS

1st Moss/Collins			
3-0 Mercedes-Benz	9hr 46min 14sec		59.8mph
2nd Fangio/Kling			
3-0 Mercedes-Benz	9hr 47min 55.4sec		
3rd Castellotti/Manzon			
3-4 Ferrari	9hr 53min 20.8sec		
Fastest lap: Moss 43min 7sec, 62.3mph			

World Sports Car Championship—1955

1st Mercedes-Benz	24 points
2nd Ferrari	23 points
3rd Jaguar	16 points

1956

ROUND 1/ARGENTINE
1000 KILOMETRES,
29th January

Ferrari and Maserati faced each other in force in the absence of the impecunious British teams. The 4.9-litre V12 Ferrari *Bolidos* led but

both chewed their back axles, putting out Collins/Musso and Fangio/Castellotti. This left Moss and local demon Menditeguy to win in a very fast three-litre Maserati. Collins gave a hint of what was to come from him in a Ferrari, with fastest lap at a record 102 m.p.h.

RESULTS

1st Moss/Menditeguy		
3-0 Maserati	106 laps	96-1mph
2nd Gendebien/P. Hill		
3-5 Ferrari	104 laps	
3rd Behra/Gonzales		
3-0 Maserati	101 laps	
Fastest lap: Collins (4-9 Ferrari) 3min 26-7sec, 102-6mph		

ROUND 2/SEBRING 12-HOURS, 24th March

Ferrari, Maserati, Aston Martin, Jaguar, Porsche and Lotus ran before an excited American crowd, as did a team of official 4-4-litre Chevrolet Corvettes. Moss's fast Aston went out with engine seizure, and the Hawthorn/Titterington Jaguar led for six hours then followed Moss, when the brakes failed. Menditeguy crashed, injuring himself, and Fangio/Castellotti won in a brakeless Ferrari. Indy 500 winner Bob Sweikert went well to share the private third place Jaguar—11 years later an Indy winner won Le Mans.

RESULTS

1st Fangio/Castellotti	1,008-8 miles	84-07mph
3-5 Ferrari	(194 laps)	
2nd Musso/Schell		
3-5 Ferrari	192 laps	
3rd Sweikert/Ensley		
3-4 Jaguar D	188 laps	
Fastest lap: Behra (3-0 Maserati) 3min 29-8sec		

ROUND 3/MILLE MIGLIA, 30th April

April 30th, 1956, was Eugenio Castellotti's greatest day. The dashing Italian's new 3-5-litre V12 Ferrari skittered and skated round the Mille Miglia course in pouring rain on

viciously slippery surfaces to score an historic victory. He led Taruffi's Maserati quite easily but near Ancona met resistance from Wolfgang von Trips, snug in a Mercedes coupe. Trips went ahead, Castellotti caught him near Rome, forged ahead through the mist and clouds of the Futa Pass and led a Ferrari 1-2-3-4-5 finish. Mercedes 300SLs were sixth, seventh, eighth and tenth and Maserati failed dismally. John Heath, father of the British H.W.M., crashed fatally near Ravenna.

RESULTS

1st Castellotti		
3-5 Ferrari	11hr 37min 10sec	85-4mph
2nd Collins		
3-5 Ferrari	11hr 49min 28sec	
3rd Musso		
3-5 Ferrari	12hr 11min 49sec	
Fastest lap: Not applied		

ROUND 4/A.D.A.C. NURBURGRING 1000 KILOMETRES, 27th May

Moss reached his Maserati first in the Le Mans-type start, Peter Walker fell headlong as he sprinted for his Aston Martin, but it was Mike Hawthorn who led away in his Jaguar. The race developed into a Moss/Fangio duel in Maserati and Ferrari respectively, and when the Argentinian stopped for a vital few gallons of fuel the race was won. The number one Jaguar was delayed by a leaking fuel tank and lost a wheel on the last lap. De Portago crashed his Ferrari and Musso his Maserati, breaking an arm. Ferrari clinched the Championship once more.

RESULTS

1st Moss/Behra/Taruffi/Schell		
3-0 Maserati	7hr 43min 54-5sec	80-59mph
2nd Fangio/Castellotti		
3-5 Ferrari	7hr 44min 20-7sec	
3rd de Portago/Gendebien/P. Hill		
3-5 Ferrari	7hr 53min 55-9sec	
Fastest lap: Fangio 10min 5-3sec, 84-3mph		

**ROUND 5/SWEDISH GRAND PRIX,
Rabelov Circuit, Kristianstad,
12th August**

Despite the fact that the Championship had been decided, both Ferrari and Maserati arrived in force for the Rabelov race. The mighty 4.5-litre V8 Maserati appeared in practice but did not race, and the event itself saw so many driver shuffles, that organisers, press and ordinary spectators all became confused. Taruffi's Maserati retired after colliding with a Jaguar, Behra's caught fire in the pits, Godia's crashed and Moss's blew-up. Both Ecosse Jaguars retired, and Ferrari had a walk-over win. The Championship ended with Porsche fourth, Aston fifth and Mercedes sixth with their 300SL coupe cars.

RESULTS

1st	Trintignant/P. Hill	6hr 33min 47.7sec	94.69mph
	3.5 Ferrari	(153 laps)	
2nd	Collins/von Trips	6hr 33min 38sec	
	3.5 Ferrari	(153 laps)	
3rd	Hawthorn/Hamilton/de Portago		
	3.5 Ferrari	(152 laps)	
Fastest lap: Collins 2min 27.1sec, 96.9mph			

World Sports Car Championship—1956

1st	Ferrari	24 points
2nd	Maserati	18 points
3rd	Jaguar	7 points

1957

**ROUND 1/ARGENTINE
1000 KILOMETRES,**

**Costanera Circuit, 20th January
98 laps of 6.29-mile circuit**

The V8 Maserati was the talking point in Buenos Aires, for Moss built up a huge lead in it before handing over to Fangio. The World Champion then lapped the whole field, with the exception of the redoubtable Castellotti's 3.5 Ferrari, only to retire with clutch failure. Maserati brought in the Behra/Menditeguy three-litre for Moss, who set a new lap record on his way to second place. The fourth-place Jaguar was entered by Ecurie Ecosse.

RESULTS

1st	Perdisa/Gregory/Castellotti/Musso	6hr 10min 29.9sec	100.8mph
	3.5 Ferrari		
2nd	Behra/Menditeguy/Moss		
	3.0 Maserati	6hr 11min 53.4sec	
3rd	de Portago/Collins/Castellotti		
	3.5 Ferrari	6hr 12min 59.6sec	
Fastest lap: Moss (3.0 Maserati) 3min 36sec, 106.4mph			

**ROUND 2/SEBRING 12-HOURS,
23rd-24th March**

Fangio and Behra shared the big 450S Maserati in Florida, and the Frenchman shadowed Collins's Ferrari for many laps, before pounding ahead and going on to win as he and his partner liked. Hawthorn and Bueb drove a 3.8 fuel-injected Jaguar for Cunningham but were delayed by a broken brake-line. General Motors turned against racing after their "hush-hush" Corvette special for Fitch/Taruffi retired early on.

RESULTS

1st	Fangio/Behra	1,024 miles	85.34mph
	4.5 Maserati	(197 laps)	
2nd	Moss/Schell		
	3.0 Maserati	195 laps	
3rd	Hawthorn/Bueb		
	3.8 Jaguar D	193 laps	
Fastest lap: Behra 3min 24.5sec			

**ROUND 3/MILLE MIGLIA,
12th May**

The last of these great road races, the 1957 Mille Miglia saw Piero Taruffi win at last, driving a Ferrari in his last event before retirement. "Fon" de Portago and co-driver Gunnar "Ed" Nelson crashed fatally into the crowd and created a furore which caused the abandonment of this terrific test of stamina. Moss's Maserati's brake pedal snapped clean off just a few kilometres from the start, and Behra's similar 450S didn't even make the start, after having a road accident just outside Modena. Peter Collins looked set to win for Ferrari until he retired with rear axle trouble.

RESULTS

1st Taruffi			
4-0 Ferrari	10hr 27min 47sec	94.8mph	
2nd von Trips			
3-7 Ferrari	10hr 30min 48sec		
3rd Gendebien/Wascher			
3-0 Ferrari	10hr 35min 53sec		
Fastest lap: Not applied			

ROUND 4/A.D.A.C. NURBURGRING 1000 KILOMETRES, 26th May

44 laps of 14.2-mile circuit—627 miles

The great Italian teams were staggered when they met the new Aston Martin DBR1/300 at the Nurburgring, for it set a meteoric pace and had an untroubled win. The Moss/Fangio 450S lost a wheel early on, the stars later taking over Godia's three-litre car. Porsche impressed again with Maglioli/Barth giving of their best and all three Ecurie Ecosse Jaguars finished, although the 'Ring wasn't quite the place for a rigid rear-axled car.

RESULTS

1st Brooks/Cunningham-Reid			
Aston Martin DBR1/300	7hr 33min 38.2sec	82.4mph	
2nd Collins/Gendebien			
4-1 Ferrari	7hr 37min 51.9sec		
3rd Hawthorn/Trintignant			
3-8 Ferrari	7hr 39min 27.2sec		
Fastest lap: Moss (4.5 Maserati) 9min 49.9sec, 86.4mph			

ROUND 5/LE MANS 24-HOURS, 22nd-23rd June

Once again this long slog began like a Grand Prix, and Collins's Ferrari was an early casualty. Hawthorn's car took the lead chased by Moss's roughly-made Zagato-bodied Maserati 450 coupe. Behra's normal 450S closed and became the first car to lap at 200 k.p.h. at Le Mans, but Hawthorn settled the issue at 203.015 k.p.h., 126.15 m.p.h. Moss suffered axle troubles, as did the Behra car, Hawthorn was delayed by tyre problems and the Ecurie Ecosse Jaguars soldiered into a lead they were

not to lose. The Hamilton/Gregory Jaguar D was timed at 287.998 k.p.h., 178.95 m.p.h.—they were fast too!

RESULTS

1st Flockhart/Bueb			
3-8 Jaguar D	2,732.231 miles	113.85mph	
2nd Sanderson/Lawrence			
3-4 Jaguar D	2,665.39 miles		
3rd Lucas/Brousselet			
3-4 Jaguar D	2,644.025 miles		
Fastest lap: Hawthorn (4.1 Ferrari)			
3min 58.7sec, 126.15 mph			

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ROUND 6/SWEDISH GRAND PRIX, 11th August

The Maserati 450S victory in Sweden gave the firm renewed hopes of wresting the elusive Championship from Ferrari. Mike Hawthorn set out to break up the Maseratis in his 4.1 Ferrari but they survived him. Phil Hill drove a magnificent race in support of Peter Collins, overcoming recurrent braking troubles. With one hour to go Archie Scott-Brown lay in third place with an Ecosse Jaguar, but when Jock Lawrence took over an oil pipe broke, temporarily blinding him, and Fairman's sister car had gearbox problems. Victory at Caracas would now give Maserati the Championship.

RESULTS

1st Behra/Moss	587.97 miles	97.99mph
4.5 Maserati	(145 laps)	
2nd P. Hill/Collins		
4.1 Ferrari	144 laps	
3rd Bonnier/Scarlatti/Schell/Moss		
3.0 Maserati	138 laps	
Fastest lap: Behra 2min 20.9sec, 103.64mph		

ROUND 7/VENEZUELAN GRAND PRIX, Caracas, 3rd November

101 laps of 6.2-mile circuit—626.2 miles

Caracas was an unmitigated disaster for the Maseratis. Gregory and Moss crashed their V8 cars, a pits fire injured Behra, and a fiery collision between Bonnier and Schell finally destroyed their effort. All this ruined their shaky

economy and led to their abandonment of racing when a new three-litre limit was announced for the coming year. Ferrari scored a complete triumph and underlined the fact that the World Sports Car Championship was *theirs*.

RESULTS

1st Collins/P. Hill	6hr 31min 55·6sec	95·4mph
4·1 Ferrari	(101 laps)	
2nd Musso/Hawthorn		
4·1 Ferrari	100 laps	
3rd von Trips/Seidel		
3·0 Ferrari	99 laps	
Fastest lap: Moss (4·5 Maserati)	3min 38·4sec	

World Sports Car Championship—1957

1st Ferrari	41 points
2nd Maserati	28 points
3rd Jaguar	17 points

1958**ROUND 1/ARGENTINE
1000 KILOMETRES,
26th January**

Only Ferrari fielded a full team in the Argentine among the big-car contenders for this first Championship round under three-litre regulations, while Porsche also thought the trip worthwhile. Collins/Hill led from start to finish, Fangio made an effort to pass at one stage in the private 3·0 Maserati he shared with Godia, overdid it and crashed. Musso's Ferrari steering failed on the first lap but the other Trips/Gendebien car backed up splendidly to take second place. Moss/Behra enjoyed their Porsche ride into third place, as did the Porsche management!

RESULTS

1st Collins/P. Hill		
3·0 Ferrari	6hr 19min 55·4sec	98·57mph
2nd von Trips/Gendebien		
3·0 Ferrari	6hr 23min 8sec	
3rd Moss/Behra		
1·6 Porsche	6hr 23min 17·8sec	
Fastest lap: P. Hill	3min 25·9sec,	102·9mph

**ROUND 2/SEBRING 12-HOURS,
22nd March**

Aston Martin and Ecurie Ecosse returned to the fray in Florida, and the Moss/Brooks DBR1/300 led for four hours until the pace proved too hot. This gave the race to Ferrari; the old Ecosse Jaguars didn't have the necessary speed but Lotuses finished fourth, sixth and ninth in a praiseworthy show of speed and endurance.

RESULTS

1st Collins/P. Hill	1,040·0 miles	86·6mph
3·0 Ferrari	(200 laps)	
2nd Musso/Gendebien		
3·0 Ferrari	199 laps	
3rd Schell/Seidel		
1·6 Porsche	193 laps	
Fastest lap: Moss (3·0 Aston Martin)	3min 20·3sec,	93·6mph

**ROUND 3/TARGA FLORIO,
11th May**

14 laps of 44·7 mile-circuit—626 miles

The Targa Florio was back in the Championship again, and with four cars from Ferrari and two each from Aston Martin and Porsche it looked like a good race. Aston's DBR1/300 broke the lap record twice before the gearbox broke and Moss retired, leaving the Behra/Scarlati Porsche as Ferrari's only threat. It finished a rousing second, but one more win at the Nurburgring could sew the title up, yet again, for Ferrari.

RESULTS

1st Musso/Gendebien		
3·0 Ferrari	10hr 37min 58·1sec	58·9mph
2nd Behra/Scarlati		
1·6 Porsche	10hr 43min 37·9sec	
3rd Hawthorn/von Trips		
3·0 Ferrari	10hr 44min 29·3sec	
Fastest lap: Moss (3·0 Aston Martin)	42min 17·5sec	63·47 mph

ROUND 4/A.D.A.C. NURBURGRING 1000 KILOMETRES, 1st June

For the second year Aston Martin won the gruelling German race and Ferrari suffered their first defeat of the year. Jack Brabham had only three practice laps and he lost Moss's lead to Hawthorn after taking over the DBR1. When Hawthorn's Ferrari burst a tyre Stirling led again and held it to the end. Brooks's Aston caught fire early on, he extinguished the flames and worked his way from fourteenth to fourth place. He nearly caught Trips for third place but was forced off the road by a back marker on the penultimate lap.

RESULTS

1st Moss/Brabham		
3-0 Aston Martin	7hr 23min 33sec	84.3mph
2nd Hawthorn/Collins		
3-0 Ferrari	7hr 27min 17sec	
3rd von Trips/Gendebien		
3-0 Ferrari	7hr 33min 15sec	
Fastest lap: Moss 9min 43sec, 87.55mph		

ROUND 5/LE MANS 24-HOURS, 21st-22nd June

Aston Martin had the fastest cars at Le Mans, with the Ecosse Jaguars not far behind. Both Scottish Jaguars retired within four laps with burned pistons, Moss broke his engine and in the early evening the heavens opened. Lewis-Evans crashed his Aston, and first Trips, then Phil Hill led for Ferrari. The special three-litre Jaguar D of Hamilton/Bueb stole the lead during the night, lost it to Gendebien/Hill and looked set to catch up again in the morning when a sudden rainstorm caught Hamilton and he rolled over unhurt, into retirement.

RESULTS

1st Gendebien/P. Hill		
3-0 Ferrari	2,547.76 miles	106.25mph
2nd P. Whitehead/G. Whitehead		
3-0 Aston Martin	2,447.8 miles	
3rd Behra/Herrmann		
1-6 Porsche	2,428.3 miles	
Fastest lap: Hawthorn (3-0 Ferrari) 4min 8sec, 121.4mph		

ROUND 6/RAC TOURIST TROPHY, Goodwood, England, 13th September 4-Hours

Ferrari had now clinched their fifth Championship but their year was marred by the loss of both Peter Collins and Luigi Musso in Grand Prix racing. They didn't attend the revived Tourist Trophy at Goodwood, leaving Aston Martin a walkover win, with three cars in line astern. Unfortunately this performance had little significance.

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RESULTS

1st Moss/Brooks	4hr 1min 17sec	88.33mph
3-0 Aston Martin	148 laps	
2nd Salvadori/Brabham	4hr 1min 17.4sec	
3-0 Aston Martin	148 laps	
3rd Shelby/Lewis-Evans	4hr 1min 17.8sec	
3-0 Aston Martin	148 laps	
Fastest lap: Moss 1min 32.6sec, 93.3mph		

World Sports Car Championship—1958

1st Ferrari	32 points
2nd Porsche	18 points
Aston Martin	18 points

1959

ROUND 1/SEBRING 12-HOURS, 21st March

Cancellation of the Argentine races gave Sebring the number one spot on the Championship calendar. Ferrari sent three cars, and after the Hill/Gendebien car retired with differential failure, the star drivers took over the leading Gurney/Daigh car. When rain fell in the closing stages Phil Hill excelled and won easily. Aston Martin sent one works DBR1 at the last moment and Briggs Cunningham fielded a strong team of Lister-Jaguars, one of which, in Moss's hands, led the Ferraris, before he ran out of fuel, hitched a lift back to the pits, and was disqualified.

RESULTS

1st P. Hill/Gendebien/ Daigh/Gurney	977.6 miles (188 laps)	80.25mph
3-0 Ferrari		
2nd Behra/Allison	187 laps	
3-0 Ferrari		
3rd von Trips/Bonnier	184 laps	
1-6 Porsche		
Fastest lap: Behra 3min 21.6sec		

**ROUND 2/TARGA FLORIO,
24th May**

Both Ferrari and Porsche ran full teams in the Targa Florio, with three cars each. After one lap Gurney and Behra led for Ferrari but works and private Porsches filled the next five places. Gendebien's Ferrari retired after one lap with another differential breakage, and on lap three Bonnier and Barth forced their Porsches ahead of the surviving Ferraris. Gurney's differential broke, and Behra rolled his car, righted it and Tony Brooks tried to force it back among the Porsches, only to find the steering unmanageable. The Porsches of Maglioli and Trips broke their gearboxes, the latter's when leading, leaving the three surviving silver cars to dominate the Targa.

RESULTS

1st Barth/Seidel	11hr 2min 21.4sec	56.79mph
1-5 Porsche		
2nd Strahle/Mahle/Linge	11hr 22min 20.4sec	
1-5 Porsche		
3rd Baron Pucci/von Hanstein	11hr 31min 44.2sec	
1-5 Porsche Carrera		
Fastest lap: Bonnier (1-6 Porsche) 43min 11.3sec, 62.2mph		

**ROUND 3/A.D.A.C. NURBURGRING
1000 KILOMETRES,
7th June**

Aston-Martin had little interest in the 1959 Championship, until Moss persuaded them to run one DBR1 in the German race which they had won two years running. He took the car straight into the lead, but co-driver Jack Fairman dropped it into a ditch avoiding a backmarker. He heaved it back onto the road unaided, and Moss took over, chasing the

three leading Ferraris. He stole the lead during their pit-stops, Phil Hill repassed while Fairman did a two lap stint, then Moss took over again, blasted past the Ferrari and won by sheer virtuosity.

RESULTS

1st Moss/Fairman	7hr 33min 18sec	82.52mph
3-0 Aston Martin		
2nd Gendebien/P. Hill	7hr 33min 59sec	
3-0 Ferrari		
3rd Brooks/Behra	7hr 36min 45sec	
3-0 Ferrari		
Fastest lap: Moss 9min 32sec, 89.2mph		

**ROUND 4/LE MANS 24-HOURS,
20th-21st June**

Ferrari having suffered two big defeats in a row took four cars, three three-litres and a two-litre, to Le Mans. Porsche, Championship leaders, took three cars intent on more giant-killing, and Aston, encouraged by their German win arrived with three DBR1s and a strong team of drivers. Moss's Aston acted as hare until his car broke, the whole Porsche challenge collapsed dramatically, and Ferrari were left with the Hill/Gendebien car leading. When that car retired the Shelby/Salvadori Aston was poised to take over, and it held on to the finish. The Championship now depended on the Tourist Trophy.

RESULTS

1st Salvadori/Shelby	2,701.65 miles	112.57mph
3-0 Aston Martin		
2nd Trintignant/Frere	2,695.20 miles	
3-0 Aston Martin		
3rd 'Elde'/'Beurlys'	2,486.47 miles	
3-0 Ferrari GT		
Fastest lap: Behra (3-0 Ferrari) 4min 9sec, 125.0mph		

**ROUND 5/RAC TOURIST TROPHY,
Goodwood, 5th September
6-Hours**

The Moss/Shelby Aston took an immediate lead in this all-important event, and Ferrari suffered early on when Phil Hill's Testa Rossa dropped a valve. Roy Salvadori took over the

leading car and a refuelling error sparked a savage blaze which destroyed Aston's pits and led to the car's retirement. The second place Ferrari of Brooks took the lead, and Fairman's third-place Aston was brought in for Moss. Pit stops put Bonnier's Porsche ahead, but Moss soon forced the big Aston back into a lead he never lost. Trips in the Bonnier Porsche and Brooks in the Ferrari battled for second place and valuable Championship points, and the bearded German held the place to the line. Moss and Aston Martin won the race, and with it the Championship.

RESULTS

1st	Shelby/Fairman/Moss	6hr 0min 46.8sec	89.41mph
	3-0 Aston Martin	(224 laps)	
2nd	von Trips/Bonnier		
	1-6 Porsche	223 laps	
3rd	Gendebien/P. Hill/Brooks/Allison		
	3-0 Ferrari	223 laps	
Fastest lap: Brooks (3-0 Ferrari) 1min 31.8sec, 94.1mph			

World Sports Car Championship—1959

1st	Aston Martin	24 points
2nd	Ferrari	22 points
3rd	Porsche	21 points

1960**ROUND 1/ARGENTINE****1000 KILOMETRES,****31st January**

Ferrari scored another easy one-two victory at Buenos Aires, after the Gurney/Gregory 2.8 Maserati run by Lucky Casner led for 32 laps and set fastest lap of the day. Porsche RSKs excelled once more but couldn't challenge Ferrari on equal terms.

RESULTS

1st	P. Hill/Allison	6hr 17min 12.1sec	99.3mph
	3-0 Ferrari	(106 laps)	
2nd	Ginther/von Trips		
	3-0 Ferrari	105 laps	
3rd	Bonnier/G. Hill		
	1-6 Porsche	101 laps	
Fastest lap: Gurney (2.8 Maserati) 3min 22.4sec, 105.3mph			

**ROUND 2/SEBRING 12-HOURS,
26th March**

Casner's Camoradi team Maserati built up a huge lead in the hands of Gurney and Moss, but with four hours to go the rear axle broke up. Once again the car set the fastest lap, but with Ferrari failing dismally and the private Chevrolet Corvettes disappointing, the Porsches sailed through to a great one-two victory, with private Ferraris filling the next six places. A fatal accident marred the race when Jay Hughes's Elite crashed, killing both the driver and a press photographer.

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RESULTS

1st	Gendebien/Herrmann	1019.2 miles	84.92mph
	1-5 Porsche	(196 laps)	
2nd	Holbert/Schechter/Fowler		
	1-5 Porsche	187 laps	
3rd	Nethercutt/Lovely		
	3-0 Ferrari	186 laps	
Fastest lap: Moss (2.8 Maserati) 3min 18.4sec, 94.5mph			

**ROUND 3/TARGA FLORIO,
8th May****10 laps of 44.7-mile circuit—447 miles**

Porsche went to the Madonie circuit, which suited their light and manoeuvrable cars so well, ready to repeat their Sebring success. Hans Herrmann/Jo Bonnier led for the first four laps until Maglioli forged ahead in the Camoradi Maserati only to go out on the eighth lap with a fractured fuel tank. The Porsche pair retook a lead they were not to lose, scuttling round well clear of the 'Taffy' von Trips/Phil Hill Ferrari.

RESULTS

1st	Bonnier/Herrmann		
	1-6 Porsche	7hr 33min 8.2sec	59.2mph
2nd	von Trips/P. Hill		
	2-4 Ferrari Dino	7hr 39min 11sec	
3rd	Gendebien/Herrmann		
	1-6 Porsche	7hr 41min 46sec	
Fastest lap: Bonnier 42min 26sec, 63.3mph			

ROUND 4/A.D.A.C. NURBURGRING 1000 KILOMETRES, 22nd May

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The Camoradi Maserati just had to win somewhere, and the Nurburgring with Moss at the wheel was the place. No less than four Ferraris were works-entered, two with V6 Dino engines and another with wishbone rear suspension. Much of the race was run in heavy mist and drizzle, and Jimmy Clark led away from the start in a private Aston Martin DBR1. Moss was ably assisted by Dan Gurney in taking his third consecutive 1000 Kms victory at the arduous Nurburgring, and two works Ferraris broke while a third (Scarlati/Seidel) was burned out in a pits blaze. Porsches were placed 2-4-6.

RESULTS

1st Moss/Gurney			
2-9 Maserati	7hr 31min 40-5sec	82-77mph	
2nd Bonnier/Gendebien			
1-7 Porsche	7hr 34min 32-9sec		
3rd Allison/Mairesse/P. Hill			
3-0 Ferrari	7hr 35min 44-1sec		
Fastest lap: Moss 9min 37sec, 88-5mph			

ROUND 5/LE MANS 24-HOURS, 25th-26th June

Ferrari came back with a bang at Le Mans, finishing first and second in a show of speed tempered by reliability. Masten Gregory set a tremendous early pace in the Camoradi Maserati, and led the winning Gendebien/Frère car by over 70 seconds after the first hour. Briggs Cunningham's independently-suspended Jaguar E-Type prototype was slowed by injection trouble and stopped by piston failure, and Ecurie Ecosse's ancient D-Type for Flockhart/Halford was a potential winner until the engine failed on Sunday morning. Maserati failed with electrical trouble, while Feltham's reputation was preserved by the Border Reivers' team DBR1/300 of Clark/Salvadori in third place. Porsche hit trouble and managed only 11th and 12th positions.

RESULTS

1st Gendebien/Frere			
3-0 Ferrari	2,620-64 miles	109-19mph	
2nd R. Rodriguez/Pilette			
3-0 Ferrari	2,587-18 miles		
3rd Salvadori/Clark			
3-0 Aston Martin	2,558-62 miles		
Fastest lap: Gregory (2-8 Maserati) 4min 4sec, 123-4mph			

World Sports Car Championship—1960

1st Ferrari	30 points
2nd Porsche	26 points
3rd Maserati	11 points

1961

ROUND 1/SEBRING 12-HOURS, 25th March

The last year of true sports car racing before a G.T. Championship was substituted, began in Florida sunshine. Gregory led in a rear-engined Camoradi Maserati before Pedro Rodriguez screamed ahead in a 1960 Ferrari. Stops put von Trips ahead in the new rear-engined Dino which broke its steering, giving the Rodriguez brothers the lead once more. However defective rear lights cost them dearly in the dark and allowed the works Ferraris through to another Sebring victory.

RESULTS

1st P. Hill/Gendebien	1,092 miles	90-7mph
3-0 Ferrari	(210 laps)	
2nd Ginther/von Trips/Baghetti/Mairesse		
3-0 Ferrari	208 laps	
3rd R. Rodriguez/P. Rodriguez		
3-0 Ferrari	207 laps	
Fastest lap: Moss (2-8 Maserati) 3min 13-2sec, 96-9mph		

ROUND 2/TARGA FLORIO, 30th April

Porsche looked for another outright Targa win, with 1700cc and 1987cc cars, and Ferrari responded with their rear-engined Dinosaurs for Hill/Gendebien and Trips/Ginther. Hill crashed

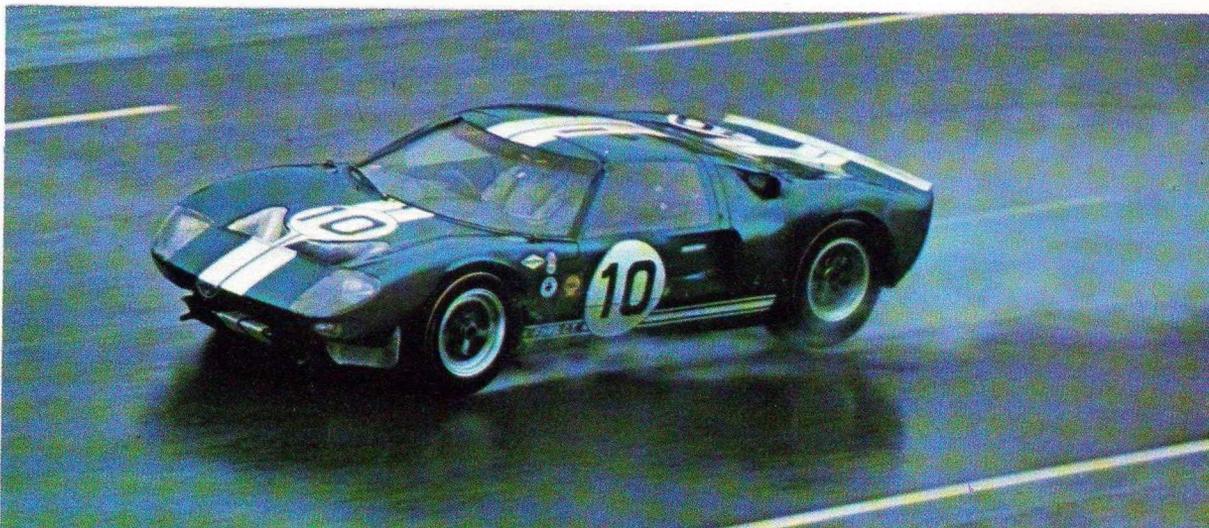


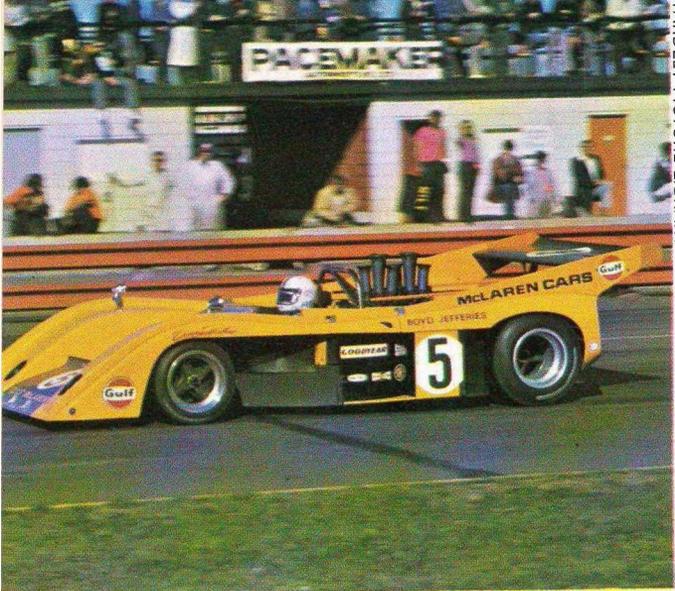
Above: *The Elegant Aston* – This is the Tony Brooks and Stirling Moss car which gave a little relief to a Ferrari-dominated year, by winning the 1958 TT



Left: *Mouth-Watering* – We make no excuse for including this rich tempting picture of the glorious three-litre Ferrari 250P, which won race after race in 1963. There have been few cars which have looked so chic and yet proved so purposeful. This is John Surtees' Le Mans car

Below: *Glory Ahead* – Bruce McLaren, seen testing the Ford GT40 at Le Mans 1965, had to wait another year to give the Americans the first of their four epic victories

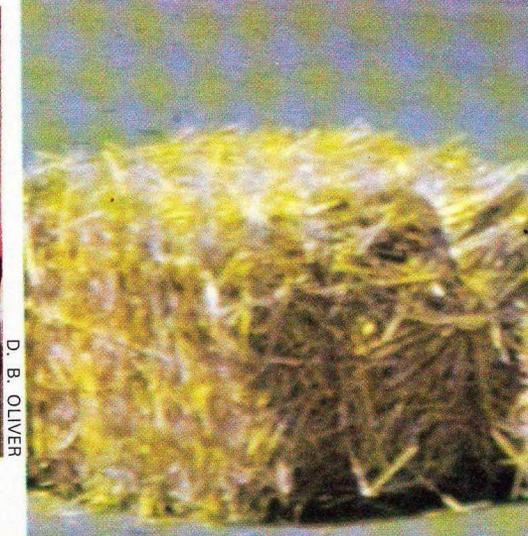




Above: *Reluctant Runner-Up* – 1972 marked the end of the McLaren domination of the Can-Am series. Denny Hulme, seen here at Edmonton, had to be content with second place in the Championship

Left: *Solo Victory* – Arturo Merzario and rally-man Sandro Munari won the Targa Florio in the single Prancing Horse entry against the assembled might of Alfa-Romeo. It was Ferrari's first Targa triumph since 1965 – and it clinched the Championship in fine style

Below: *Ickx's Year* – Robbed of his two deserved wins in the Grand Prix arena, Jacky gained ample revenge in the Sports Car Championship. He shared no fewer than six victories – and simply ran away with the BOAC 1000 Kms race







Left: Pedro in the Wet – There have been few more courageous or colourful drivers than the late, great Pedro Rodriguez who treated the Brands crowds to this magnificent watery win in the 1970 BOAC 1000 Kms race in his 4.5 litre Porsche

Below: One of the Great Ones – Jo Siffert, surely one of the greatest of all sports car drivers, wins the 1969 Nurburgring 1000 Kms battle for Porsche. It was the gentle Swiss star's fourth win of the year with Britain's Brian Redman



on lap one, so Gendebien took over Ginther's seat and took the lead. He made an unscheduled fuel stop in the mountains, and Moss's two-litre Porsche special took the lead. Gendebien then handed over to Trips, although the car could have run through without a stop, and this made the race. A fantastic duel between Trips and Moss ended when the Porsche blew-up, leaving Ferrari to win from the number two Porsche.

RESULTS

1st Gendebien/von Trips 2-4 Ferrari Dino	6hr 57min 39sec	64-27mph
2nd Bonnier/Gurney 2-0 Porsche	7hr 2min 3sec	
3rd Herrmann/Barth 1-7 Porsche	7hr 4min 14sec	
Fastest lap: von Trips 40min 3-4sec, 67mph		

ROUND 3/A.D.A.C. NURBURGRING 1000 KILOMETRES, 28th May

The old front-engined Birdcage Maserati which won the 1960 Nurburging race won again in 1961 in the hands of Masten Gregory and "Lucky" Casner. Clark's old Aston led away once more, Moss led for Porsche and blew-up again, Phil Hill led for Ferrari and crashed when the engine cut abruptly. The Ferraris had their carburettor intake louvres hammered shut to combat icing from falling sleet and snow, and the Camoradi car soldiered on regardless to prove itself a real bad weather motor car.

RESULTS

1st Gregory/Casner 2-9 Maserati	7hr 51min 39-2sec (44 laps)	97-29mph
2nd R. Rodriguez/P. Rodriguez 3-0 Ferrari	43 laps	
3rd von Trips/P. Hill 2-4 Ferrari	43 laps	
Fastest lap: P. Hill (2-4 Ferrari) 9min 15-8 sec, 91 78mph		

ROUND 4/LE MANS 24-HOURS, 10th-11th June

On paper Le Mans looked a certainty for Ferrari, and so it proved. Only one thing enlivened the race and that was the 22-hour duel between the works' cars and the private Rodriguez brothers entry. The young Mexicans were finally forced out by a broken engine at 2 pm on the Sunday. Their pressure forced Gendebien/Hill's winning race average to the highest ever, while the Ginther/Trips Ferrari ran out of fuel and had to be abandoned. Aston Martins had gasket and clutch failures and the fast Bonnier/Gurney Porsche threw its flywheel. This was Phil Hill's second win at the Sarthe, and Gendebien's third.

RESULTS

1st Gendebien/P. Hill 3-0 Ferrari	2,781-7 miles	115-9 mph
2nd Mairesse/Parkes 3-0 Ferrari	2,758-2 miles	
3rd Noblet/Guichet 3-0 Ferrari	2,645-9 miles	
Fastest lap: R. Rodriguez (3-0 Ferrari) 3min 59-9sec, 125-4mph		

ROUND 5/PESCARA 4-HOURS, ITALY 15th August 15-27-mile circuit

Originally scheduled as a six-hour race, the Pescara event was shortened and qualified for only half-points since Ferrari had again sewn-up the Championship. The only works Ferrari was that of Ginther/Baghetti, which crashed early on and retired with deranged steering. The winning Centro-Sud factory-loaned car ran trouble free and Bandini assured himself of a works Ferrari place in 1962.

RESULTS

1st Bandini/Scarlati 3-0 Ferrari	355-98 miles	88-9mph
2nd Barth/Orthuber 2-0 Porsche	348-4 miles	
3rd Boffa 2-0 Maserati	340-9 miles	
Fastest lap: Ginther (2-4 Ferrari) 9min 55-5sec, 96-11mph		



World Sports Car Championship—1961

- 1st Ferrari 24 points
- 2nd Maserati 14 points
- 3rd Porsche 11 points

1962

With Ferrari dominating practically every race, with spasmodic challenges from Maserati and Porsche, the FIA decided to shelve the World Sports Car Championship in 1962 and substitute a G.T. competition, sub-divided into three capacity divisions. The Le Mans organisers ran a special class for experimental cars to retain some spectator attraction, and persuaded the Sebring, Targa Florio and Nurburg-ring clubs to do the same. These four classic events then maintained the "Championship" continuity, although semi-officially.

ROUND 1/SEBRING 12-HOURS, 24th March

Sports prototypes made their debut here with Jim Hall's special 3,988 cc Corvette-engined Chaparrals aligning with the new four-litre limit. After the three-year-old Ferrari TR of Moss/Ireland was disqualified for refuelling too soon and the Rodriguez brothers had broken two 2.4-litre Ferrari Dinosaurs, the private Scuderia SSS di Venezia three-litre V12 front-engined car of Bonnier/Bianchi had an easy victory. Hill/Gendebien won the GT class in their new Ferrari 250GTO.

RESULTS

1st Bonnier/Bianchi	1,071.2 miles	89.14mph
3.0 Ferrari	(206 laps)	
2nd P. Hill/Gendebien		
3.0 Ferrari	196 laps	
3rd Rand/Jennings/Wuesthoff		
2.0 Porsche	195 laps	
Fastest lap: P. Rodriguez (2.4 Ferrari) 3min 13sec, 97.0mph		

Left: Olivier's Hat-trick – Gendebien wins his third Le Mans in the three-litre Testa Rossa Ferrari. 1962 saw the last front-engined win at the Sarthe

ROUND 2/TARGA FLORIO, 6th May

Porsche debuted their new flat-8 two-litre cars but they suffered brake troubles and managed only third place. Mairesse set a scorching early pace in a 2.4 Ferrari Dino V6 later driven more sedately to win by Ricardo Rodriguez and Gendebien. Not an exciting race.

RESULTS

1st R. Rodriguez/Mairesse/Gendebien		
2.4 Ferrari	7hr 2min 56.3sec	63.39mph
2nd Baghetti/Bandini		
2.0 Ferrari	7hr 14min 24sec	
3rd Vaccarella/Bonnier/Hill		
2.0 Porsche	7hr 17min 24sec	
Fastest lap: Mairesse 40min 0.3sec, 67.06mph		

ROUND 3/A.D.A.C. NURBURGRING 1000 KILOMETRES, 27th May

Jimmy Clark and Lotus starred at the 'Ring, the prototype twin-cam Ford-engined Lotus 23 leading everybody for 12 laps until a sticky throttle and fumes in the cockpit took him off the road. The Rodriguez brothers crashed, reducing Ferrari's challenge to the single 2.4 V6 of the inevitable Hill/Gendebien who won the race. They had an ace up their sleeve in the prototype class, a GTO with a four-litre V12 engine, which finished second overall for Mairesse/Parkes, making the new Prototype Championship a Ferrari certainty.

RESULTS

1st P. Hill/Gendebien		
2.4 Ferrari	7hr 33min 27.7sec	82.39mph
2nd Mairesse/Parkes		
4.0 Ferrari	7hr 35min 49.2sec	
3rd G. Hill/Herrmann		
2.0 Porsche	7hr 42min 24.6sec	
Fastest lap: P. Hill 9min 31.9sec, 89.23mph		

ROUND 4/LE MANS 24-HOURS, 23rd-24th June

A good prototype field ran at Le Mans; three four-litre Maserati coupes, four-litre Ferraris and the beautiful Project 212 Aston Martin coupe. The Aston led before breaking an oil pipe, the Maseratis broke, and the old team of Hill/Gendebien paced round in their "EXPerimental" sports car, otherwise known as the 330TR/LM. The other sports Ferraris failed, leaving the private GTOs to fill the next two places, pressed by the Sargent/Lumsden private Jaguar E until engine bearer problems slowed it and let the Cunningham/Salvadori sister car slip ahead.

RESULTS

1st P. Hill/Gendebien		
4.0 Ferrari	2,765.73 miles	115.25mph
2nd Noblet/Guichet		
3.0 Ferrari	2,724.9 miles	
3rd 'Elde'/'Beurlys'		
3.0 Ferrari	2,618.2 miles	
Fastest lap: P. Hill 3min 57.6sec, 126.89mph		

World Sports Car Championship—1962 (in three Divisions)

Division One: up to 1,000 cc

1st Fiat-Abarth	45 points
2nd GSM Delta	5 points
3rd Austin Healey	4 points

Division Two: 1,001-2,000 cc

1st Porsche	45 points
2nd Alfa-Romeo	29 points
3rd Lotus	20 points

Division Three: Over 2,000 cc

1st Ferrari	45 points
2nd Jaguar	16 points
3rd Chevrolet	9 points

1963

This season saw more attention paid to the Speed and Endurance World Challenge Cup prototype competition, and after shortage of prototypes and G.T. Championship cars saw many sports cars running in 1962 classic events, only the Targa Florio admitted old-fashioned sports cars in 1963, and then only in two-litre form.

**ROUND 1/SEBRING 12-HOURS,
23rd March**

Sixty-five cars of 20 makes started the Floridan classic and as the American challenge from Cobra, Chaparral and Chevrolet collapsed so Ferrari moved up the leader board. Only victim was poor Parkes's four-litre 330LM prototype which he crashed after four hours. When the new lightweight Jaguar E-Types of McLaren/Hansgen had brake trouble Ferrari took the first six places, with their new three-litre rear-engined 250Ps well ahead.

RESULTS

1st Surtees/Scarfioffi	1,086.8 miles	90.39mph
3-0 Ferrari	(209 laps)	
2nd Mairesse/Vaccarella		
3-0 Ferrari	208 laps	
3rd P. Rodriguez/G. Hill		
4-0 Ferrari	207 laps	
Fastest lap: Surtees 3min 11.4sec, 97.81mph		

**ROUND 2/TARGA FLORIO,
5th May**

The Parkes/Surtees Ferrari 250P set a scorching pace and led until John crashed on the fifth lap. The sister Mairesse/Scarfioffi car had already been abandoned with fuel feed troubles, and the Belgian took over the sole remaining works Ferrari, the two-litre 196SP model which Bandini had already handed over to Scarfioffi. Mairesse had victory in his grasp when he spun on the final lap, dragged an open engine cover to the finish and lost the race

by 12 seconds to Jo Bonnier/Carlo Abate in Porsche's eight-cylinder prototype! Just to rub it in, the Barth/Linge Porsche Carrera 2 was third and beat the GT Ferraris.

RESULTS

1st Bonnier/Abate			
2-0 Porsche coupe	6hr 55min 45.1sec	65.57mph	
2nd Scarfioffi/Mairesse/Bandini			
2-0 Ferrari Dino	6hr 55min 57.0sec		
3rd Barth/Linge			
2-0 Porsche	7hr 25min 19.4sec		
Fastest lap: Parkes (3-0 Ferrari) 40min 4.1sec, 66.97mph			

**ROUND 3/A.D.A.C. NURBURGRING
1000 KILOMETRES,
19th May**

Peter Lindner led a glorious opening lap in his Jaguar E before the works Ferrari 250Ps stormed by. Parkes crashed, Mairesse punctured on his wreckage and the Bonnier/Phil Hill Porsche prototype stole the lead. Mairesse closed on Hill and his pressure triggered an uncharacteristic crash, leaving the number one Ferrari an easy winner. Sicilian Vaccarella wrote-off a 250P in practice, and the whole event left two valuable Ferrari prototypes and two GTs as write-offs.

RESULTS

1st Surtees/Mairesse			
3-0 Ferrari	7hr 31min 18sec	82.70mph	
2nd Guichet/Noblet			
3-0 Ferrari	7hr 40min 03.0sec		
3rd Abate/Maglioli			
3-0 Ferrari	43 laps		
Fastest lap: Surtees 9min 16sec, 91.78mph			

**ROUND 4/LE MANS 24-HOURS,
15th-16th June**

Three works Aston Martins enlivened the longest race of the year, swopping the lead with the Simon five-litre Maserati 151 early on. Simon established himself while the Astons expired, the Jaguars lacked steam and eventually the Maserati proved too fragile to

stave off the Ferraris. Mairesse's leading 250P then caught fire and burned out, the Parkes/Maglioli car was delayed by fuel pump trouble and the only trouble-free 250P went on to win. The Rover-B.R.M. gas turbine car did a reliability run concurrent with the race and finished happily with Graham Hill/Richie Ginther aboard. Eric Broadley's rear-engined Ford V8-powered Lola GT showed well until David Hobbs had it jump out of gear and hit both banks. Its promise was a portent of things to come . . .

RESULTS

1st Scarfiotti/Bandini		
3-0 Ferrari	2,834.6 miles	118.50mph
2nd 'Beurlys'/van Ophem		
3-0 Ferrari	2,700.8 miles	
3rd Parkes/Maglioli		
3-0 Ferrari	2,700.7 miles	
Fastest lap: Surtees (3-0 Ferrari) 3min 53.3sec, 129.07mph		

1964

Growing interest in long-distance racing during 1963, particularly in America, led to the revival of a properly programmed International Championship in 1964, starting with the Daytona Continental, which had hitherto been a lucrative early-season non-Championship event.

**ROUND 1/DAYTONA CONTINENTAL
2000 KILOMETRES, FLORIDA, U.S.A.
16th February**

327 laps of 3.81-mile circuit—1,244 miles

Carroll Shelby's new Cobra coupe with 4.7-litre Ford V8 engine was fantastically fast and drivers Dave MacDonald/Bob Holbert looked set to win the first Championship Daytona race until an overheating differential brought retirement after seven hours. This gave the race to the new 1964 GTO of Hill/Rodriguez, while the first Cobra, the Gurney/Johnson roadster, was fourth.

RESULTS

1st P. Hill/P. Rodriguez		
3-0 Ferrari	12hr 40min 25.8sec	98.23mph
2nd Piper/Bianchi		
3-0 Ferrari		
3rd Grossman/Hansgen		
3-0 Ferrari		
Fastest lap: MacDonald (Cobra Daytona) 2min 8.2sec		

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**ROUND 2/SEBRING 12-HOURS,
21st March**

Sebring saw another Ferrari field-day and a one-two result for the brand-new 3.3-litre 275P models, but the Cobras were unbeatable in the GT category. The highest-placed GT Ferrari was the Piper/Rodriguez GTO in seventh place, and the Cobra success persuaded manufacturer Carroll Shelby to plan a European programme.

RESULTS

1st Parkes/Maglioli	1,112.8 miles	92.36mph
3-3 Ferrari	(214 laps)	
2nd Scarfiotti/Vaccarella		
3-3 Ferrari	213 laps	
3rd Surtees/Bandini		
4-0 Ferrari	212 laps	
Fastest lap: Surtees 3min 6.2sec, 100.54mph		

**ROUND 3/TARGA FLORIO,
26th April**

Ferrari absented themselves from the Targa, leaving the spoils to Porsche whose new 904 was well suited to the circuit, making the post-war Targa tally five each to the Maranello and Stuttgart companies. The Cobras looked like winners early on, but the rough roads shook their suspension to pieces, and the Gurney/Grant car was finally placed eighth.

RESULTS

1st Davis/Baron Pucci		
2-0 Porsche	7hr 10min 53.6sec	62.29mph
2nd Linge/Balzarini		
2-0 Porsche	7hr 23min 15.6sec	
3rd Bussinello/Todaro		
1-6 Alfa Romeo TZ	7hr 27min 7sec	
Fastest lap: Davis 41min 10.8sec, 65.17mph		

ROUND 4/SPA GRAND PRIX

500 KILOMETRES,

17th May

36 laps of 8·76-mile circuit—319 miles

GT cars featured in the Belgian race, another newcomer to the Championship, and the Ferraris beat the Cobra Daytona coupes fair and square, filling the first four places. David Piper should have been second but he suffered a wheel breakage and had an unscheduled pit-stop drop him back. Phil Hill's Daytona lapped at 129·01 mph but blocked fuel lines kept it out of the picture. None of the Cobras handled well enough on this demanding course.

RESULTS

1st Parkes		
3·0 Ferrari	2hr 32min 5·2sec	124·40mph
2nd Guichet		
3·0 Ferrari	2hr 33min 14·1sec	
3rd Bandini		
3·0 Ferrari	2hr 34min 20·4sec	
Fastest lap: P. Hill (Cobra) 4min 4·5sec, 129·01mph		

ROUND 5/A.D.A.C. NURBURGRING

1000 KILOMETRES,

31st May

A race of incidents saw two fatalities, and more than a dozen cars wrecked. The Graham Hill/Innes Ireland Ferrari 275P retired when leading after Surtees's similar leading car had crashed, following a wheel collapse. Scarfiotti/Vaccarella inherited the lead in their 275P, while the Cobras were unreliable, the Schlesler/Attwood car just scraping into a class win after long stops. The Ford GT made its debut driven by Phil Hill/Bruce McLaren and proved encouraging.

RESULTS

1st Scarfiotti/Vaccarella	7hr 8min 27sec	86·9mph
3·3 Ferrari	(44 laps)	
2nd Parkes/Guichet		
3·0 Ferrari	43 laps	
3rd Pon/Koch		
2·0 Porsche	43 laps	
Fastest lap Surtees (3·3 Ferrari) 9min 9sec, 92·95 mph		

ROUND 6/LE MANS 24-HOURS,

20th–21st June

The Ginther/Gregory Ford GT led the field from lap two to their first refuelling stop, then gearbox failures and a fire put the three new GTs out. Ferrari won yet again, and yet the GT category was Carroll Shelby's with the Gurney/Bondurant Daytona coupe fourth overall. Porsche had a highly satisfactory 1–2–3–4–5 success in the two-litre class, with Buchet/Ligier seventh overall.

RESULTS

1st Guichet/Vaccarella		
3·3 Ferrari	2,917·7 miles	121·6mph
2nd Bonnier/G. Hill		
4·0 Ferrari	2,872·5 miles	
3rd Bandini/Surtees		
4·0 Ferrari	2,815 miles	
Fastest lap: P. Hill (Ford GT) 3min 49·4sec, 131·25mph		

ROUND 7/RHEIMS 12-HOURS, FRANCE

5th July

This race had been run from 1953–58 and was revived for the new extended Championship and was well-supported. Ferrari withstood another strong Ford America challenge, and filled the first four places. An epic first hour saw Ginther's GT setting the pace, wheel to wheel with the 275LMs of Surtees and Hill. Transmission troubles again afflicted the Fords, and the issue was in doubt between the privately-entered LMs into the last hour. With 50 minutes remaining Surtees's car blew a tyre and lost 1½ laps to the Anglo-Swedish pair's Maranello Concessionaires English-entered model. The same team's GTO of Parkes/Scarfiotti won the GT class. This was easily the best Championship race of the year.

RESULTS

1st G. Hill/Bonnier		
3·3 Ferrari	1,522·7 miles	126·81mph
2nd Surtees/Bandini		
3·3 Ferrari	1,516·9 miles	
3rd Parkes/Scarfiotti		
3·0 Ferrari	1,437·4 miles	
Fastest lap: G. Hill 2min 19·2sec, 133·41mph		

ROUND 8/RAC TOURIST TROPHY, Goodwood, 29th August

130 laps of 2.4-mile circuit—312 miles

The last of the Goodwood Tourist Trophies was another Maranello success, with Graham Hill's 330P taking an unflurried win. But Ferrari were beaten where it hurt most, in the GT category, where Shelby Cobras were first, second and third. A win in the GT Championship Tour de France final decided the title in Ferrari's favour, later in the year. Group 7 sports cars ran in the Tourist Trophy, and led early on . . . times were changing.

RESULTS

1st G. Hill	3hr 12min 43.6sec	97.13mph
4.0 Ferrari		
2nd Piper		
3.3 Ferrari	129 laps	
3rd Gurney		
4.7 Shelby Cobra	129 laps	
Fastest lap: (Group 4) Gurney 1min 27.8sec, 98.40mph		

ROUND 9/PARIS, 1000 KILOMETRES, Montlhéry Autodrome, 11th October

129 laps of 4.859-mile circuit—626 miles

With Ferrari winners of the Championship which mattered, the French race had little significance. Graham Hill/Jo Bonnier won yet again for Maranello Concessionaires in a rain-swept and tragic race. Peter Lindner, the great German Jaguar driver, crashed into Franco Patria's stationary Abarth waiting to leave the pits, killing both drivers and three marshals.

RESULTS

1st G. Hill/Bonnier	129 laps	96.50mph
4.0 Ferrari		
2nd P. Rodriguez/Schlesser		
3.0 Ferrari GTO	127 laps	
3rd Barth/Davis		
2.0 Porsche 8	126 laps	
Fastest lap: Stewart (3.3 Ferrari) 2min 45.1sec, 105.47mph		

World Sports Car Championship—1964

1st Ferrari	79 points
2nd Porsche	22 points
3rd Shelby Cobra	13 points

1965

ROUND 1/DAYTONA CONTINENTAL 2000 KILOMETRES, 28th February

Ford mounted an immense onslaught on selected Championship events; the American rounds and Le Mans receiving special attention. Daytona provided their first major success, with GT40s first and third and Cobra Daytonas second and fourth. Dan Gurney set a sizzling pace in a special 5.3-litre Lotus 19 special, frightening Surtees in the new four-cam V12 Ferrari 330P2. The fast Hansgen/Piper two-cam Ferrari blew tyres on debris, damaging the suspension too badly to continue, and the Surtees/Rodriguez car also blew tyres, smashed the suspension and dropped out. The Gurney/Grant Lotus lost a five-lap lead when a piston blew, and then it was Ford and Cobra all the way.

RESULTS

1st Miles/Ruby	12hr 27min 9sec	99.94mph
4.7 Ford	(327 laps)	
2nd Schlesser/Keck/Johnson		
4.7 Shelby Cobra	322 laps	
3rd Bondurant/Ginther		
4.7 Ford	318 laps	
Fastest lap: Hansgen (4.0 Ferrari) 2min 1.8sec		

ROUND 2/SEBRING 12-HOURS, 27th March

The Gurney Lotus was Chaparral's only challenger at Sebring. Dan retired after two hours' battling with Jim Hall's 5.4-litre automatic transmission Chevrolet-powered device, and despite a freakish seventh hour cloudburst which flooded the airfield and slashed speeds

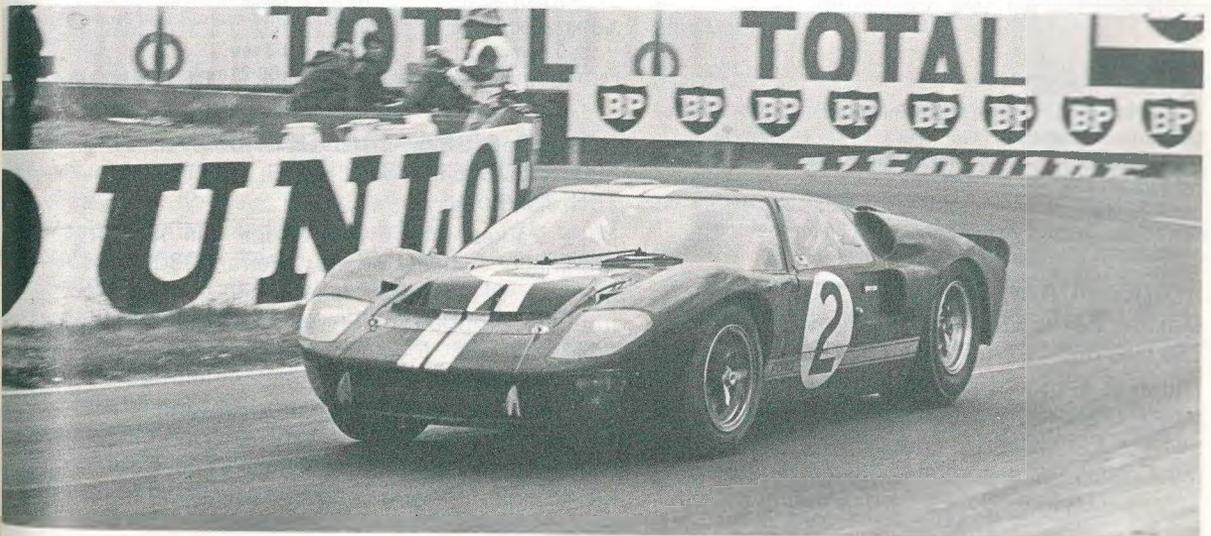
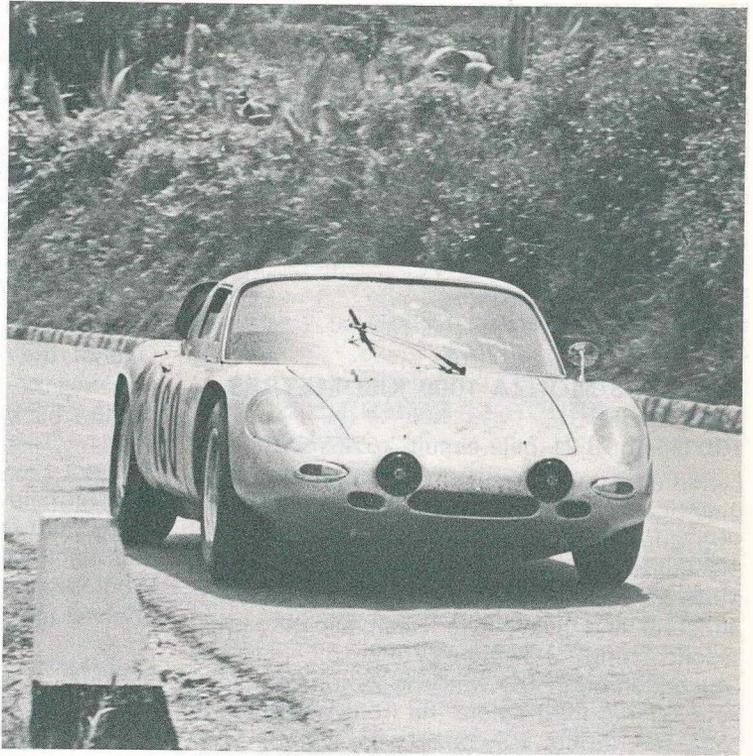
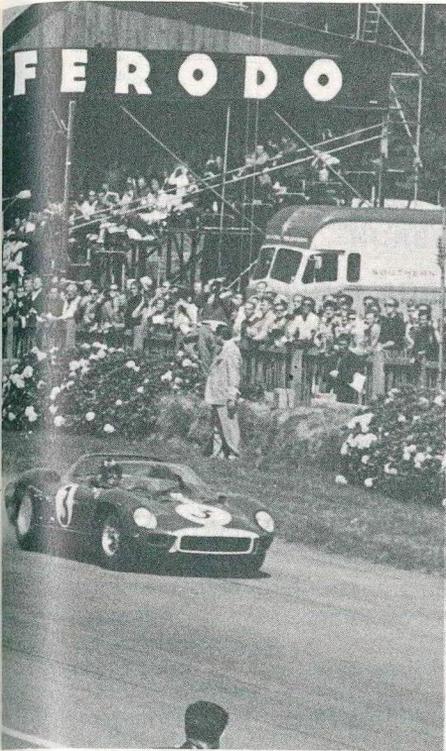


Left: The Magnificent "Under-Seven" – In 1965 John Surtees and the Italian driver Ludovico Scarfiotti became the first drivers to complete the daunting Nurburgring 1000 Kms in under seven hours. Their time: 6hr 53min 5.4sec

Above: Goodbye to Goodwood – The last of the Sussex circuit's TTs in 1964 witnessed a splendid win for Graham Hill in the 330P Ferrari. And what a front row: Bruce McLaren in the Cooper-Oldsmobile, the foundation of the McLaren marque, and Jim Clark in the Lotus-Ford 30

Above right: First for Ford – After two years of expensive endeavour, Chris Amon and Bruce McLaren fulfilled a Detroit dream when they won Le Mans by a few feet from their team-mates, Hulme and Miles, in 1966

Right: Jo's Second – It is fitting to recall the long-distance skills of the late Jo Bonnier. The gentle Swede twice won the Targa Florio, his Porsche coupé conquering the Little Madonie circuit for the second time in 1963



to 30 mph, General Motors' incognito contender led home both Ford and Ferrari. Cobra Daytonas won the GT class, and Porsche finished with four cars in the top ten.

RESULTS

1st Hall/Sharp	1,019.2 miles	84.72mph
5.4 Chaparral	(196 laps)	
2nd McLaren/Miles		
4.7 Ford	192 laps	
3rd Piper/Maggs		
3.3 Ferrari	190 laps	
Fastest lap: Hall 2min 59.3sec, 104.40mph		

ROUND 3/MONZA 1000 KILOMETRES, 25th April

100 laps of 6.21-mile circuit—621 miles

Ferrari again won a straight fight with Ford on their home ground, the first time a Championship-qualifying track race had been held upon the Italian mainland. The four-litre 330P2 of Surtees/Scarfiotti lost the lead with another puncture and heavy tyre wear, allowing the second-string 3.3-litre 275P2 of Parkes/Guichet through to win. The Amon/Maglioli Ford GT ran third before the front suspension collapsed. Cobra Daytonas were eighth and ninth and GT winners once more.

RESULTS

1st Parkes/Guichet		
3.3 Ferrari	4hr 56min 8sec	125.90mph
2nd Surtees/Scarfiotti		
4.0 Ferrari	4hr 57min 59.8sec	
3rd McLaren/Miles		
4.7 Ford	96 laps	
Fastest lap: Surtees 2min 47.2sec, 133.8mph		

ROUND 4/RAC TOURIST TROPHY, Oulton Park, England 1st May

130 laps of 2.761-mile circuit—359 miles

The first Oulton Park Tourist Trophy was a rather dreadful two-part Group 7 race, with just the GT Category counting for points. All the Cobras were normal roadsters apart from Sears's Daytona coupe and Gardner's Willment-built coupe special.

RESULTS

1st* Sir John Whitmore	4hr 1min 16.8sec	89.26mph
4.7 Shelby Cobra	(130 laps)	
2nd P. Sutcliffe		
3.0 Ferrari	130 laps	
3rd A. Grant		
4.7 Shelby Cobra	128 laps	
Fastest lap: Not issued		

* Race open to Group 7 cars ineligible for World Championship, and won by Denny Hulme's Brabham-Climax BT8.

ROUND 5/TARGA FLORIO, 9th May

One of the three works Ferrari P2s entered ran well enough to win the Targa from a horde of Porsches. Local man Vaccarella set such a searing pace that team manager Dragoni eventually lectured him for his pains! Bandini held position and made the win look easy. Scarfiotti crashed his P2 and Baghetti's had electrical failure, while the open Ford of Whitmore/Bondurant ran third before losing a wheel and later crashing.

RESULTS

1st Vaccarella/Bandini		
3.3 Ferrari	7hr 1min 12.2sec	63.73mph
2nd Davis/Mitter		
2.0 Porsche 8	7hr 5min 34sec	
3rd Maglioli/Linge		
2.0 Porsche	7hr 6min 58 sec	
Fastest lap: Vaccarella 39min 21sec, 68.21mph		

ROUND 6/SPA GRAND PRIX 500 KILOMETRES, 16th May

Mike Parkes was favourite for this race in Maranello Concessionaires' Ferrari 330P and he was in a healthy lead when fuel pump troubles dropped him well down the field. This left the local Ecurie Francorchamps 250LM of Mairesse in the lead which he held to the finish. Piper's race into second place was superb. After practice transmission troubles he came right through the field. The Cobras hit trouble, leaving English privateer Peter Sutcliffe to win the GT category.

RESULTS

1st Mairesse		
3·3 Ferrari	2hr 29min 45·7sec	125·74mph
2nd Piper		
3·3 Ferrari	2hr 31min 43·5sec	
3rd Pon		
2·0 Porsche	2hr 32min 37·4sec	
Fastest lap: Parkes (4·0 Ferrari)	4min 1·3sec,	130·71mph

**ROUND 7/A.D.A.C. NURBURGRING
1000 KILOMETRES,
23rd May**

Ferrari mastery shone at the 'Ring. Surtees/Scarfiotti won the first sub-seven hours 1000 Kms race there and the staggeringly fast 1·6-litre Dino V6 which finally placed fourth had a tremendous battle with the two-litre eight-cylinder Bonnier/Rindt Porsche before going off song. Four Ford GTs started, including a 5·3-litre model for McLaren/Phil Hill, but only one finished, in eighth place.

RESULTS

1st Surtees/Scarfiotti		
4·0 Ferrari	6hr 53min 5·4sec	90·66mph
2nd Parkes/Guichet		
3·3 Ferrari	6hr 53min 50·2sec	
3rd Bonnier/Rindt		
2·0 Porsche 8	7hr 0min 59·6sec	
Fastest lap: Surtees	8min 50·5sec,	96·06mph

**ROUND 8/LE MANS 24-HOURS,
19th–20th June**

Ford's seven-litre monsters were the fastest ever at Le Mans, Phil Hill's lap record standing at 3min 37·5sec, 138·44 mph, before his car failed, with a second seven-litre GT and four smaller ones. Five out of eleven Ferraris survived. The Parkes/Guichet and Surtees/Scarfiotti P2s both led for many hours until gearbox failures retired both cars. Much time had been lost replacing cracked brake discs, and private 250LM coupes led the race from the eleventh hour. Francorchamps' Dumay/Gosselin car led for ten hours until a tyre blew, wrecking the rear body, and letting the winning North American Racing Team car through. Cobra

collapsed, losing the GT class to the 250LMs. Quietest car on the course, finishing tenth overall, was a new Rover-B.R.M. coupe shared by Graham Hill/Jackie Stewart.

RESULTS

1st Gregory/Rindt		
3·3 Ferrari	2,906·2 miles	121·8mph
2nd Dumay/Gosselin		
3·3 Ferrari	2,859·9 miles	
3rd Mairesse/'Beurlys'		
3·3 Ferrari	2,834·7 miles	
Fastest lap: P. Hill (7·0 Ford)	3min 37·5sec,	138·43mph

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**ROUND 9/RHEIMS 12-HOURS,
3rd–4th July**

Ford withdrew from the Rheims race, leaving it to Ferrari. Three privately-entered works-loaned P2s started; the leading Surtees/Parkes 365P2 had rocker trouble, the Graham Hill/Bonnier 330P2 broke its gearbox after ten hours and the North American Racing Team notched their second big win in two weeks with the 4·4-litre Rodriguez/Guichet 365P2. It had dropped from third to fifteenth in an early nine-lap stop to replace the clutch, but ran faultlessly thereafter. GT wins went to Cobra and Porsche.

RESULTS

1st P. Rodriguez/Guichet	1,469·8 miles	122·5mph
4·4 Ferrari	(284 laps)	
2nd Surtees/Parkes		
4·4 Ferrari	282 laps	
3rd Mairesse/'Beurlys'		
3·3 Ferrari	279 laps	
Fastest lap: Surtees	2min 17·9sec,	134·67mph

World Sports Car Championship—1965

1st Ferrari	62 points
2nd Porsche	25 points
3rd Ford	19 points

1966**ROUND 1/DAYTONA CONTINENTAL
24-HOURS,****5th-6th February****3-81-mile combination road and track circuit**

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With new Group 6 prototype and Group 4 production (50-off) sports car rules in force Daytona's first 24-hours race saw a horde of Ford cars battering a private Ferrari entry into the dust. The new Chaparral-Chevrolet 2D led initially in Jo Bonnier's hands, but suspension breakages put it out while the seven-litre Ford GT Mk 2s rumbled home.

RESULTS

1st Miles/Ruby	2,750.63 miles	108.02mph
7.0 Ford	(678 laps)	
2nd Gurney/Grant		
7.0 Ford	670 laps	
3rd Hansgen/Donohue		
7.0 Ford	669 laps	
Fastest lap: Gurney 1min 57.7sec, 116.51mph		

**ROUND 2/SEBRING 12-HOURS,
26th March**

The lone works Ferrari 330P3 driven by Parkes/Bondurant gave Ford a stern fight at Sebring until its gearbox seized after 172 laps. This left the Gurney/Grant GT Mk2 in an apparently unassailable lead, but it broke just before the line and was pushed across to finish "second" to the winning Miles/Ruby roadster version. The stewards disqualified it, moving everybody else up one place. Revson/Scott's new Essex Wire team GT40 won the Group 4 class, and Porsches finished well. Both Chaparrals retired.

RESULTS

1st Miles/Ruby	1,185.6 miles	98.07mph
7.0 Ford XI	(228 laps)	
2nd Hansgen/Donohue		
7.0 Ford	216 laps	
3rd Revson/Scott		
4.7 Ford	213 laps	
Fastest lap: Gurney (7.0 Ford) 2min 54.8sec, 107.89mph		

**ROUND 3/MONZA 1000 KILOMETRES,
25th April**

John Surtees made a superb come-back after his near-fatal Group 7 crash in Canada late in 1965, and drove the new 330P3 Ferrari coupe to an undisputed victory in the rain at Monza. Co-driver Mike Parkes played a terrific supporting role, particularly when wiper failure impaired vision. No seven-litre Mk2 Fords were on show and the 4.7-litre production GT40s of the privateers lacked the steam to stay in contact. Porsche completely overwhelmed the Dinos with their new Carrera 6 models.

RESULTS

1st Surtees/Parkes	6hr 5min 11.6sec	103.11mph
4.0 Ferrari	(100 laps)	
2nd Sir John Whitmore/Gregory		
4.7 Ford	99 laps	
3rd Muller/Mairesse		
4.7 Ford	98 laps	
Fastest lap: Surtees 3min 26.7sec, 109.24mph		

**ROUND 4/TARGA FLORIO,
8th May**

Porsche's Carrera 6 won the Targa Florio with the Ecurie Filipinetti, Swiss-entered car of Mairesse/Muller. Rain made a rugged race. The Mitter/Bonnier Carrera 6 and Davis/Klass eight-cylinder 2.2-litre prototype Porsche both led, swapping places with the Vaccarella/Bandini Ferrari P3, until the latter rolled it off the road. Parkes crashed a new fuel-injected Dino, Mitter and Klass collided, retiring both cars, and the reliable Swiss Porsche won easily.

RESULTS

1st Mairesse/Muller	7hr 16min 32.3sec	61.47mph
2.0 Porsche	10 laps	
2nd Guichet/Baghetti		
2.0 Ferrari	7hr 25min 2.2sec	
3rd Baron Pucci/Arena		
2.0 Porsche	7hr 34min 8sec	
Fastest lap: Mitter (Porsche) 40min 19sec, 66.58mph		

ROUND 5/SPA 1000 KILOMETRES, 22nd May

71 laps of 8-76-mile circuit—622 miles

The Parkes/Scarfiotti 330P3 Ferrari ran away and hid at Spa, taking two seconds off the Formula One lap record and running Firestone Indy tyres for the first time instead of Dunlops. The big seven-litre Ford GT Mk2 of Whitmore/Gardner lacked the speed, while Porsche suffered mechanical troubles and Dino won the two-litre class. An MGB won the GT category!

RESULTS

1st Parkes/Scarfiotti	4hr 43min 24sec	131.69mph
4-0 Ferrari		
2nd Sir John Whitmore/Gardner		
7-0 Ford	70 laps	
3rd Scott/Revson		
4-7 Ford	69 laps	
Fastest lap: Parkes 3min 46.4sec, 139.31mph		

ROUND 6/A.D.A.C. NURBURGRING 1000 KILOMETRES, 5th June

The all-American Chaparral 2D walked off with the German round, leading two-thirds of the way for Phil Hill/Jo Bonnier. Two Dinos harried them all the way while the Surtees/Parkes P3 was again shatteringly fast, but went out due to suspension and clutch failures. Porsche again had troubles, the fuel-injected Carrera 6 prototype of Hawkins/Bondurant finishing fourth. Only three of the six GT40s entered managed to finish, but they won the Group 4 class once more.

RESULTS

1st P. Hill/Bonnier		
5-4 Chaparral	6hr 58min 47.6sec	89.35mph
2nd Scarfiotti/Bandini		
2-0 Ferrari	6hr 59min 29.2sec	
3rd P. Rodriguez/Ginther		
2-0 Ferrari	7hr 0min 2.4sec	
Fastest lap: Surtees (4-0 Ferrari) 8min 37sec, 98.67mph		

ROUND 7/LE MANS 24-HOURS, 18th-19th June

Third time really was lucky for Ford at Le Mans, the seven-litre GT Mk2s crushing the opposition at record speed. The Rodriguez/Ginther and Parkes/Scarfiotti Ferrari P3s led during the night, but overheating put out the first car and Guichet/Bandini's fifth place P3, and Scarfiotti hit a Matra reversing on the circuit. Chaparral's challenge failed with electrical trouble, and Porsche had a superb Le Mans, finishing 4-5-6-7. Best Ferrari was the Courage/Pike 365GTB in eighth place. John Surtees broke with Ferrari in practice for this event, and joined Cooper for Formula One.

RESULTS

1st* McLaren/Amon		
7-0 Ford	3,009.5 miles	125.4mph
2nd* Miles/Hulme		
7-0 Ford	3,009.5 miles	125.4mph
3rd Bucknum/Hutcherson		
7-0 Ford	2,909.2 miles	

Fastest lap: Gurney (7-0 Ford) 3min 30.6sec, 142.97mph

* Decision made on starting line-up positions.

World Sports Car Championship—1966

1st Ford	41 points
2nd Ferrari	35 points
3rd Porsche	27 points

1967

ROUND 1/DAYTONA CONTINENTAL 24-HOURS, 4th-5th February

Two new Ferrari P4s and a revised P3 shattered Ford on their home ground, finishing 1-2-3 and leading from the fourth hour. The six Ford Mk2s entered broke their new transmissions, the only survivor taking seventh place for McLaren/Bianchi. The new flipped seven-litre Chaparral 2F led for the first four hours, driven by Phil Hill/Mike Spence, set a new lap record and then crashed.

RESULTS

1st Amon/Bandini	2,537 miles	105·70mph
4·0 Ferrari	(666 laps)	
2nd Scarfiotti/Parkes		
4·0 Ferrari	663 laps	
3rd P. Rodriguez/Guichet		
4·0 Ferrari	637 laps	
Fastest lap: P. Hill (7·0 Chaparral)	1min 55·69sec,	
	118·54mph	

ROUND 2/SEBRING 12-HOURS,

1st April

Circuit modifications made Sebring faster than ever before, and Ford's brand-new Mk4 car broke all race records in an unflurried win. The Spence/Jim Hall Chaparral 2F set another lap record before retiring. Ferrari were absent and the second-place Ford GT Mk2 was almost pipped on the line by the Mitter/Patrick Porsche as it suffered dire engine problems. Andrea de Adamich's two-litre Alfa-Romeo T33 led the first lap.

RESULTS

1st Andretti/McLaren	1,237·6 miles	103·13mph
7·0 Ford	(238 laps)	
2nd Foyt/Ruby		
7·0 Ford	226 laps	
3rd Mitter/Patrick		
2·0 Porsche	226 laps	
Fastest lap: Spence (7·0 Chaparral)	2min 48·6sec,	
	111·03 mph	

ROUND 3/MONZA 1000 KILOMETRES,

25th April

Monza was Fordless, the works P4 Ferraris were first and second and only the Chaparral 2F of Spence/Phil Hill bothered them. It retired after just 200 kms when a drive-shaft UJ broke up. Porsche's new 910 showed immense potential, and Ford France's Schlesser/Ligier GT40 won the sports car class.

RESULTS

1st Bandini/Amon	5hr 7min 43sec	122·36mph
4·0 Ferrari	(100 laps)	
2nd Scarfiotti/Parkes	5hr 10min 59·2sec	
4·0 Ferrari	(100 laps)	
3rd Mitter/Rindt		
2·0 Porsche	96 laps	
Fastest lap: Bandini	2min 55·8sec,	128·51 mph

ROUND 4/SPA 1000 KILOMETRES,

1st May

Gulf Oil's new Mirage variant of the GT40 won as Jacky Ickx/Dick Thompson pleased at a flooded Spa circuit. Jo Siffert made his first really strong impression as a sports car driver in the second-place Porsche 910, and the Lola-Chevrolet GT made its debut to finish fourth as Paul Hawkins drove the race of his life. The works Ferrari P4 for Parkes/Scarfiotti suffered gearbox trouble, while the Chaparral was fast despite the conditions but dropped out with a burst gearbox oil seal.

RESULTS

1st Ickx/Thompson	5hr 9min 46·5sec	120·48mph
5·7 Ford Mirage	(71 laps)	
2nd Herrmann/Siffert		
2·0 Porsche	70 laps	
3rd Bianchi/Attwood		
4·0 Ferrari	70 laps	
Fastest lap: Spence (7·0 Chaparral)	4min 3·5sec,	129·53mph

ROUND 5/TARGA FLORIO,

14th May

This dramatic race saw Vaccarella sliding his works Ferrari P4 into a wall on his first lap and breaking its wheels. Mitter's Porsche 8 led from Muller's Filipinetti P3 until he crashed, and the big Ferrari's differential finally broke-up. The De Adamich/Rolland Alfa pressed the Porsches until its front suspension failed, and the unsuited Chaparral 2F ran fourth, driven by Phil Hill/Hap Sharp, until a puncture/transmission trouble called a halt on the ninth lap.

RESULTS

1st Hawkins/Stommelen		
2·2 Porsche	6hr 37min 1sec	67·61 mph
2nd Cella/Biscaldi		
2·0 Porsche	6hr 37min 48·1sec	
3rd Neerpasch/Elford		
2·0 Porsche	6hr 41 min 3·4sec	
Fastest lap: Muller (4·0 Ferrari)	37min 9sec,	72·25mph

ROUND 6/A.D.A.C. NURBURGRING 1000 KILOMETRES, 28th May

Ferrari stayed away preparing for Le Mans. The Chaparral 2F was very fast once more until its transmission failed, Surtees's new Lola-Aston Martin broke its suspension, and the Ickx/Attwood Mirage burst two tyres when running third, only 14 laps from the finish. Gerhard Mitter/Lucien Bianchi were cruelly unlucky when their electrics failed, losing them the lead on the last lap, and Ford France's Greder/Giorgi GT40 won Group 4.

RESULTS

1st Schutz/Buzzetta		
2:0 Porsche	6hr 54min 12.9sec	90.4mph
2nd Hawkins/Koch		
2:0 Porsche	6hr 54min 13.1sec	
3rd Neerpasch/Elford		
2:0 Porsche	6hr 58min 32.6sec	
Fastest lap: P. Hill (7.0 Chaparral) 8min 42.1sec, 97.79mph		

ROUND 7/LE MANS 24-HOURS, 10th-11th June

The fastest Le Mans ever saw the new Ford Mk4s dominant, but pushed all the way by the Parkes/Scarfiotti P4 and the Mairesse/'Beurlys' P3/4. The Chaparral challenged the Fords for many hours early on until the transmission suffered once more, and three Fords retired after a multiple collision in the night. Parkes said he had never driven so hard for so long as he had in his P4's pursuit of Gurney and Foyt. Foyt became the first Indy winner to gain a victory in the Le Mans 24-Hours.

RESULTS

1st Gurney/Foyt		
7.0 Ford	3,251.585 miles	135.48mph
2nd Scarfiotti/Parkes		
4.0 Ferrari	3,217.146 miles	
3rd Mairesse/'Beurlys'		
4.0 Ferrari	3,157.306 miles	
Fastest lap: Andretti/Hulme (7.0 Fords) 3min 23.6sec, 147.89mph		

ROUND 8/BOAC 500 6-HOURS, Brands Hatch, England, 30th July 2.65-mile circuit

The new Brands Hatch race was a great success, for the Championship hinged on its outcome, and lay between Ferrari and Porsche. Ferrari fielded three cars and Porsche five, but the singleton Chaparral scored an immensely popular win. Amon/Stewart's second place gave Ferrari the Group 6 Championship in a fabulous race, run at a scorching pace.

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RESULTS

1st P. Hill/Spence	559.15 miles	93.08mph
7.0 Chaparral	(211 laps)	
2nd Amon/Stewart		
4.0 Ferrari	210 laps	
3rd Siffert/McLaren		
2.2 Porsche	209 laps	
Fastest lap: Hulme (5.5 Lola) 1min 37.2sec, 98.14mph		

World Sports Car Championship—1967

Over two-litre

1st Ferrari	34 points
2nd Porsche	32 points
3rd Ford	22 points

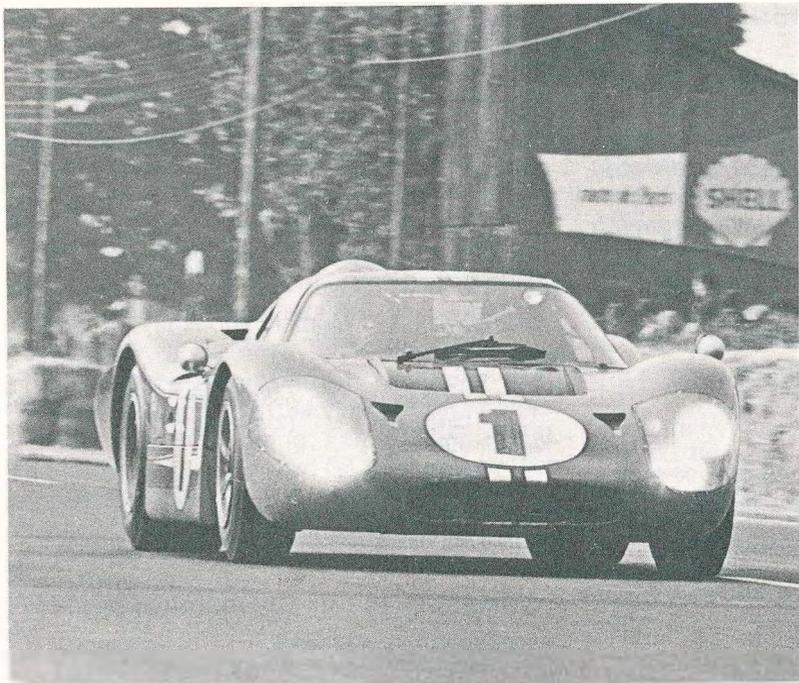
Under two-litre

1st Porsche	45 points
2nd Lotus	9 points
3rd Chevron-B.M.W.	6 points

1968

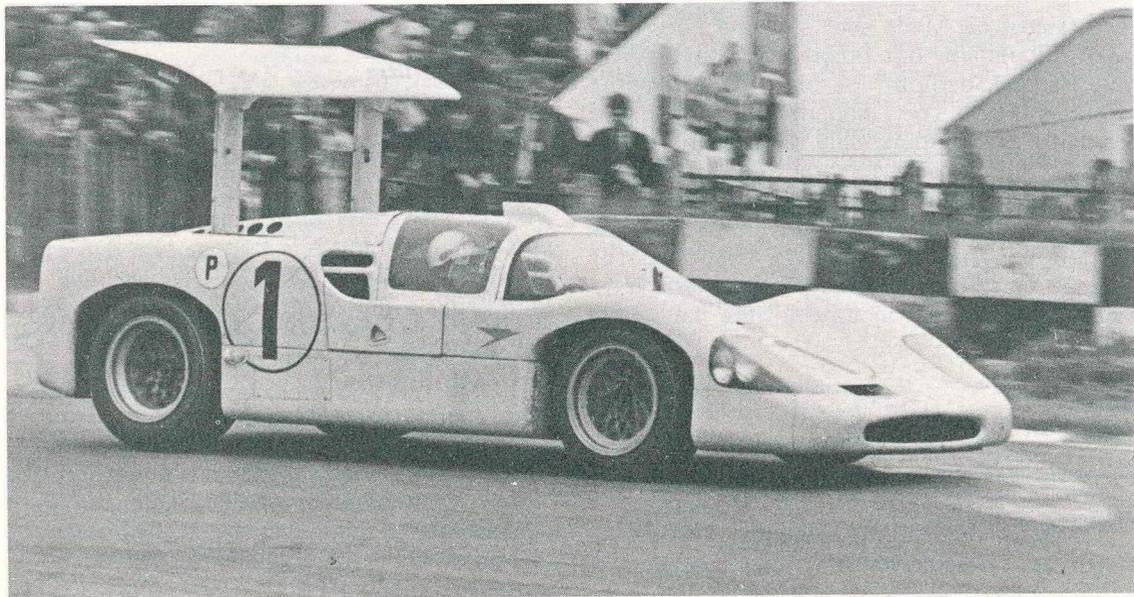
ROUND 1/DAYTONA CONTINENTAL 24-HOURS, 3rd-4th February

The change in regulations, limiting Group 6 prototype cars to three-litres, and Group 4s to five-litres, had a marked effect on the year's Championship. Gone were the Ford and Chaparral monsters, and in their place the 4.7-litre Gulf-JW-entered GT40s faced a horde of 2.2-litre Porsche 907s. Ickx's GT40



Left: *Domed Domination* – Ford's aerodynamic designs took a literal denting in 1967 when they had to build a bulge onto their 7-0 Ford to make room for lanky Dan Gurney's head. He still clocked 215 mph down Mulsanne and, together with A. J. Foyt scored a notable all-American Le Mans triumph

Below: *Winged for Victory* – Jim Hall's Chaparral was a great innovator. After developing two-pedal racing, it sprouted wings and Phil Hill scored the first winged win in the 1967 BOAC 1000 Kms race at Brands Hatch. Its imitators were instantaneous and innumerable



practice laps were faster than those of the 1967 seven-litre cars. The JW cars broke, the turbine-powered Howmet hit a wall and Porsche ruled the day.

RESULTS

1st Elford/Neerpasch/ Siffert/Stommelen/ Herrmann	2,526.69 miles (673 laps)	106.69mph
2.2 Porsche		
2nd Siffert/Herrmann		
2.2 Porsche	659 laps	
3rd Buzzetta/Schlesler		
2.2 Porsche	659 laps	
Fastest lap: Not issued		

ROUND 2/SEBRING 12-HOURS, 23rd March

The De Udy/Dibley Lola led Sebring for a while until its suspension broke. The Ickx/Redman GT40 went out with clutch failure, and the Hawkins/Hobbs sister car led while Porsches refuelled. A collision with a lady driver delayed the Gulf car, but Hawkins fought back into second place only to have the repaired suspension collapse after nine hours, opening the door to Porsche, once more.

RESULTS

1st Herrmann/Siffert	1,232.2 miles (237 laps)	102.51mph
2.2 Porsche		
2nd Elford/Neerpasch		
2.2 Porsche	226 laps	
3rd Donohue/Fisher		
5.0 Chevrolet Camaro	221 laps	
Fastest lap: Patrick (5.0 Lola) 2min 29sec, 110.76mph		

ROUND 3/BOAC 500 6-HOURS, Brands Hatch, 7th April

Overshadowed by news of Jim Clark's death, the Brands race saw Porsche defeated by the lone JW Automotive-Gulf Oil GT40 of Jacky Ickx/Brian Redman, just 22 seconds ahead of the first 907. The new Formula One Cosworth V8-engined Ford F3L disputed the lead in the first two hours, shared by McLaren/

Spence, until a UJ broke but the demands of the Brands circuit on the 907's brakes really lost the race for Porsche.

RESULTS

1st Ickx/Redman	6hr 1min 13sec (218 laps)	95.96mph
4.7 Ford		
2nd Mitter/Scarfiotti	6hr 1min 35sec (218)	
2.2 Porsche		
3rd Elford/Neerpasch		
2.2 Porsche	216 laps	
Fastest lap: Not issued		

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ROUND 4/MONZA 1000 KILOMETRES, 25th April

No works Ferraris appeared even on their home ground, and the race was another straight fight between the Gulf Fords and the Porsche works' cars. The two pale blue GT40s gave the leading Porsches a rough time and the two three-litre Porsche 908s of Siffert/Herrmann and Scarfiotti/Mitter were both badly delayed leaving the Fords in command. Redman spun his GT40, damaged the body mounts and retired, and the second string Hawkins/Hobbs car was presented with a race win.

RESULTS

1st Hawkins/Hobbs	5hr 18min 23.4sec (100 laps)	118.27mph
4.7 Ford		
2nd Stommelen/Neerpasch	5hr 20min 15.8sec (100 laps)	
2.2 Porsche		
3rd Depailler/de Cortanze		
3.0 Alpine-Renault	97 laps	
Fastest lap: Ickx (4.7 Ford) 2min 56.6sec, 127.93mph		

ROUND 5/TARGA FLORIO, 5th May

Another dramatic Targa saw Siffert crashing his Porsche on the first lap and Elford's 907 leaving the road when a wheel came loose. He fitted a spare tyre, losing some 16 minutes, then fought his way back into the race. Scarfiotti's 907 led Vaccarella's 2.5-litre Alfa Romeo T33, this pair handing over to Mitter

and Schutz, who promptly crashed the Italian car. Mitter broke a drive shaft, letting the Galli and Casoni Alfas into the lead, but Elford stormed through, caught them both in his final stint and scored a story book win.

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RESULTS

1st Elford/Maglioli		
2-2 Porsche	6hr 28min 47-9sec	69-04mph
2nd Galli/Giunti		
2-0 Alfa-Romeo	6hr 31min 30-7sec	
3rd Casoni/Bianchi		
2-0 Alfa-Romeo	6hr 37min 55-1sec	
Fastest lap: Elford 36min 2-3sec, 74-49mph		

**ROUND 6/A.D.A.C. NURBURGRING
1000 KILOMETRES,
19th May**

The three-litre Porsche 908 had its first win here on home ground, and Siffert took four seconds off Surtees's 1966 Group 6 lap record on the way, despite the chicane added to the circuit in 1967. The Gulf-JW team rearranged their pairings, putting Ickx with Hawkins and Hobbs with Redman and it cost them dear. The Alan Mann Ford F3Ls never really challenged, Chris Irwin ending his career when he wrote one off in practice.

RESULTS

1st Siffert/Elford		
3-0 Porsche	6hr 34min 6-3sec	95-05mph
2nd Herrmann/Stommelen		
3-0 Porsche	6hr 37min 7-8sec	
3rd Ickx/Hawkins		
4-7 Ford	6hr 37min 57-5sec	
Fastest lap: Siffert 8min 33sec, 99-54mph		

**ROUND 7/SPA 1000 KILOMETRES,
26th May**

Spa was wet again and Ickx showed himself complete master of the circuit with the GT40. Redman backed up admirably and the pair beat the Porsches roundly. Many cars retired with drowned electrics, the 2-2 Porsches were more manageable than the three-litres, and the second Gulf GT40 was placed fourth.

RESULTS

1st Ickx/Redman	5hr 5min 19-3sec	123-18mph
4-7 Ford	(71 laps)	
2nd Mitter/Schlesser		
2-2 Porsche	70 laps	
3rd Herrmann/Stommelen		
3-0 Porsche	69 laps	
Fastest lap: Schlesser 4min 3sec, 131-26mph		

**ROUND 8/WATKINS GLEN 6-HOURS,
New York State, U.S.A., 14th July
2-35-mile circuit**

Porsche failed at the Glen in this new American Championship round, overheating, wheel-bearing failure and spin damage leaving just one car in the first six. Ikuzawa became the first Japanese to score a major International Championship point, while the Howmet was the first turbine car to do so. The Gulf-JW cars ran unchallenged.

RESULTS

1st Ickx/Bianchi	6hr 0min 26-08sec	109-50mph
4-7 Ford	(286 laps)	
2nd Hawkins/Hobbs	6hr 0min 33-08sec	
4-7 Ford	(286 laps)	
3rd Thompson/Heppenstall		
3-0 turbine equivalent		
Howmet TX	267 laps	
Fastest lap: Ickx 1min 11-1sec, 116-46mph		

**ROUND 9/AUSTRIAN GRAND PRIX,
Zeltweg, 25th August**

157 laps of 1-99-mile circuit—312 miles

The last serious race on the military airfield circuit at Zeltweg saw Porsche given a walkover in the absence of the Mann F3Ls and the Gulf-JW GT40s. Paul Hawkins ran his private five-litre Ford, challenging hard after the retirement of Jo Bonnier's Lola GT, which had been giving the leading Porsches a battle.

RESULTS

1st Siffert		
3-0 Porsche 908	2hr 55min 17-74sec	106-87mph
2nd Herrmann/Ahrens		
3-0 Porsche 908	2hr 55min 30-23sec	
3rd Hawkins		
5-0 Ford GT40	152 laps	
Fastest lap: Siffert 1min 4-82sec, 110-46mph		

ROUND 10/LE MANS 24-HOURS, 28th–29th September

Postponed to September by political unrest in mid-summer, Le Mans saw a Ford hat-trick scored by two stand-in drivers in the Gulf-JW GT40. Brian Redman was still injured, and when Jacky Ickx broke his leg in practice for the Canadian Grand Prix Rodriguez and Bianchi were engaged to replace them. Porsches were unreliable but managed second and third places, while Alfa Romeo showed remarkable stamina in their best Le Mans yet, finishing 4–5–6. Porsche were Champions, but Ford took the big one.

RESULTS

1st P. Rodriguez/Bianchi		
5-0 Ford	2,764-237 miles	114-93mph
2nd Steinemann/Spoerry		
2-2 Porsche	2,719-185 miles	
3rd Neerpasch/Stommelen		
3-0 Porsche	2,711-423 miles	
Fastest lap: Stommelen 3min 38-1sec, 138-14mph		

World Sports Car Championship—1968

1st Porsche	81 points
2nd Ford	62 points
3rd Alfa-Romeo	18 points

1969

ROUND 1/DAYTONA CONTINENTAL 24-HOURS, 1st–2nd February

The Porsche and Ford teams both collapsed, leaving Roger Penske's Sunoco-sponsored Lola to win after spending 80 minutes in the pits! The Porsches were delayed by split manifolds filling the cockpits with smoke, then breaking camdrives put them out. Ickx crashed his Gulf-JW GT40 while leading on Sunday morning, and the sister Hobbs/Hailwood car retired with water-loss also after leading. It was Lola's first long-distance win.

RESULTS

1st Donohue/Parsons	2,383-75 miles	99-27mph
5-0 Lola	(626 laps)	
2nd Motschenbacher/Leslie		
5-0 Lola	596 laps	
3rd Ward/Titus		
5-0 Pontiac Firebird	591 laps	
Fastest lap: Not issued		

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ROUND 2/SEBRING 12-HOURS, 22nd March

New Porsche 908 Spyderys and a lone works Ferrari 312P made Sebring, but the rough surface broke the Porsche space-frames and wreckage from another car closed-up the Ferrari's snout and caused fatal overheating. Overheating afflicted two of the Alfas and the third threw a wheel on the first lap. The Penske Lola broke its suspension after leading for 17 laps, and the sole surviving Gulf-JW GT40 just caught the crippled Ferrari before the finish.

RESULTS

1st Ickx/Oliver	1,242-8 miles	103-36mph
5-0 Ford	(239 laps)	
2nd Amon/Andretti		
3-0 Ferrari	238 laps	
3rd Buzzetta/Stommelen		
3-0 Porsche	235 laps	
Fastest lap: Amon 2min 41-88sec, 115-64mph		

ROUND 3/BOAC 500 6-HOURS, Brands Hatch, 13th April

Porsche came back to overwhelm the Brands Hatch field, running Firestone tyres instead of Dunlops for the first time. Siffert/Redman led from lap five to the finish, and their only likely challenger, the Amon/Rodriguez Ferrari, lacked speed and lost third place near the finish when the throttle gave trouble. Lola had recurrent suspension failures, leaving the Hailwood/Hobbs GT40 to win Group 4. The Group 6 prototypes were now just too fast for a production-based five-litre.

RESULTS

1st Siffert/Redman	601.5 miles	100.22mph
3-0 Porsche	(227 laps)	
2nd Elford/Attwood		
3-0 Porsche	225 laps	
3rd Mitter/Schutz		
3-0 Porsche	223 laps	
Fastest lap: Not issued		

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ROUND 4/MONZA 1000 KILOMETRES, 25th April

The last Monza 1000 Kms to use the banked speed bowl-cum-road circuit (and chicanes) saw two Ferrari 312Ps challenging Porsche. Rodriguez/Schetty suffered tyre failures and finally crashed, and the Amon/Andretti car had its oil pressure vanish. The Kelleners/Jost GT40 won Group 4, after a dramatic last lap scrap with Gardner's Lola.

RESULTS

1st Siffert/Redman	4hr 53min 41.2sec	128.22mph
3-0 Porsche	(100 laps)	
2nd Herrmann/Ahrens		
3-0 Porsche	99 laps	
3rd Koch/Dechent		
2-2 Porsche	92 laps	
Fastest lap: P. Rodriguez (3-0 Ferrari)		
2min 48.1sec, 134.40mph		

ROUND 5/TARGA FLORIO, 4th May

Back on Dunlops, which had won every post-war Targa save one, Porsche walked the Sicilian classic. Four Alfas started, but only one finished, and Elford lost the lead when he spent six minutes in the pits with a broken alternator belt.

RESULTS

1st Mitter/Schutz		
3-0 Porsche	6hr 7min 45.3sec	72.99mph
2nd Elford/Maglioli		
3-0 Porsche	6hr 10min 34sec	
3rd Herrmann/Stommelen		
3-0 Porsche	6hr 21min 26.7sec	
Fastest lap: Elford 35min 8.2sec, 76.39mph		

ROUND 6/SPA 1000 KILOMETRES, 11th May

Redman won yet again at Spa, the circuit where he had so narrowly escaped with his life the previous year. Sharing with Siffert, he out-distanced the lone Rodriguez/Piper Ferrari, which the Englishman could not drive as fast as the Mexican. Bonnier/Muller went exceptionally well in their Lola and took the Group 4 class despite three unscheduled stops. The new Group 4 4.5 Porsche 917 lasted one lap.

RESULTS

1st Siffert/Redman		
3-0 Porsche	4hr 24min 19.6sec	141.19mph
2nd P. Rodriguez/Piper		
3-0 Ferrari	4hr 27min 52.1sec	
3rd Elford/Ahrens		
3-0 Porsche	70 laps	
Fastest lap: Redman 3min 37.1sec, 145.28mph		

ROUND 7/A.D.A.C. NURBURGRING 1000 KILOMETRES, 1st June

Siffert and Redman won their fourth race of the year for Porsche and four more of the six works cars followed them home. The lone Ferrari driven by Amon challenged the Porsches early on, but Rodriguez had an off-day and left Chris over two minutes to win back. Despite setting a new outright lap record of 8 minutes 3.3 seconds, Amon's challenge failed when the electrics expired. The new Gulf-JW Mirage-B.R.M. V12 for Hobbs/Hailwood and Mirage-Ford V8 for Ickx/Oliver were unknown quantities and both failed. The new Group 4 Porsche 917 "racer" finished eighth pedalled by Frank Gardner/David Piper.

RESULTS

1st Siffert/Redman		
3-0 Porsche	6hr 11min 2.3sec	100.97mph
2nd Stommelen/Herrmann		
3-0 Porsche	6hr 15min 4.2sec	
3rd Elford/Ahrens		
3-0 Porsche	6hr 16min 9.8sec	
Fastest lap: Amon (3-0 Ferrari) 8min 3.3sec, 105.69mph		

ROUND 8/LE MANS 24-HOURS, 14th-15th June

The most dramatic Le Mans ever saw Ickx's GT40 win by 100 yards from Herrmann's Porsche 908 coupe. The last two hours saw a fantastic Grand Prix between these two cars, and the second Gulf-JW GT40 was third. Porsche's lead car lost nearly 30 minutes in the pits and the rest of their armada, including the superfast but unmanageable 917s, retired. Matra challenged hard but lacked reliability, and the first Porsche 917 in private hands crashed on the opening lap, killing owner-driver John Woolfe, and putting out the luckless Amon's Ferrari coupe.

RESULTS

1st Ickx/Oliver		
5-0 Ford	3,105-607 miles	129-40mph
2nd Herrmann/Larrousse		
3-0 Porsche	3,105-532 miles	
3rd Hobbs/Hailwood		
5-0 Ford	3,078-286 miles	
Fastest lap: Elford (4-5 Porsche) 3min 27.2sec, 145.41mph		

ROUND 9/WATKINS GLEN 6-HOURS, 12th July

Siffert/Redman made it five at the Glen, but were challenged strongly by Elford/Attwood in a sister car, Elford setting a new lap record. Best drive came from Johnny Servoz-Gavin/Pedro Rodriguez, whose Matra 650 ran from twentieth to fourth place after early delays with fuel feed trouble. Gulf-JW's new Mirage-Ford appeared as a roadster, went well but retired when fifth with engine failure. Bonnier/Muller's Lola lost Group 4 to the Kelleners/Jost GT40 when its Chevrolet engine blew.

RESULTS

1st Siffert/Redman	683-85 miles	111-23mph
3-0 Porsche	(291 laps)	
2nd Dean/Elford/Attwood		
3-0 Porsche	291 laps	
3rd Lins/Buzzetta		
3-0 Porsche	282 laps	
Fastest lap: Elford 1min 9.13sec 119.77mph		

ROUND 10/OSTERREICHRING 1000 KILOMETRES, 10th August

170 laps of 3.67-mile circuit—624 miles

First victory for the Porsche 917 came from a factory car run as a private entry, but the winning Siffert/Ahrens car was hard-pushed by the Bonnier/Muller Lola. Attwood/Redman in the third-placed 917 benefited from retirements, and the Gregory/Brostrom 908 went very well to recover three laps lost early on. The Gulf-JW Mirage-Ford of Ickx/Oliver was fastest in practice, led for much of the race and set a new lap record before the steering broke, and then the leading Servoz-Gavin/Rodriguez Matra crashed.

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RESULTS

1st Siffert/Ahrens		
4-5 Porsche	5hr 23min 36.98sec	115.78mph
2nd Bonnier/Muller		
5-0 Lola	5hr 24min 44.13sec	
3rd Attwood/Redman		
4-5 Porsche	169 laps	
Fastest lap: Ickx (3-0 Gulf-Mirage) 1min 46.6sec 124.04mph		

World Sports Car Championship—1969

1st Porsche	73 points
2nd Ford	26 points
3rd Lola-Chevrolet	23 points

1970

ROUND 1/DAYTONA CONTINENTAL 24-HOURS, 31st January-1st February

Daytona saw the debut of the Gulf-JW quasi-works Porsches, and their 917s were first and second. The Siffert/Redman car lost time when a blown tyre tore out a brake pipe, while the five-litre Ferrari 512Ss had all kinds of trouble. The second-placed Ickx/Andretti 512 spent 45 minutes stationary while the chassis was re-welded, losing its place to a charging Siffert with two laps to go.

RESULTS

1st P. Rodriguez/Kinnunen	2,758.44 miles	114.87mph
4.5 Porsche	(724 laps)	
2nd Siffert/Redman		
4.5 Porsche	679 laps	
3rd Andretti/Merzario/Ickx		
5.0 Ferrari	676 laps	
Fastest lap: Not issued		

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ROUND 2/SEBRING 12-HOURS, 21st March.

Porsche collapsed at Sebring with stretching suspension upright bolts, and at half-distance Ferrari seemed to have things sewn-up. Three Ferraris roared into the night looking invincible, but the Ickx/Schetty car's engine failed and the Giunti/Vaccarella car punctured and damaged its suspension. Merzario's leading car seized, leaving the surviving Gulf-Porsche in the lead. Andretti took over the Vaccarella car and when the Porsche broke hub studs he won from the private Porsche 908 driven so well by Peter Revson and actor Steve McQueen.

RESULTS

1st Andretti/Vaccarella/ Giunti	1,289.60 miles	107.03mph
5.0 Ferrari	(248 laps)	
2nd Revson/McQueen		
3.0 Porsche	248 laps	
3rd Gregory/Hezemans		
3.0 Alfa-Romeo	247 laps	
Fastest lap: Siffert (4.5 Porsche) 2min 33.11sec, 122.27mph		

ROUND 3/BOAC 1000 KILOMETRES, Brands Hatch, 12th April

235 laps of 2.65-mile circuit—623 miles

Pedro Rodriguez was untouchable at Brands Hatch in the rain and utterly dominated the race, co-driver Kinnunen doing the minimum legal stint. Porsche Salzburg entered the second-place Elford/Hulme car and once again Ferrari were found lacking in both preparation and organisation.

RESULTS

1st P. Rodriguez/Kinnunen		
4.5 Porsche	6hr 45min 29.6sec	92.15mph
2nd Elford/Hulme		
4.5 Porsche	230 laps	
3rd Attwood/Herrmann		
4.5 Porsche	227 laps	
Fastest lap: Not issued		

ROUND 4/MONZA 1000 KILOMETRES, 25th April

174 laps of 3.57-mile circuit—621 miles

The Ferrari challenge with the full five-litre V12s was sufficient for Porsche to introduce a "five-litre" 4,907 cc engine at Monza. Gulf-JW's broke in practice but Salzburg's led in Kurt Ahrens's hands until a tyre blew, ripping out the rear suspension. Siffert was delayed when he hit a slower car, Giunti challenged hard in his Ferrari and Amon finally pushed it onto the same lap as Rodriguez.

RESULTS

1st P. Rodriguez/Kinnunen		
4.5 Porsche	4hr 18min 1.7sec	144.56mph
2nd Giunti/Vaccarella/Amon		
5.0 Ferrari	4hr 19min 27.6sec	
3rd Surtees/Schetty		
5.0 Ferrari	171 laps	
Fastest lap: Elford (5.0 Porsche) 1min 24.8sec, 151.62mph		

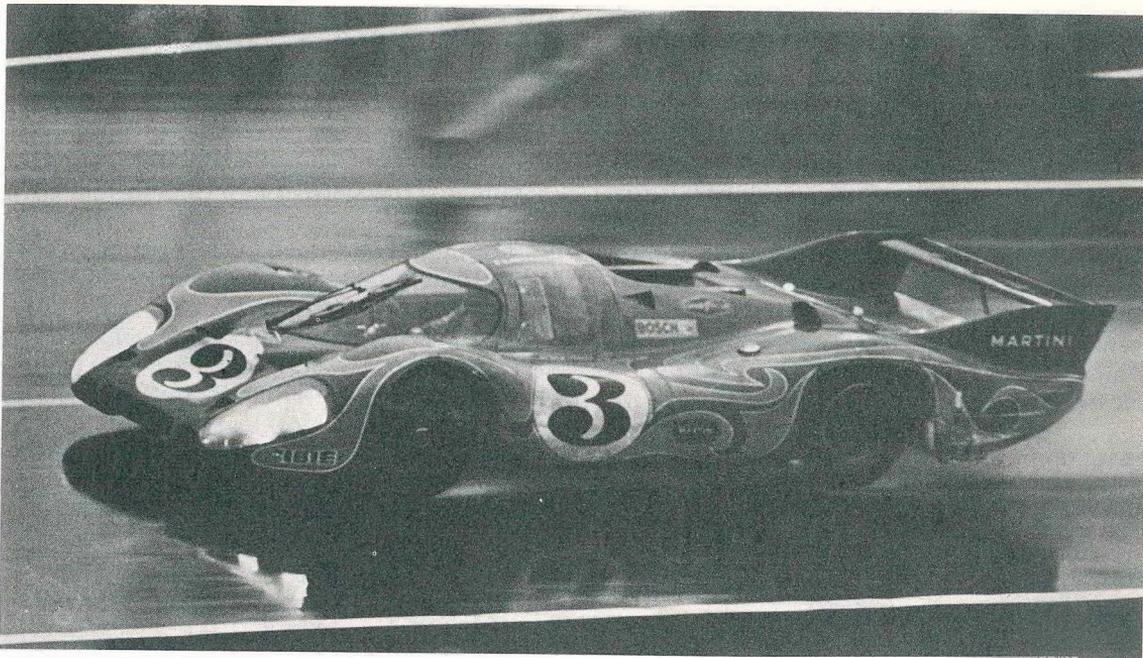
ROUND 5/TARGA FLORIO, 3rd May

11 laps of 44.7-mile circuit—492 miles

New Porsche 908/3s with gearboxes between the engine and differential gears turned out at the Madonie, and placed first, second and fifth. Kinnunen set a shattering lap record of 33 minutes 36 seconds, 78.89 mph, which took 1½ minutes off Elford's old figure.

RESULTS

1st Siffert/Redman		
3.0 Porsche	6hr 35min 30sec	75.50mph
2nd P. Rodriguez/Kinnunen		
3.0 Porsche	6hr 37min 12.5sec	
3rd Vaccarella/Giunti		
5.0 Ferrari	6hr 39min 5.2sec	
Fastest lap: Kinnunen 33min 36sec, 79.89mph		



Porsche Power – After their dramatic 100-yard defeat the year before, Porsche made no mistakes at Le Mans in 1970 – scoring a 1-2-3 triumph. Above, the Larrousse/Kauhsen car which finished second to Attwood/Herrmann

ROUND 6/SPA 1000 KILOMETRES, 17th May

Pedro Rodriguez was sports car king this season, and in practice at Spa he was 10 seconds under the lap record, and in the race he broke it by *14 seconds!* But the Gulf-Porsche had tyre trouble and terminal transmission problems leaving Siffert/Redman yet another Spa win. The Ferraris were neither fast enough, nor stable enough, for the high-speed swerves of Spa.

RESULTS

1st Siffert/Redman		
5-0 Porsche	4hr 9min 47.8sec	149.41mph
2nd Ickx/Surtees		
5-0 Ferrari	4hr 12min 23.3sec	
3rd Ahrens/Elford		
5-0 Porsche	70 laps	
Fastest lap: P. Rodriguez (5-0 Porsche) 3min 16.35sec, 160.63mph		

ROUND 7/A.D.A.C. NURBURGRING 1000 KILOMETRES, 31st May

This tragic meeting was marred by the death of promising Hans Laine, whose Finnish-entered Porsche 908 crashed in practice. The Porsche 908/3s were ideal for the circuit, unlike the heavy Ferraris, and when one Gulf car crashed and the other seized, Porsche Salzburg won their first race of the year.

RESULTS

1st Elford/Ahrens		
3-0 Porsche	6hr 5min 21.2sec	102.53mph
2nd Herrmann/Attwood		
3-0 Porsche	6hr 10min 34.8sec	
3rd Surtees/Vaccarella		
5-0 Ferrari	43 laps	
Fastest lap: P. Rodriguez (3-0 Porsche) 7min 50.4sec, 108.62mph		

ROUND 8/LE MANS 24-HOURS, 13th-14th June

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Dick Attwood thought the old 4.5-litre Porsche flat-12 engine a better proposition for Le Mans than the newer five-litre. He and Hans Herrmann gave Porsche the victory they so narrowly missed the previous year. It was Porsche Salzburg's second win in a row, and the three Gulf-Porsches all went down early on. Four 512Ss exited in a series of crashes and Ickx crashed his car, unfortunately fatally injuring a marshal. The weather was dreadful. Hans Herrmann's victory was a fitting honour for his retirement.

RESULTS

1st Attwood/Herrmann		
4.5 Porsche	2,863.154 miles	119.29mph
2nd Larrousse/Kauhsen		
4.5 Porsche	2,822.231 miles	
3rd Lins/Marko		
3.0 Porsche	2,797.892 miles	
Fastest lap: Elford (5.0 Porsche) 3min 21sec, 149.89mph		

ROUND 9/WATKINS GLEN 6-HOURS, 11th July

Despite losing both the Championship and Le Mans, Ferrari supported the series to the end, and ran a full team at the Glen. The Gulf-Porsches finished one-two, despite Rodriguez and Siffert running into each other, and the two best Ferraris suffered continual vapour locks and brake problems.

RESULTS

1st P. Rodriguez/Kinnunen	723.80 miles	117.81 mph
5.0 Porsche	6hr 0min 47.7sec (308 laps)	
2nd Siffert/Redman	6hr 1min 31.9sec (308 laps)	
5.0 Porsche		
3rd Andretti/Giunti	305 laps	
5.0 Ferrari		
Fastest lap: P. Rodriguez 1min 4.9sec, 127.58 mph		

ROUND 10/OSTERREICHRING 1000 KILOMETRES, 11th October

Alfa-Romeo came back with a bang in Austria. Ickx's new Ferrari 512M frightened the Porsches and set fastest lap, a new record at 1 minute 40 seconds, 132.24 mph.

RESULTS

1st Siffert/Redman		
5.0 Porsche	5hr 8min 4.67sec	121.49mph
2nd de Adamich/Pescarolo		
3.0 Alfa-Romeo	168 laps	
3rd Larrousse/Lins		
3.0 Porsche	167 laps	
Fastest lap: Ickx (5.0 Ferrari) 1min 40sec, 132.24mph		

World Sports Car Championship—1970

1st Porsche	63 points (best seven performances)
2nd Ferrari	37 points
3rd Alfa-Romeo	10 points

1971

ROUND 1/BUENOS AIRES 1000 KILOMETRES, 10th January

164 laps of 3.79-mile circuit—622 miles

The last season of five-litre/three-litre racing had a sad start with the revived Argentine round. Ferrari ran their new flat-12 312P prototype in preparation for 1972, proved it shatteringly fast and lost it when Giunti crashed fatally into Beltoise's immobilised Matra. The Gulf-Porsche team scored a doubtful one-two success, for lap scoring went haywire after the accident and the promising Alfa-Romeos thought they had stolen second place.

RESULTS

1st Siffert/Bell		
5.0 Porsche	5hr 25min 25.94sec	115.72mph
2nd P. Rodriguez/Oliver		
5.0 Porsche	5hr 26min 23.15sec	
3rd Stommelen/Galli		
3.0 Alfa-Romeo	163 laps	
Fastest lap: Siffert 1min 51.53sec, 122.78mph		

ROUND 2/DAYTONA 24-HOURS, 30th–31st January

Roger Penske's Sunoco Ferrari 512M led Ferrari's challenge in the first Floridan round, and it stole pole position from Rodriguez's Gulf-Porsche. Driven by Donohue/Hobbs the car led during the early stages but electrical problems and an accident delayed them. The Siffert/Bell Gulf-Porsche blew-up and Rodriguez/Oliver led by 43 laps after 18 hours when the gearbox seized. It was repaired in 92 minutes as Adamowicz/Bucknum took the lead, but Rodriguez soon caught them to win. The new Martini Porsche team were right out of luck with tyre troubles.

RESULTS

1st P. Rodriguez/Oliver	2,622.53 miles	109.20mph
5.0 Porsche	(688 laps)	
2nd Bucknum/Adamowicz		
5.0 Ferrari	687 laps	
3rd Donohue/Hobbs		
5.0 Ferrari	674 laps	
Fastest lap: Donohue 1min 43sec, 131.90mph		

ROUND 3/SEBRING 12-HOURS, 20th March

Martini recovered their image with Porsche's third win of the season at Sebring. The Ickx/Andretti 312P Ferrari led the five-litre cars until its transmission seized, Rodriguez and Donohue hit each other and dropped back and Siffert ran out of fuel. Alfa-Romeo took up the lead but the charging Elford took command, and put the three-litre cars in their place.

RESULTS

1st Elford/Larrousse	1,352 miles	112.50mph
5.0 Porsche	(260 laps)	
2nd Galli/Stommelen		
3.0 Alfa-Romeo	257 laps	
3rd Vaccarella/Pescarolo/de Adamich		
3.0 Alfa-Romeo	248 laps	
Fastest lap: Siffert (5.0 Porsche) 2min 30.46sec, 124.43mph		

ROUND 4/BOAC 1000 KILOMETRES, Brands Hatch, 4th April

In bitter cold the Ickx Ferrari led until it hit a back-marker, leaving the Gulf-Porsches ahead until Rodriguez's fuel system clogged and Siffert's hub-nuts welded themselves to the wheels! Martini had their problems and Alfa Romeo went ahead. The leading Stommelen/Hezemans car blew-up but de Adamich/Pescarolo were poised to take over and stayed ahead of the closing Ferrari to score the marque's first International Championship race win since the 1951 Spanish Grand Prix.

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RESULTS

1st de Adamich/Pescarolo		
3.0 Alfa-Romeo	6hr 24min 32.2sec	97.17mph
2nd Ickx/Regazzoni		
3.0 Ferrari	232 laps	
3rd Siffert/Bell		
5.0 Porsche	229 laps	
Fastest lap: Not issued		

ROUND 5/MONZA 1000 KILOMETRES, 25th April

The Gulf-Porsches totally dominated Monza, while Ickx's Ferrari was destroyed in a multiple crash early on in the rain, Martini lost their two 917s with a holed fuel tank and a cracked chassis, and Alfa-Romeo followed the blue cars home.

RESULTS

1st P. Rodriguez/Oliver		
5.0 Porsche	4hr 14min 32.6sec	146.21mph
2nd Siffert/Bell		
5.0 Porsche	171 laps	
3rd de Adamich/Pescarolo		
3.0 Alfa-Romeo	168 laps	
Fastest lap: P. Rodriguez 1min 24sec, 153.12mph		

ROUND 6/FRANCORCHAMPS 1000 KILOMETRES, 9th May

Unchallenged once more, the Gulf-Porsches walked off with the fastest 1000 Kms race ever run. The Autodelta Alfa-Romeo team ran just

one car since the Targa Florio was a week away. They finished third after the fast single-ton Ferrari was destroyed when Regazzoni hit the Dulon-Porsche which Ickx had clouted at Brands.

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RESULTS

1st P. Rodriguez/Oliver		
5-0 Porsche	4hr 1min 9.7sec	154.77mph
2nd Siffert/Bell		
5-0 Porsche	4hr 1min 10.1sec	
3rd de Adamich/Pescarolo		
3-0 Alfa-Romeo	67 laps	
Fastest lap: Siffert 3min 14.6sec, 162.08mph		

ROUND 7/TARGA FLORIO, 16th May

11 laps of 44.7-mile circuit—492 miles

Alfa-Romeo had looked strong all season and when Ferrari gave the Targa a miss and the Porsche 908/3s crashed, burning Brian Redman, Targa specialist Vaccarella notched an hysterically popular home win. Elford's Martini 908/3 broke its suspension while leading, and two Dutchmen drove the first and second place cars.

RESULTS

1st Vaccarella/Hezemans		
3-0 Alfa-Romeo	6hr 35min 46.2sec	74.60mph
2nd de Adamich/van Lennep		
3-0 Alfa-Romeo	6hr 36min 57.9sec	
3rd Bonnier/Attwood		
2-0 Lola	7hr 8min 5.2sec	
Fastest lap: Elford (3-0 Porsche) 33min 45.6sec, 79.51mph		

ROUND 8/A.D.A.C. NURBURGRING 1000 KILOMETRES, 30th May

Vic Elford won his third Nurburgring 1000 Kms and clinched another Championship for Porsche. The Ickx/Regazzoni 312P Ferrari was the fastest thing on the circuit but it lost its water. The Siffert/Bell Gulf-Porsche broke its chassis and the Rodriguez/Oliver car, which Siffert took over, wobbled home just ahead of the second Martini 908/3.

RESULTS

1st Larrousse/Elford		
3-0 Porsche	5hr 51min 49.3sec	106.50mph
2nd P. Rodriguez/Siffert		
3-0 Porsche	5hr 53min 33.4sec	
3rd Marko/van Lennep		
3-0 Porsche	5hr 53min 33.5sec	
Fastest lap: Ickx (3-0 Ferrari) 7min 40.8sec, 110.85mph		

ROUND 9/LE MANS 24-HOURS, 12th-13th June

Only one true works car ran at Le Mans, the Matra 660 for Amon/Beltoise, but the quasi-works Porsche teams were very strong and Siffert and Rodriguez led for 11 hours until handling problems and a seized rear hub dropped them back. The Marko/van Lennep Martini Porsche led into Sunday morning and held off the third Gulf-Porsche to the finish. The Matra ran second before it broke a fuel pump drive, and the Donohue/Hobbs Ferrari disappointed with an early engine seizure.

RESULTS

1st Marko/van Lennep		
5-0 Porsche	3,315.203 miles	138.11mph
2nd Attwood/Muller		
5-0 Porsche	3,298.448 miles	
3rd Posey/Adamowicz		
5-0 Ferrari	3,058.439 miles	
Fastest lap: P. Rodriguez (5-0 Porsche) 3min 18.7sec, 151.81mph		

ROUND 10/OSTERREICHRING 1000 KILOMETRES, 27th June

Rodriguez took his Gulf-Porsche into an immediate lead in Austria, until lap 29 when his engine began misfiring. He lost three laps while a new battery was fitted, allowing Ickx's 312P to lead from Marko and Siffert. The second Gulf-Porsche soon retired with transmission trouble, and Pedro stormed back to catch the leading Ferrari and Larrousse's second-place Martini Porsche. Then Larrousse crashed, Regazzoni crashed the Ferrari and

the Mexican won his best ever (and last) race for Gulf-JW and Porsche. Attwood drove only 13 of the 177 laps.

RESULTS

1st	P. Rodriguez/Attwood		
	5-0 Porsche	5hr 4min 26.01sec	123.1mph
2nd	Hezemans/Vaccarella		
	3-0 Alfa-Romeo	168 laps	
3rd	Stommelen/Galli		
	3-0 Alfa-Romeo	168 laps	
Fastest lap: P. Rodriguez 1min 39.35sec, 132.9mph			

ROUND 11/WATKINS GLEN 6-HOURS, 24th July

Circuit modified to 3.377 miles

With Porsche already owning the 1971 title and Alfa-Romeo secure in second place, the American race was of little significance but yielded another win for the Italian team. The Sunoco-backed Penske-Ferrari was fastest in practice, and Donohue led away from the

Gulf-Porsches and Ickx's Ferrari. A steering arm breakage put the American Ferrari 512M out, Ickx's 312P refused to restart after a pit stop, and when Siffert had a slow stop the Peterson/de Adamich Alfa inherited its winning lead, a three-litre car winning the last of the five-litre races!

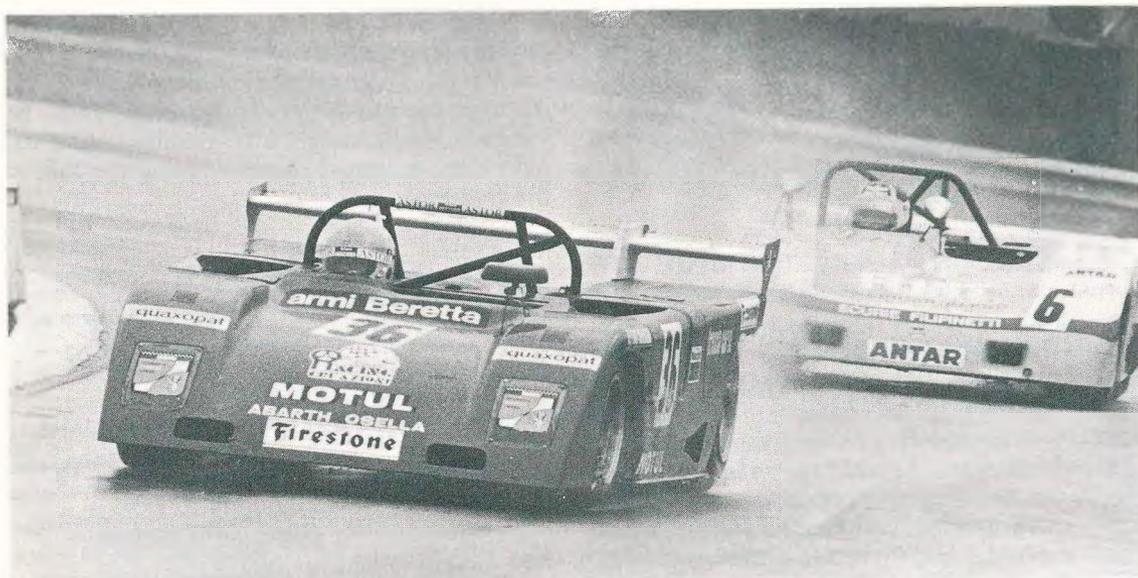
279

RESULTS

1st	de Adamich/Peterson	677.412 miles	112.65mph
	3-0 Alfa-Romeo T33/3	(279 laps)	
2nd	Siffert/van Lennep		
	5-0 Porsche 917	277 laps	
3rd	Bell/Attwood		
	5-0 Porsche 917	269 laps	
Fastest lap: Bell 1min 8.29 sec, 127.98mph			

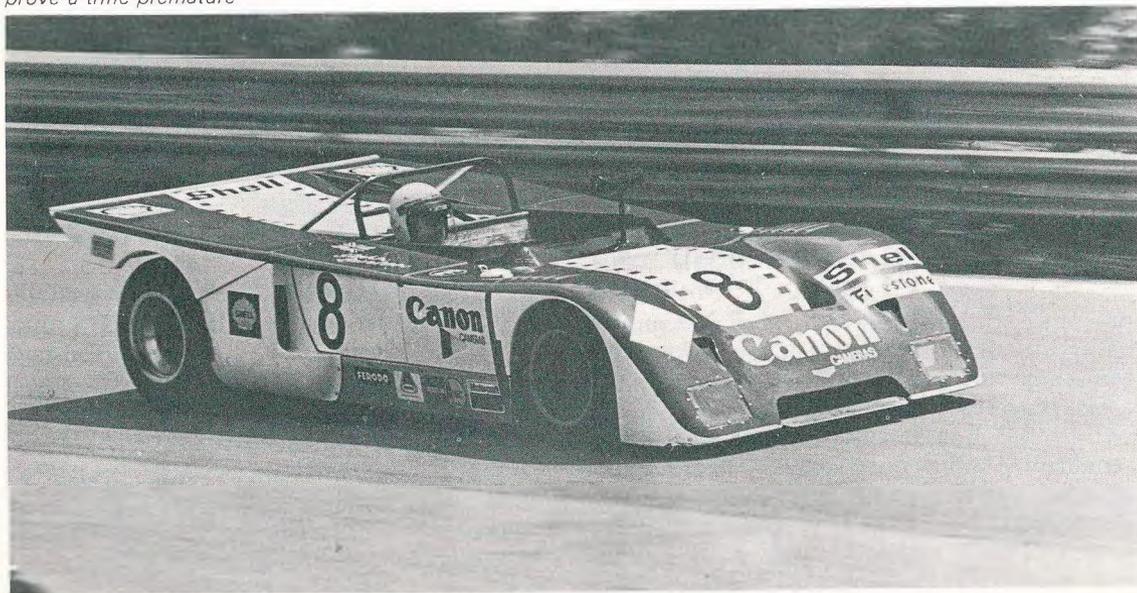
World Sports Car Championship—1971

1st	Porsche	72 points
		(best eight performances)
2nd	Alfa-Romeo	51 points
3rd	Ferrari	26 points



Avanti Abarth – Arturo Merzario, on his way to victory in the Martini Trophy at Silverstone, leading the Lola of Jean-Louis Lafosse

Unlucky Loser – John Burton in the Chevron B21 whose celebrations after his Montjuich Park triumph were to prove a trifle premature



EUROPEAN TWO-LITRE SPORTS CAR CHAMPIONSHIP 1972

Hilary G. Weatherley

As the blue-overalled mechanics loaded the three Osella Abarths into the transporter the rain, which had been falling most of the week-end renewed its attack upon the Spanish soil, and the wind tore at the laurel leaves of the victor's garland which rested upon the winning Abarth of Derek Bell.

Yet, no matter how long the journey from the Jarama circuit in Spain to Turin in Italy, nobody would care that day. For the European two-litre Sports Car Championship had just been decided in favour of the Italian team, and spirits were sky-high.

Whereas Ferrari's victory in the three-litre World Championship for Makes had virtually been a foregone conclusion, Signor Osella's title had been won at the very last race of the season, where the two-litre crown could have been won by any of the three leading contenders. It had been that way for the whole year, with first Lola Cars seeming to have the edge, then Chevron coming back into the picture as the pendulum of fortune swung to-and-fro.

The previous two Championships had seen Chevron win in 1970 with Lola taking the title in 1971, but it seemed doubtful that the Abarth concern would even things up in 1972, for they only won one race the year before, and not many people fancied their chances of recovery. The Abarths were always outnumbered by the vast collection of Chevrons and Lolas competing. But they had one ace up their sleeve—the Ferrari works driver Arturo Merzario. The wiry Merzario had a brilliant year, not only in the three-litre division and briefly in Formula One, but also in the two-litre section. His three superb wins and one third placing for Abarth not only won him the two-

litre driver's title—they were the main contribution to the Abarth success story.

The 1972 season saw the three leading manufacturers announce new cars for the Championship trail. Eric Broadley's Lola Cars Ltd had their T290 model, Derek Bennett of Chevron produced the B21, and Enzo Osella a new and much more competitive Abarth.

The Lola T290 featured a completely revised body shape mounted on the up-dated chassis, and it ran on 13 in. front wheels which made it very low slung, and look very sleek indeed. The London driver Guy Edwards obtained sponsorship from Barclays International Bank, and his blue liveried machine was the works-assisted car.

In comparison to the Lola, the new Chevron looked a trifle dated, with the car featuring a slightly revised body shape based on the previous year's model, with modifications to the suspension and suspension pick-up points. Although the new car enjoyed tremendous success sales-wise, there were many drivers who opined that the new car did not handle as well as the car it had replaced. Chevron Director John Bridges ran a four-car team of B21s with sponsorship from his own company, Red Rose Racing, and Tergal, the Spanish clothing material manufacturer, and within this team John Hine drove the works car for Chevron.

Enzo Osella pinned his hopes on the new Abarth, which saw the introduction of a new, semi-monocoque chassis which carried a brand-new body and a full width rear wing. Various modifications were made to the fragile chassis during the year. Gone was the old heavy Abarth gearbox. It was replaced by the lighter and more efficient Hewland product.

Osella retained the services of Arturo Merzario as his number one driver, with Dutchman Toine Hezemans driving the second car sponsored by Canon Cameras. When Hezemans was unavailable, Osella called upon Carlo Facetti, Nanni Galli or Derek Bell, though none of them could make the car go quite like Merzario. Osella ran an interesting car for a couple of races, this being a Lola T290 chassis with an Abarth engine providing the power, but although it showed a good turn of speed, it was sold mid-way through the season.

Another car which made a tremendous impact on the Championship was the Chevron B21 of Austrian Dieter Quester, but this was no ordinary Chevron. It was powered by a new 16 valve, three-plugs-per-cylinder B.M.W. engine, which was exceptionally powerful, and was in fact the prototype for the 1973 Formula Two power unit. Quester gave the car a fine debut in his native Austria when he won the round at Salzburg and he led easily in the three following events only to spin twice into retirement, and finish second in the other race. It was a great pity he wrote the car off at Enna, for it was the quickest two-litre around, and could have won Chevron the Championship.

Whilst most cars were powered by 1800cc Cosworth FVC engines, there were notable exceptions to the power game. Besides the already mentioned B.M.W. engine, there was the revised Abarth engine, the troublesome Chevy Cosworth mill, and Cosworth FVC engines stretched to 1930cc by Derby-based tuner Alan Smith. These engines were both quick and very reliable, but the Chevy Cosworth unit was plagued with electrical problems until, near the end of the year, Dick Scammel of Cosworth finally cured this vibration defect.

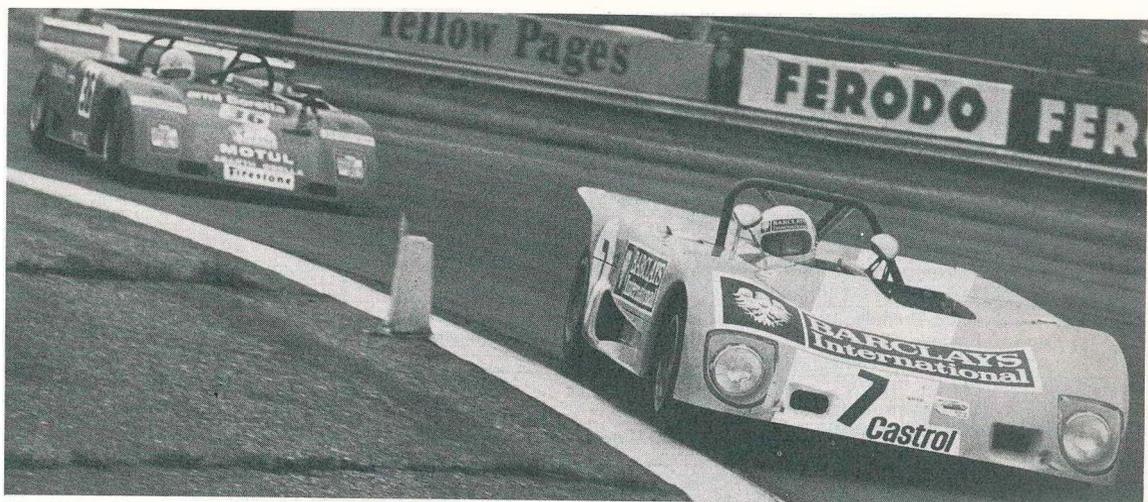
So with new cars, engines, and new Firestone tyres, the season commenced at the Paul Ricard circuit in Southern France, the first race in the series which had originally 14 dates scheduled, but was finally reduced to only nine

races. In France, it was Frenchman Gerard Larrousse who opened the account in Lola's favour by taking a three-year-old Lola T210 to victory in the two-heat race. Hillclimb expert Jimmy Mieusset finished second in his Chevron, with John Hine in the Red Rose/Montjuich Tergal Chevron third.

From France, the circus moved down to Italy's Vallelunga circuit, where Toine Hezemans put Osella Abarth on the road to Championship success when he won in his Canon-sponsored Abarth. Guy Edwards in the Barclays International Lola finished second—ahead of the Canon Chevron of John Burton. John Hine, after winning the first heat in fine style, was eliminated when he became entangled in the wreckage of an accident as he led the second part. At the Salzburgring in Austria, it was the incredibly quick Chevron B.M.W. of Quester which won, with Hine second, and the late Jo Bonnier third in his Gitanes-sponsored Lola. Thus far, it was Chevron and Lola level with 47 points each, and Abarth trailing on 20.

However, the following three races saw the picture take on a different hue as Merzario hit his purple patch, winning at Dijon, Silverstone, and Enna. Although temporarily led by Quester at Dijon, Merzario ran out a comfortable winner ahead of the Austrian, with John Lepp's Chevron third, ahead of the similar car of John Burton. At the English round, it was again Quester who won the first heat but in the second, with the track flooded, it was Arturo who turned in a masterly performance in the rain, and he lapped the entire field on his way to victory. Guy Edwards brought the Barclays Lola home in second place ahead of the Flint-sponsored Lola of Jean-Louis Lafosse.

Silverstone marked the end of the Championship trail for works driver John Hine. He had a horrifying accident when his Chevron left the track and burst into flames. Hine managed to scramble clear of the inferno, but spent the next three months confined to hospital with a broken back and severe burns.



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The Sleek Lines of Lola – Guy Edwards brought his Lola T290 home in second place at Silverstone and finished in fourth place in the Drivers' Championship

In Sicily, Merzario made it three-in-a-row for himself and Abarth beating Vic Elford into second place, with Red Rose/Montjuich Tergal patron, John Bridges, third. The famous Nurburgring hosted the next round where Lafosse scored a lucky win in his Lola, with the Intertech Chevron of Trevor Twaites second ahead of Prince Jorge de Bagration's Lola.

When the teams arrived at the picturesque Montjuich Park circuit in Barcelona for the penultimate round, it was announced that this would in effect be the final round, as the intended event at Jarama had been cancelled. Amid scenes of Chevron jubilation, John Burton's ill-luck finally deserted him, and he won the race from John Bridges's similar machine, with Merzario third. It transpired however that the celebrations were somewhat premature, as several weeks later, the on-off-on Jarama race was definitely on!

It was win or nothing for each manufacturer, and what a cliffhanger this final race was! Grovewood Award winner John Watson in a Red Rose/Montjuich Tergal Chevron was quickest in practice, but whilst leading the first

heat easily, he was knocked off the circuit by an errant Porsche. Although he restarted after a pit-stop, Chevron's chances of winning the series had been dashed by the Porsche driver's indiscretion. Nanni Galli took the heat, but Richard Scott debuting the 1973 Lola T292 finished second, and kept alive Lola's hopes. Now the duel was just between Abarth and Lola.

The issue was quickly resolved for, in the second heat, Scott was pushed-off by Galli, and Derek Bell went through to win the race and the Championship for Osella Abarth.

And so the Championship ended on a high note, with the Italian equipe winning by just three points from Chevron Cars, who in turn were only four points clear of Lola Cars. The consistency of both Lola and Chevron almost won them the title, but with five victories and one third place, Osella Abarth and Arturo Merzario thoroughly deserved their titles, after an intensely exciting series. This year Alpine-Renault, GRD and March-B.M.W. will join in what already promises to be a classic season in this relatively young series.

EUROPEAN TROPHY FOR MAKES UP TO TWO-LITRES 1972

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DATE	EVENT	FIRST	SECOND	THIRD
April 9th	Trophée Paul Ricard Paul Ricard, France 271.5 miles, 90.7mph	Gerard Larrousse Lola-Ford	Jimmy Miesusset Chevron-Ford	John Hine Chevron-Ford
April 20th	Ignazio Giunti Trophy Valllunga, Italy 158.4 miles, 93.21mph	Toine Hezemans Osella-Abarth	Guy Edwards Lola-Ford	John Burton Chevron-Ford
May 18th	Tauernpokal Salzburgring, Austria 210.40 miles, 126.7mph	Dieter Quester Chevron B.M.W.	John Hine Chevron-Ford	Jo Bonnier Lola-Ford
June 4th	Dijon-Prenois France 200 miles, 108.62 mph	Arturo Merzario Osella Abarth	Dieter Quester Chevron B.M.W.	John Lepp Chevron-Ford
June 18th	Martini Trophy Silverstone, England 231.72 miles, 102.7mph	Arturo Merzario Osella Abarth	Guy Edwards Lola Chevy-Cosworth	Jean-Louis Lafosse Lola-Ford
August 15th	Coppa Citta di Enna Enna, Sicily 216.48 miles, 120.0mph	Arturo Merzario Osella Abarth	Vic Elford Lola Chevy-Cosworth	John Bridges Chevron-Ford
September 3rd	Eifelpokalrennen Nurburgring, Germany 312.2 miles, 104.4mph	Jean-Louis Lafosse Lola-Ford	Trevor Twaites Chevron-Ford	Jorge de Bagration Lola-Ford
October 8th	Barcelona 400 Kms Montjuich Park, Spain 235 miles, 85.93mph	John Burton Chevron-Ford	John Bridges Chevron-Ford	Arturo Merzario Osella Abarth
November 5th	Trofeo Seat Jarama, Spain 165 miles, 83.186mph	Derek Bell Osella Abarth	Nanni Galli Osella Abarth	José Juncadella Chevron-Ford

EUROPEAN TROPHY FOR MAKES UP TO TWO-LITRES 1972

	Total points		Total points
Osella Abarth	112	Lola-Ford	105
Chevron-Ford	109	Porsche	5

DRIVER'S CHAMPIONSHIP

	Total points		Total points
1 Arturo Merzario	72	5 José Juncadella	38
2 John Burton	50	6 Dieter Quester	35
3 Jean-Louis Lafosse	48	7 Jorge de Bagration	35
4 Guy Edwards	46		

The Other Formulae

Guide to the Formulae

European Formula Two Championship 1972

Formula Three

Formula 5000

Formula Atlantic

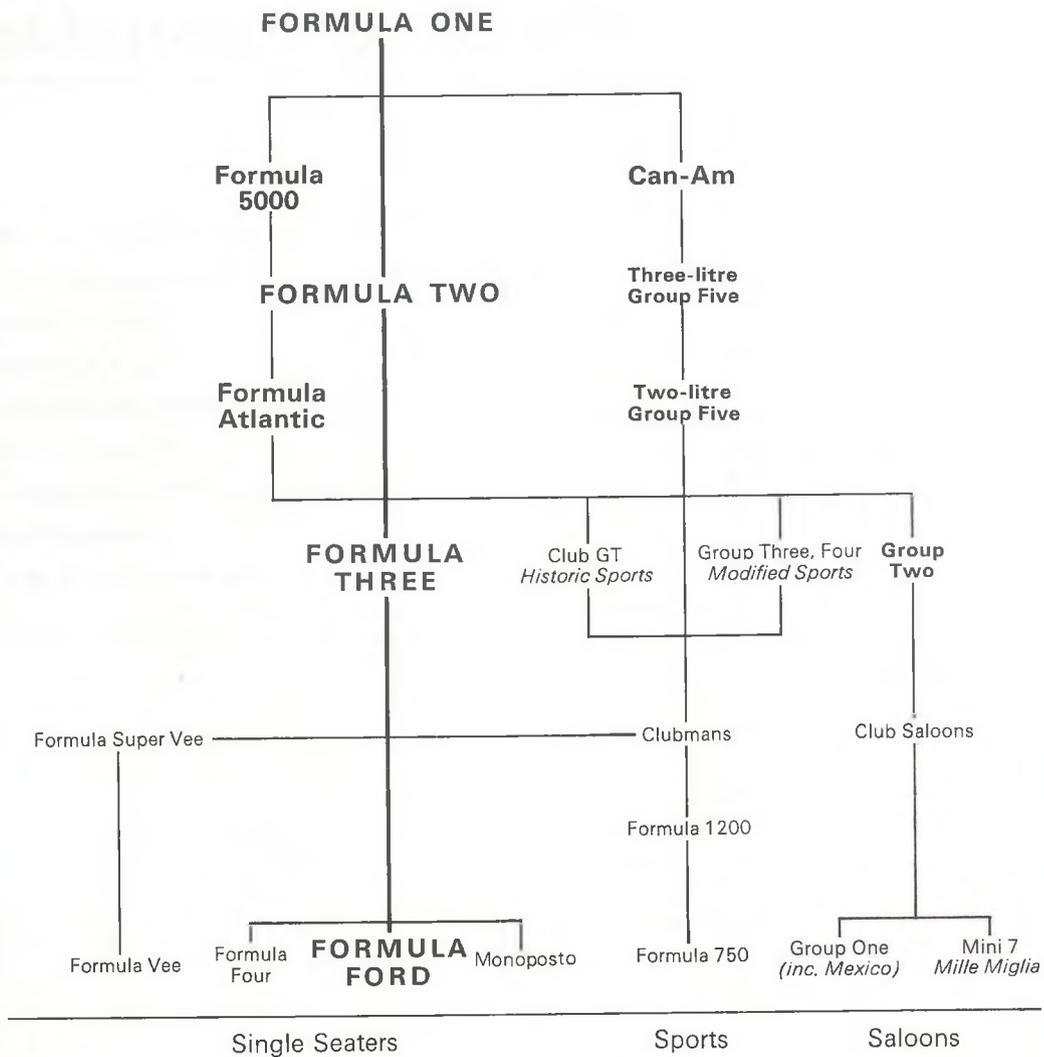
Formula Ford

Stars of the Other Formulae

Saloon Cars

The American Scene

The Route to the top



THE ROAD TO THE TOP—A GUIDE TO THE FORMULAE

Andrew Marriott

The first-time spectator at a motor race, be it an international or club race meeting, can easily be forgiven for being utterly confused and bewildered by the whole affair. What is the difference between Formula One and Formula 5000? The cars look the same. Why are some saloon cars called Group One and others Group Two? Surely not just because the wheels are wider? What is Formula Vee all about?

This chapter has two aims: to explain the various categories, and to indicate the best route to the top. Hopefully, with the aid of our chart, you will be able to put everything into perspective next time you visit Brands Hatch or Silverstone.

Unfortunately, motor racing is an extremely complicated sport at present, with altogether far too many formulae, and it does seem about time that someone in authority started cutting down the number of categories. Nevertheless, there is an established route to the top, clearly visible on our chart, via Formula Ford, Formula Three, Formula Two to the acme of Formula One. Formula Ford is relatively new, and many top line Grand Prix Formula One drivers were already launched on their careers before it was introduced. However of the 46 drivers who raced in Formula One during 1972, no fewer than 26 had made the top via the ranks of Formula Three and Formula Two. Many have climbed this ladder to fame and fortune—but hundreds have stumbled before they could reach the top rung!

Briefly, the rules of the game are as follows. All races are for single-seater racing cars, but the cars have different engine capacities and, naturally, those with the larger and more powerful engines need stronger and more sophisticated chassis. **Formula Ford** cars are powered

by 1600cc pushrod Ford engines, similar to those used in the family Cortina. A minimum amount of modification is allowed and the engines give about 115 b.h.p. The cars themselves must run on narrow, ordinary road wheels and must be shod with road tyres. Only tubular chassis are allowed.

The next step up the ladder is **Formula Three**, a hectic, cut-and-thrust class of racing in the Formula Ford mould. Here the chassis are more sophisticated, built from sheet aluminium to the monocoque principle, very much like miniature Formula One cars. Again the capacity limit is 1600cc, but a whole list of different production engines can be modified to a high state of tune. In fact, the Ford twin cam engine, used in the Lotus Elan, and the Renault 16TS motor have proved to be the best. One very important proviso however, complicates matters. All the air which rushes into the engine to mix with the petrol to make a combustible gas must pass through a single hole of 21.5mm diameter. This may sound unduly complicated, but the aim is to restrict the power and make the engine more reliable, and thus cheaper to maintain. However, the engines give about 130 b.h.p. and the cars are allowed to run on racing rubber, although the width is again limited.

In **Formula Two** the drivers have to handle a great deal more power, twice as much as in Formula Three. The maximum engine capacity is two litres, and there are no restrictions other than that basic production cylinder blocks and heads have to be used. All the chassis are similar to those in Formula Three but more sturdy gearboxes are required and the tyres can be as wide as one likes. One really exciting aspect of Formula Two is that many of the established Grand Prix drivers take part in it

and so the "coming men" can pit their skill against the top names. Anyone who starts to win consistently in Formula Two can be confident that a Formula One team manager will be hovering. But don't forget, it is tough at the top!

What, then are all those other categories on the chart? **Formula Atlantic** racing is a new class which is in many ways similar to Formula Three. But there are no restrictions on either the engine or the width of tyres, so in lap times and power it falls somewhere between Formula Three and Formula Two, and many people feel that it should replace Formula Three.

At present it is mainly a British-based category, but it is growing all the time. It is certainly a much better training ground for Formula Two racing than Formula Three as the drivers have to learn to control 200 b.h.p.—a much more difficult task than controlling Formula Three's 130 b.h.p. With Formula Three it is often a case of foot hard down, either on the throttle or brakes. But much of the art of driving a really powerful car lies in knowing whether to use half or three-quarters throttle.

Formula 5000 is very popular in America, but up until now it has been struggling in Britain, although people are confident of a revival. The cars are virtually the same as in Formula One but have 5000 cc production based engines rather than the ultra-sophisticated "anything goes" three-litre motors used in the premier category. Actually, some give as much as 480 b.h.p., which is slightly more than a Formula One but as the cars are heavier they don't go quite as fast. New rules in Britain for 1973 will allow the introduction of turbo-charged four-litre engines which could increase interest in this category.

There remain other single-seater categories on the table, like Formula Vee, Monoposto and Formula Four. Briefly **Formula Vee** and **Super Vee** are Volkswagen-sponsored categories and use engines and component parts from these cars. Although there are such races in

Britain, they are more popular in Germany, Austria and Scandinavia. In France there are three more single-seater categories, the most important of which, **Formule France**, uses Renault engines, and is equivalent to Formula Ford in Britain. **Monoposto** and **Formula Four** are categories designed for cheap single-seaters and cater for outdated or home-built cars. Some say Formula Four is a better training ground than Formula Ford, but it is not nearly so popular.

A few drivers who make the top do so by excelling in sports car racing; Italy's Arturo Merzario and Britain's Brian Redman are examples of those who have made it via this route, but they are exceptions. Single-seaters are expensive and the racing is professional—even in Formula Ford. Naturally some racing drivers do not see themselves as Grand Prix Stars in the making—they just want to enjoy a weekend's competition.

Sports car racing is often the best way to do this, since the pressures are not so intense. It is a bit like the case of the man who enjoys playing for the village cricket team on a Sunday afternoon, and has no pretensions to treading the sacred turf at Lord's. However, if he happens to be highly talented, and knocks up a century in every innings the word soon spreads. He might find himself in a Minor Counties match and then move on into the "big time". But it is unusual. Needless to say, even sports car racing can get very professional and expensive in the top echelons such as the Can-Am series in America.

At club level there are numerous sports car classes. There are Formula 750 and Formula 1200, for those who want to build and race their own cars. Clubman's racing is both popular and spectacular. It all started with enthusiasts racing Lotus 7s and other similar two-seaters, but today the cars are sophisticated, custom-built designs with 160 b.h.p. engines, which the rules state must be at the front of the car.

Next there is production sports car racing where drivers use MGBs, Jaguar E types or MG Midgets, and modify and hot them up. This is a very healthy category of club racing, but will almost certainly be affected in 1973 by a new class for similar but completely unmodified cars. This follows a lead set in the field of saloon car racing. People even race historic sports cars from the 1950s and 1960s and there are special categories for those too. Then, in the sports car hierarchy one moves on to the more sophisticated machinery built only for racing, like the Group Five machines, real racing cars but with two skimpy seats and a full width body.

One should never forget the third, very popular branch of the sport—saloon car racing, which is also fragmented into categories and has its own success ladder. At the bottom are the unmodified Group One cars—in classes according to price—and even races specially

for Escort Mexicos. There are races too, just for slightly modified Minis. After that come the club saloons, often wild machines like Ford Capris, with big five-litre engines, on which virtually any modification can be carried out.

But this isn't the pinnacle of saloon car racing. That is reserved for Group Two, where the rules are stricter but the races held at International level. In the European Championship there are factory teams from B.M.W., Alfa-Romeo and Ford, all competing for the honour of winning. But if a top saloon car driver wants to enter Formula One he will probably have to start in Formula Three and move up the established ladder. Sometimes, of course, the stakes in saloon car racing are so high that the teams hire the Grand Prix drivers to compete for them.

Next time you are at a race meeting take our chart along with you and, hopefully, the pieces of the jigsaw will fit together and the different categories will become clear.

A Worthy Champion—Mike Hailwood, winner of the European Formula Two Championship, leads Surtees' team-mate, Carlos Pace



EUROPEAN FORMULA TWO CHAMPIONSHIP 1972

Mike Doodson

The expensive year

Is some of the magic going out of Formula Two? It surely must have seemed so after the 1972 season when team managers, drivers and sponsors added up the expenses and compared them with the pitifully small returns paid out by all but a handful of race organisers.

There is no doubt that Formula Two is as important as ever it was. Perhaps more so. There were 14 rounds in the European championship, bulging fields for almost every race, and some really thrilling competition among the "coming-men" who want to step into Grand Prix teams. But it wasn't just the heavy cost of the first year under two-litre rules that made people feel things were changing. It was the fact that Formula Two has become more professional as it has become more expensive.

Is that a bad thing? Perhaps not, but it does mean that the privateers with restricted means, many of whom provided the back-of-the-grid opposition (and often paid for the fabulous post-race parties) have been elbowed out of the game. And in their place have arrived the big-buck sponsors, with up-tempo promotions and the panoply of the ad-man, all thirsting for results.

Happily, there will always be privateers in Formula Two, just as they remain in other forms of the sport. But in future they will be struggling for the crumbs, often disappointed—as were many professional teams in 1972—when they find that bad luck or bad management has put them on the list of "non-qualified" drivers.

The sponsors who found themselves footing some heavy bills this year deserve a great deal of credit for participating in Formula Two. Apart from "trade" sponsors like STP—who fielded a very professional team of works

March 722s—there were newcomers from outside the immediate world of motoring. The most successful was Lesney-Matchbox, whose Marketing Director decided, late in 1971, that a motor racing programme was just the thing to boost the sales of those attractive Matchbox toys. Their market spreads right across Europe, through almost all the countries where championship races are run, and after talks with a number of teams, they threw in their lot with John Surtees, who was about to enter the Formula Two field for the first time as a car manufacturer.

It must have seemed like a gamble at the start, but in the end it all worked out well, with Mike Hailwood taking the European title in his Matchbox Surtees TS10. The experiment was obviously a success, because Matchbox will again be racing with Surtees in 1973.

Five years ago, a major factory team like Surtees would have been able to survive financially in Formula Two simply by taking part in all the races and finishing as many of them as possible, without crashing cars or blowing up engines. But in these five years, the costs of raw materials, labour and design time have probably doubled, while the costs of actually going to the races (transporter expenses, hotels and mechanics' wages) have gone up enormously. The number of people willing to pay entrance money to see the cars in action has not increased in proportion, and, anyway, with bigger fields, the organisers have to spread the money more thinly between the competitors.

In France, where they have been organising Formula Two races longer than anywhere else, they find that graded drivers like Emerson Fittipaldi, Ronnie Peterson and François

Cevert constitute the biggest spectator draw. But in order to get the right dates for their races, they have to make them eligible for the European Championship, and this in turn means that they have to observe the FIA restriction of only six graded men in any one race.

Thus, for the first time, the Grand Prix de Pau was held in 1972 as part of the European Championship. It is such a tight, difficult road-circuit that only 16 cars are allowed to start at any one time, and with more than 40 cars entered, the weekend was spent in qualifying practice sessions and arduous heats. By the time this traditional "mini-Grand Prix" began on Sunday afternoon, some of the aces had fallen by the wayside, and much of the machinery was too tired to last the 193 kilometre race distance.

What is needed to avoid such difficulties, say the French, is some method of seeding drivers who are permitted to take part in Formula Two. Some criterion should be set for the newcomers—based, perhaps, on results obtained in the previous year's Formula Three or national formula racing—to control the number of drivers coming into Formula Two. Inevitably, there would be problems, but at least this system might help to discourage the under-sponsored drivers whose chances of keeping up with the aces are less than even, and whose machinery rarely lasts the distance.

Politics aside, Formula Two's most alarming aspect in 1972 was that the new two-litre engines proved horribly unreliable. In an attempt to make the cars more powerful, racing's governing body, the *Commission Sportive Internationale* of the FIA, decreed that for 1972 and subsequent years, the engines should basically be derived from production parts—cylinder block and cylinder head. Despite the fact that production parts have rarely been suitable for racing purposes in the past, engine builders were obliged to go ahead with the preparation of full two-litre units in accordance with the new rules.

It was certainly not the fault of the Ford Motor Company that their BDA 16-valve four-cylinder engine was the virtually universal choice, nor that its nominal capacity was only 1601 cc. In fact, the engine builders knew that the BDA was the only eligible engine in any way capable of developing the sort of power which was necessary. And although most of them realised in advance that an increase in capacity from 1601 cc spelt "unreliability", they went ahead to meet the demands from the teams.

With a dozen engine builders offering two-litre Ford BDAs for sale, some good and some not so good, there was an inevitable tendency to make mistakes. But there are easy ways of finding out who has the best product, and before long, several hitherto-respected names in the engine-building business had lost some of their gloss. The best bet for most teams was to buy an 1800 cc BDA from Cosworth Engineering: it may not have been as powerful as some of the bigger units conjured up elsewhere, with perhaps 260 b.h.p. instead of 290, but it was usually around at the end of the race. Cosworth joined in the "big mill" scrum by building four special 1927 cc BDF engines, but these were strictly reserved—one each—for March, Lotus, Brabham and McLaren, and anyway they were expensive to manufacture, with special reconstructed cylinder blocks.

Happily, the CSI realised at long last that there was a crisis situation brewing in Formula Two engines, and for 1973 the rules have been altered to admit "pukka" racing engines like the 16-valve units from B.M.W., Chevy-Cosworth (based on the light aluminium Vega block) and also the newly homologated alloy block Ford BDA, which doesn't have the same "capacity" problems as those suffered by the 1972 iron block.

Meanwhile, entrants had to put up with sudden engine failures, usually caused by distortion of the cylinder block and subsequent overheating. Some drivers are quicker to

appreciate what's happening than others, and Emerson Fittipaldi—who is never hard on a racing car—won three of his first four races with his Cosworth BDF before it gave any sort of trouble. By that time, all three of the others were out of action, and at one famous race which they would prefer to forget, two works STP-Marches managed to gobble up no fewer than five engines between them!

Although the regulations remained substantially unchanged from 1971, Formula Two is now so competitive that most of the teams invested in brand new cars for 1972. The best seller was the March 722, basically a development of the previous year's 712, but with side radiators. March customers took delivery of their cars on the exact dates promised (a sales point of which the company is justly proud), and the car proved to be highly competitive, although results achieved at season's end by James Hunt's "old" 712, coupled with efforts by other drivers to convert back to front radiators, suggest that it wasn't able to be developed as far as rival chassis.

The Brabham BT38 was the very first monocoque "customer" car from this famous factory, and although new Brabham boss Bernie Ecclestone did a lot to help customers, not all of them were entirely happy with their cars until they had converted them to front radiator specification. In standard form, the Brabham was a "twitchy" car to drive, and it probably lagged in development because Ecclestone had too much on his plate to run a full works team in Formula Two. Instead, the best Brabham Formula Two drivers were all running under the colours of Rondel Racing, a team which fielded as many as four immaculate cars, under sponsorship from Motul and a band of London businessmen.

The Surtees did not look too promising at the beginning of the season, but, once various engine dramas had been largely overcome, John Surtees turned the car into a winner. Some critics caustically described the TS10 as

the best car in a year of mediocrity, and there is little doubt that on circuits with high speed corners there was little to touch it.

Not only did the Surtees run in factory hands, but there were also works-supervised examples for a couple of privateers. The team's successes, however, were all scored by Hailwood and John Surtees himself.

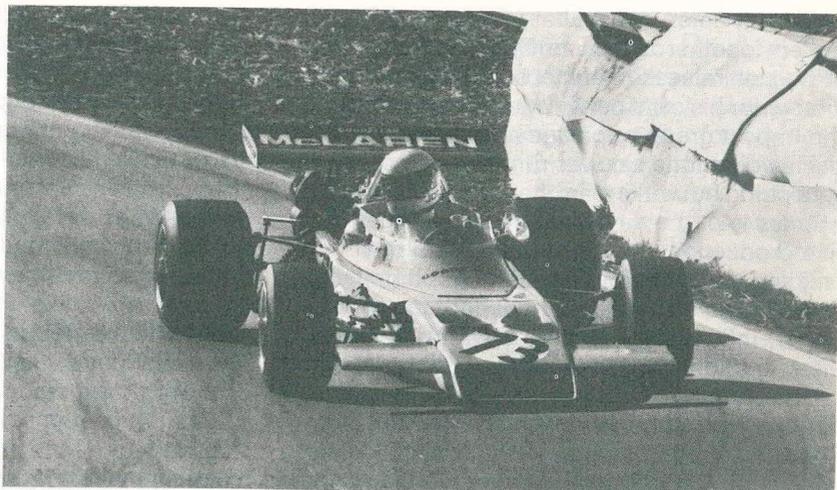
A chassis which flattered to deceive was the Pygmée MDB17. An ambitious works effort was announced at the beginning of the year by Patrick Dal Bo, son of the car's designer and a useful driver in his own right, and at Thruxton, Brazilian Carlos Pace led his heat until eliminated by a trivial fault. Thereafter, disputes over engine rebuilds arose between the French factory and the Sussex-based racing side of the operation, and the result was that Pace pulled out, leaving Dal Bo to struggle along on his own. Thus collapsed what could have been a really good team.

The March, Brabham and Surtees were the only cars seen in any numbers during 1972. This was rather strange, because some of the "one-off" cars proved highly competitive, notably the Chevron B20. Chevron designer Derek Bennett has tried Formula Two before, without ever producing the results turned in by his attractive two-litre sports cars. With just one works car for Peter Gethin, however, he proved that he is a really versatile designer. Gethin won a highly satisfactory victory at Pau, without ever being headed in either heat or final, and Vic Elford, John Watson and David Morgan all showed what the car was capable of in subsequent races. The Chevron with its wind-cleaving, full-width nose and boxy chassis will surely be seen in customers' hands in next year's Formula Two.

In the year which marked the collapse of the so-called "orange elephant" in Can-Am racing, McLaren Cars came up with a new Formula Two car and a new star driver to race it. In its early season races, the new McLaren M21 gave its South African driver, Jody Scheckter,

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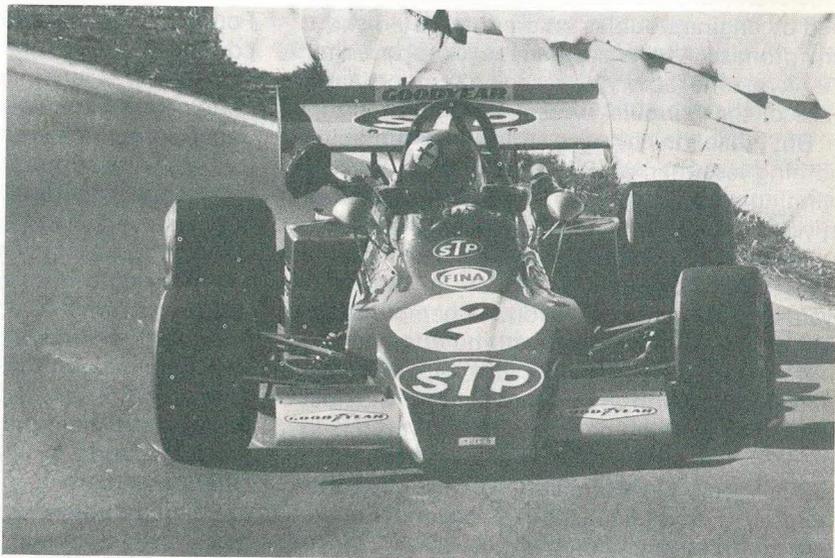




Left: *Groewood Winner* – Dave Morgan earned himself a lot of glory and a little piece of history when he became the first driver to win a Formula Two battle under the new two-litre regulations, at Mallory Park. Even the closest of attention from Wilson Fittipaldi left him unperturbed

Above: *A Star in the Making* – South African, Jody Scheckter, whose gritty Formula Two drives gained him his spectacular debut for McLaren in the United States Grand Prix

Below: *Luckless Lauda* – Overall winner of the John Player Formula Two Championship, Niki Lauda was dogged by engine problems in his quest for European success



a difficult time. As usual at McLaren, the team pulled together to sort out the problems, and at Crystal Palace Scheckter scored a significant victory for his car's newly announced sponsors, the Impact group of garage and property companies. The little car was run on a comparative shoestring by works team standards, and engine bothers kept it away from too many races, but five production chassis are being built by Trojan, and they will doubtless find good homes.

Another "one-off" car showing strong McLaren influence was the black Tui, named after a flightless New Zealand bird by its talented designer Allan McCall. A fluke accident at Hockenheim, in which McCall's New Zealand countryman Bert Hawthorne died tragically, did nothing to deter the little team, and John Watson was called in to race the car for several events. McCall was finally forced to withdraw when his money ran out, but Dave Morgan gave the Tui a run at the end of the season, and liked it better than his Brabham.

In their first full year as constructors, GRD in Norfolk built cars for Reine Wisell and Claude Bourgoignie. In the few races where they were run, the GRDs were invariably stopped by engine troubles before they could show any promise. A fuller programme is proposed for 1973, and the factory hopes to get a much larger slice of the Formula Two market.

But while the new cars stole all the publicity, nothing less than a 1971 model Lotus 69 was winning all but two of the five European races in which it was entered. The driver responsible was Emerson Fittipaldi, keeping his Formula Two reputation up to scratch in between waltzing off with the World Championship. Part of his success must be attributed to having a very well sorted-out 69, not to mention a reliable Cosworth BDF engine, but the fact remains that all the people who had run 69s in 1971 had given them up in disgust at the end of that year. On Formula Two results alone, therefore, Fittipaldi must be rated a driver of the very first rank.

Most unfortunately, British fans never had a chance to see Emerson in action with the Lotus—which was sponsored by Moonraker, Colin Chapman's boat-building company. This was perhaps rather strange, because for the first time in several years there was a real British championship. Sponsored by John Player and Sons—whose black and gold colours appear on Emerson's Formula One cars—the British series consisted of five races, and was open to all-comers—unlike the European Championship, which is restricted to ungraded drivers. The John Player championship created a great deal of interest among Formula Two *aficionados*, but three of the five races were held within a period of ten days, making it difficult to maintain interest in a season of British Formula Two. The weather didn't help, either, and the championship will not be repeated in 1973.

Other companies which supported Formula Two for the first time included Goodyear, bringing a note of rivalry into a previously Firestone-dominated branch of the sport. Inevitably, some people got better tyres than others, but the tyre people found that Formula Two was a very useful development ground for their Formula One products, and this is likely to continue.

There was an influx of drivers, too, with nations as distant as the United States and Japan, Argentina and Denmark, all represented in this the most international of formulae. They all equipped themselves with British cars and engines, and also with British or Commonwealth mechanics. The fact that a paddock in, say, Sweden echoes with a dozen different languages, is one that could be used to publicise Formula Two racing. Sadly, track organisers in general do not make as much of the racing as they could, and it is a very unfortunate feature that there is more genuine promotion done by the teams than by the majority of continental circuit owners.

Emerson Fittipaldi must rank as top man in this year's Formula Two. Perhaps he hasn't

dominated it in the way that Jochen Rindt did, but his programme was comparatively restricted—only five races in Europe—by a heavy Formula One tyre-testing commitment. There is a tendency among less well-organised graded drivers to attribute the Fittipaldi success to “luck”, but that is only a small part of a story which also includes fantastic attention to detail, clear thinking and the ability to be out in front, away from trouble, right from the early moments of any race.

Ronnie Peterson enjoys his Formula Two just as much as Emerson, and in new Lotus-powered Texaco Specials, this year, they will make a very powerful duo indeed. In 1972, Ronnie only took part in a handful of Formula Two races because of his commitments with Ferrari in sports cars, but at Thruxton he was at his very best, scoring a majestic, almost contemptuous, victory over François Cevert.

Tim Schenken, like Peterson, drove Ferrari sports cars, but his one victory of the season didn't come until the final race at Hockenheim. Tim is obviously very happy with his team, Rondel Racing, and they with him. Equally, Henri Pescarolo, the bearded French member of the Rondel equipe, seemed happy with his car, scoring his first Formula Two win in two years at Enna-Pergusa.

Without sports car commitments—except at Le Mans—Graham Hill and François Cevert were seen quite frequently. Hill, who ran a German-sponsored Brabham BT38 as a private entrant with support from Avis Rent-a-car, turned in some stylish performances but only managed one win, at Monza. Cevert seemed to lose heart in mid-season with his John Coombs-managed Elf-March. The car was always nicely prepared, but the team suffered badly engine-wise.

Among the ungraded men, Mike Hailwood's resounding 18-point European Championship victory margin represents a worthy champion. There were times during the year, notably at Pau, where one got the impression that Mike

didn't care too much about the outcome of the race, but his indifference is only skin-deep. Underneath lies as determined a racing driver as can be found anywhere. On two occasions, at Rouen and Hockenheim, Mike found himself sitting behind Emerson's more powerful Lotus, and instead of going all out to beat the Brazilian, he used his head and sat there waiting for a mistake, knowing that he'd got the non-graded nine points all wrapped up. John Surtees must indeed be happy to have such a fast yet disciplined driver in his camp.

Favourite to win the championship this year was Argentina's Carlos “Lole” Reutemann. A cruel stroke of ill-fortune and a broken hub at a critical moment—while practising at Thruxton for Easter Monday's International—resulted in a hospitalisation which, though short, deprived Carlos of any chance he might have had of taking over the championship lead for Rondel Racing. Introspective and highly self-analytical, Carlos needs to be in the right mood to show all the fire and ambition which he undoubtedly has: a really big win can surely only be a short way away.

With Reutemann virtually out of the picture, it fell to veteran French driver Jean-Pierre Jaussaud to chase Hailwood for the title. At 36, Jaussaud is way past the age limit for a budding Formula Two driver, but he turned in some neat yet determined drives which netted him two outright victories. When one considers that his blue Brabham BT38, run in conjunction with another BT38 for that well-known Polish Count, Adam Potocki, was never particularly well-prepared or sponsored, his achievements seem even more impressive.

Yet another Frenchman, Patrick Depailler, was the Gallic revelation of 1972. He was very happy with his John Coombs March (less so with the team's spaceframe Alpine-built Elf 2), and some press-on drives earned him a place in the Tyrrell Formula One team on two occasions. Probably the shyest of all racing drivers, Depailler will go on to greater things.

One of the most disappointed drivers of the year in Formula Two was 22-year-old Austrian Niki Lauda, of the STP-March team. He frequently seemed to be heading for a good placing when halted by engine trouble. Likewise David Morgan, victor on a freezing cold Leicestershire afternoon of the first European/John Player round at Mallory Park. Although his private sponsor Ed Reeves kept him well supplied with engines and two cars, David had a couple of unfortunate shunts which prevented him from competing in as many races as he would have liked.

If any evidence were needed that Formula Two is still the class that produces new Grand Prix stars, just look at Jody Scheckter. Early in 1971, when he was still only 21, Jody arrived from South Africa to do three months of British Formula Ford. He was soon offered a Formula Three contract and in 1972 was offered the new McLaren Formula Two drive. A hard but calculating youngster behind the wheel, Scheckter has already shown his mettle at the

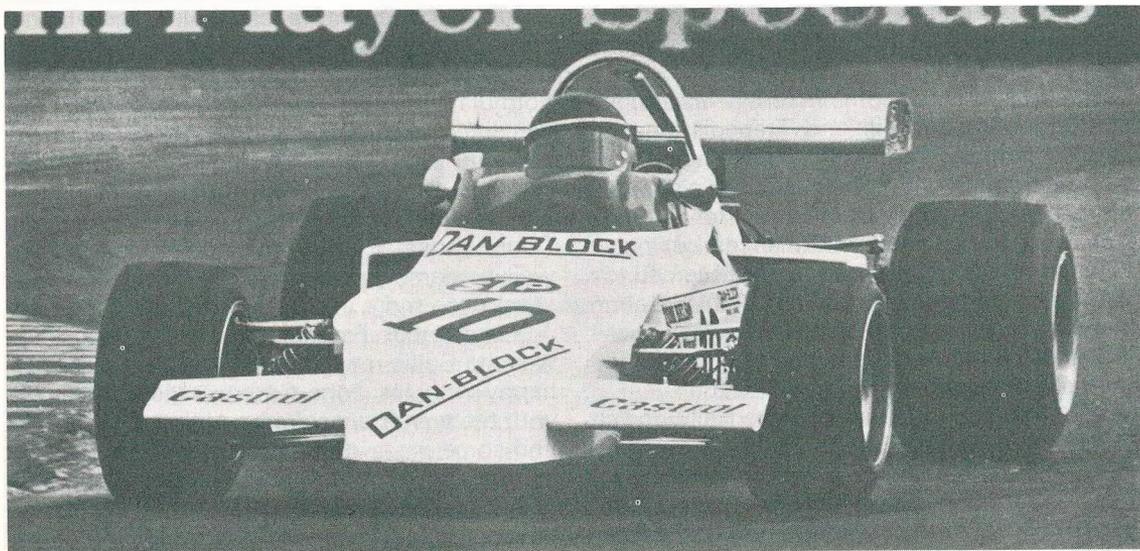
wheel of a Formula One McLaren and is tipped for stardom by many seasoned observers.

Another McLaren *protegé*, Peter Gethin, fared much better with his works Formula Two Chevron during 1972 than he did in Grand Prix racing with B.R.M.—even so, he didn't have particularly good luck! Always a hard trier, Peter's Pau victory showed just what he and his car are capable of, and he must surely deserve a top-class place for 1973.

Like Gethin, privateer Mike Beuttler—he is sponsored by a group of London stockjobbers—again fared badly with his March, and he scored only twice in championship events. Argentina's Carlos Ruesch, on the other hand put his Surtees into the points on several occasions by dint of cool judgment.

Wilson Fittipaldi, Emerson's elder brother, had the most appalling engine troubles with his Bardahl-Brabham and his results do not reflect his true ability, for he took part in a very full Formula Two season. Swiss veteran Xavier Perrot, on the other hand, only turned up to

Danish Dicer — "Smiling" Tom Belso didn't have much to smile about during the 1972 season, until his battling performance at Albi gained him a fine fourth placing



race on the few occasions, when he wasn't busy winning the European hillclimb championship. A neat and tidy driver, Perrot has the knack of finishing races, and it was a pity that he decided to retire at the end of the year.

Two Frenchmen out of luck were Jean-Pierre Jabouille, the bespectacled blond Elf/Coombs driver, and ever-cheerful Patrick Dal Bo of the Pygmée concern. Jabouille has always raced in the company of Patrick Depailler, but rarely gets the same breaks, while Dal Bo suffered a major setback when the works team broke up in acrimonious discord. It is difficult to forecast much future for either of them.

On the other hand, Brazilian Carlos Pace is definitely on his way to the top of the tree, despite being caught in the Pygmée muddle. By the end of the season he had tried a works Formula Two Surtees and got himself invited to join "Big John's" Formula One team, and he gaily went on to celebrate, by finishing second in the John Player Challenge Trophy race in October.

Denmark's sole top-line racing driver is Tom Belso, who decided to try Formula Two after a promising season in British club racing's Formula Atlantic class. Handicapped by a tight budget and bad engines, Belso only had one real chance to prove his worth—when he burst through from the very back of the grid, to finish a fighting fourth at Albi. In sharp contrast Englishman James Hunt showed his abilities late in the season, once he recovered from a nasty road accident, using a 1971 model March loaned to him by the factory. At the memorable final John Player round, James set Oulton Park alight by actually taking the lead from the works STP-Marches of Peterson and Lauda, and only dropped back after a moment with a loose rear wing.

Like all the Surtees drivers, Italy's Andrea de Adamich was more than happy with his choice of car in the restricted programme of races permitted him by his Alfa-Romeo sports car

contract. A steady driver rather than a spectacular one, de Adamich suffered badly from unreliable engines.

Ireland's John Watson thought that he had had his chances when he was obliged to sell his own Brabham at the end of 1971, but an invitation arrived in June to try the works Tui. Despite this late start, Watson had obviously lost none of his fire, and by the end of the season, he had shone at the wheel of a works Formula Two Chevron and the ex-Eiffelland Formula One March, which all goes to show that in motor racing you must never give up hope.

An Englishman with the double assets of wealth and talent is David Purley, but Italians Tino Brambilla and Claudio Francisci are not so well blessed, starting few races and finishing infrequently. Vic Elford was largely responsible for sorting out the new Chevron, and raced it with distinction before announcing his retirement.

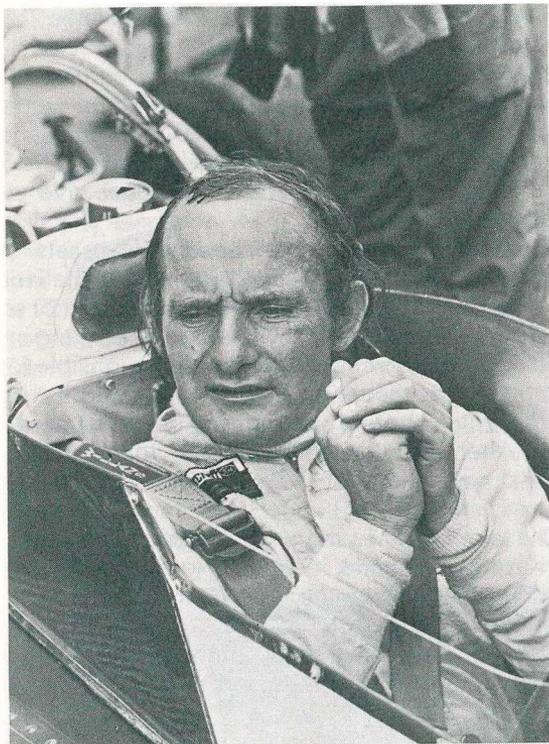
After showing ability in the United States, two newcomers to Formula Two in 1972 were ex-Marine Brett Lunger and Japan's Hiroshi Kazato, both of whom raced March machines. Kazato was quick and hairy once he got the hang of the Formula, but Lunger never really came to terms with Formula Two despite two impressive wins in the United States, where he undertook a full season of Formula 5000 racing.

In compiling the chart of points-scoring Formula Two drivers, it is astonishing to find that drivers as talented as Gerry Birrell, Roger Williamson, Peter Westbury, Richard Scott and Jean-Pierre Jarier do not feature, despite their participation in several championship rounds. Such is the anomaly of a year in which engine trouble struck blindly!

However, whatever its problems, the 1973 season is likely to be better than ever, and people were already making their plans as they totted up the 1972 bills. It is to be hoped that their accountants have a happier tale to tell at the end of the year.

EUROPEAN FORMULA TWO CHAMPIONSHIP—1972

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Time for Thought – A pensive moment for the European Formula Two Champion, Mike Hailwood, whose disciplined driving earned him his two-litre triumph

Key: MP = Mallory Park T = Thruxton
 H = Hockenheim P = Pau CP = Crystal Palace
 R = Rouen O = Osterreichring I = Imola
 MTP = Mantorp Park E = Enna
 S = Salzburgring A = Albi

N.B. Points awarded on Formula One-type basis:
 9-6-4-3-2-1 for first six places R = retired

MIKE HAILWOOD	Surtees-Ford
JEAN-PIERRE JAUSSAUD	Brabham-Ford
PATRICK DEPAILLER	March-Ford and Elf-Ford
CARLOS REUTEMANN	Brabham-Ford
NIKI LAUDA	March-Ford
DAVID MORGAN	Brabham-Ford and Tui-Ford
BOB WOLLEK	Brabham-Ford
JODY SCHECKTER	McLaren-Ford
MIKE BEUTTLER	March-Ford
PETER GETHIN	Chevron-Ford
CARLOS RUESCH	Surtees-Ford
WILSON FITTIPALDI	Brabham-Ford
XAVIER PERROT	March-Ford
JEAN-PIERRE JABOUILLE	March-Ford and Elf-Ford
PATRICK DAL BO	Pygmée-Ford
CARLOS PACE	Surtees-Ford
TOM BELSO	Brabham-Ford
JAMES HUNT	March-Ford
ANDREA de ADAMICH	Surtees-Ford
JOHN WATSON	Tui-Ford
DAVID PURLEY	March-Ford
CLAUDIO FRANCISCI	Brabham-Ford
TINO BRAMBILLA	March-Ford
VIC ELFORD	Chevron-Ford
HIROSHI KAZATO	March-Ford
BRETT LUNGER	March-Ford
JOSE DOLHEM	March-Ford
JOCHEN MASS	March-Ford
JOHN WINGFIELD	Brabham-Ford

MP	T	H	P	CP	H	R	O	I	MTP	E	S	A	H	TOTAL
2	R	R	2	6	R	9	9	R	9	R	9	—	9	55
—	R	9	3	R	9	R	—	2	4	1	R	9	R	37
—	—	R	6	2	R	—	3	R	R	9	1	6	R	27
4	—	—	—	4	3	6	6	R	1	2	R	—	R	26
6	9	R	R	—	R	—	R	6	—	—	2	—	2	24
9	R	—	—	—	2	4	4	R	—	R	4	R	—	23
—	—	4	1	—	R	1	2	9	R	—	R	4	R	21
3	R	—	—	9	R	R	—	3	R	—	—	—	—	15
—	R	6	—	R	6	R	—	—	—	R	R	—	—	12
R	R	—	9	—	R	—	R	R	R	R	3	—	R	12
—	—	—	—	—	1	—	1	R	2	6	—	1	R	11
R	R	R	—	—	R	R	R	R	—	4	R	—	6	10
1	—	3	—	—	4	—	—	—	—	—	—	—	R	8
R	—	—	—	—	—	—	R	—	6	R	—	R	1	7
—	6	R	—	—	R	—	—	—	R	R	—	—	—	6
—	R	R	—	—	—	—	—	—	—	R	6	—	—	6
—	R	2	—	—	R	—	—	—	—	—	—	3	R	5
—	—	—	—	—	—	—	—	—	—	—	R	2	3	5
—	—	—	R	R	—	—	R	4	—	R	—	—	R	4
—	—	—	—	R	—	3	—	1	R	—	—	—	—	4
—	R	—	4	R	R	R	—	R	—	—	—	R	—	4
—	4	—	—	—	—	—	—	R	—	R	R	—	R	4
—	—	—	—	—	—	—	R	R	—	—	—	—	4	4
—	—	—	—	3	—	—	—	—	—	—	—	—	—	3
—	—	R	—	—	R	—	—	R	R	3	—	R	—	3
—	R	R	—	—	R	—	—	—	3	—	—	—	—	3
—	—	—	—	—	—	2	—	—	R	R	R	—	—	2
—	—	R	R	1	—	R	—	—	—	—	—	—	—	1
—	R	1	—	—	—	—	—	—	—	—	—	—	—	1

JOHN PLAYER FORMULA TWO CHAMPIONSHIP 1972

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		Mallory Park Mar 12th	Oulton Park Mar 31st	Thruxton Apr 3rd	Crystal Palace May 29th	Oulton Park Sept 16th (Double Pts)	TOTALS
Niki Lauda	STP March 722	6	9	4		12	31
Ronnie Peterson	STP March 722			9		18	27
David Morgan	Ed Reeves/Brabham BT35/38	9	3			2	14
Jody Scheckter	Impact/McLaren M21	3			9		12
Gerry Birrell	Sports Motors/Coca Cola March 722		6			4	10
François Cevert	Elf Coombs March 722			6	2		8
Mike Hailwood	Matchbox Surtees TS10	2			6		8
James Hunt	Hesketh March 712M					8	8
Carlos Reutemann	Motul-Rondel Brabham BT38	4			4		8
Richard Scott	Uniack Chemicals Brabham BT38					6	6
Tim Schenken	Motul-Rondel Brabham BT38		4				4
Patrick Dal Bo	BERT Pygmee MDB 17			3			3
Vic Elford	Chevron B20				3		3
John Wingfield	Nicoby Racing Brabham BT36		2				2
Claudio Francisci	Elcom Brabham BT38			2			2
Jean-Pierre Beltoise	Motul-Rondel Brabham BT38				1		1
Xavier Perrot	Gulf March 722	1					1

FORMULA THREE

Andrew Marriott

In 1971, young Roger Williamson from Leicester was the big "find" of Formula Three racing and his tremendous success in the category earned him the premier Grovewood Award. In 1972, he was the established 'star whom everyone wanted to beat but, on the majority of occasions, they failed.

Williamson had yet another fantastic year and scooped up two of the three British Formula Three Championships. Most important, of course, he won the Shell Super Oil sponsored competition based on International meetings, some of them abroad. And he also won the Forward Trust Championship, run at BARC meetings. Williamson also found time to take part in some Formula Two racing, although bad luck always intervened, and he even participated in a couple of Formula 5000 events.

When Williamson started Formula Three racing at the beginning of 1971, his was a real shoe-string effort with the car even obtained on hire purchase. His father, a former speedway rider, ran a coach and car hire firm but the kitty hardly stretched to a Formula Three season, which can cost upwards of £10,000 when all the bills are paid. But wealthy building contractor and racing car museum owner Tom Wheatcroft, took over the finance of the team and, with his generous and enthusiastic backing Roger went from strength to strength.

Wheatcroft was determined that Williamson should have the best of everything for 1972, and no expense was spared. A brand new March 723 was obtained and the very best, works-blessed engines from the Holbay tuning firm.

But the season started badly. The new March didn't seem as good as the previous year's car which had brought Williamson so much success. After the first few races, a snap decision

was made and the March was replaced by a car from the new firm of GRD, run by several ex-Lotus employees. From then on Williamson hardly looked back, logging up victory after victory, and finally clinching the Shell Championship with a round in hand.

Let's go back to the very start of the season and see just who was the opposition. Certainly there was going to be a very strong challenge from Morris Nunn's Ensign team. The Walsall outfit had secured sponsorship from the Spanish Iberia Airlines to run two cars, one for the very experienced Mike Walker and another for the promising Rikki von Opel who was helping finance the team, being the wealthy grandson of Adam Opel (of Opel Cars).

Also in a works-blessed Ensign, but with sponsorship from Potterton Central Heating, was former Grovewood Award winner Colin Vandervell, who had raced a works backed Brabham in 1971. There were several private entrants who also plumped for the sleek cars which, for 1972, had a VC10-type tail section.

A great deal was expected from John Player-Team Lotus who, after the great success with Dave Walker the previous year, decided to increase their team to two cars. The very experienced Tony Trimmer, the 1970 Formula Three Championship winner, was brought in to lead the team, while Formula Ford star Bernard Vermilio was recruited as the number two driver. Gone was the conventional but fast Lotus 69 which had brought Walker his great string of victories, and in its place was a spidery new John Player Special which was undoubtedly the most advanced car yet to be seen in Formula Three. This car was actually built to a design originally intended for Formula Two racing and contained many of the special

features of its big brother, the Grand Prix John Player Special, including the inboard front brakes.

Brabham finished the 1971 season with one of their worst records for several years, so a drastic re-think was required for 1972. They came up with the first Brabham monocoque Formula Three design (earlier ones were all space frames), and a works backed car was provided for Formula Ford champion Tony Brise. Several private owners, including New Zealander Peter Hull, also plumped for Brabhams.

However, the firm that snatched much of the news in 1972 were GRD, who had only started in business in September 1971. Towards the end of that year they had tentatively run the prototype Formula Three for Andy Sutcliffe and the plan was to continue with him in 1972, although quite a few customer cars were sold. Sutcliffe won some early club races, but the tide really turned in their favour when Williamson moved to a GRD. After that nearly every Formula Three sold was a GRD, with top names like Brise and Maskell switching to the cars. By the end of the year the GRD was *the* car to have in Formula Three, for the Norfolk firm not only build an excellent racing car but give customers superb service as well.

The firm that suffered most at the hands of GRD was March Engineering who had the lion's share of the market in 1971. And when Williamson swapped over, the writing was really on the wall. For 1972 March decided to run a works Formula Three team direct from the factory, with STP backing. Not surprisingly, a great deal was expected from them. James Hunt led the team, with Irishman Brendan McNerney as his number two. But after total lack of success and a bust-up with March after the Monaco race, they both left the team and were replaced by the promising German, Jochen Mass, also a top saloon car exponent, and Russell Wood, who previously had raced a private March. The Marches were considerably

revised during the year but no more success was forthcoming, and Mass also left the team to be replaced, for the last few races, by Jean-Pierre Jarier from France.

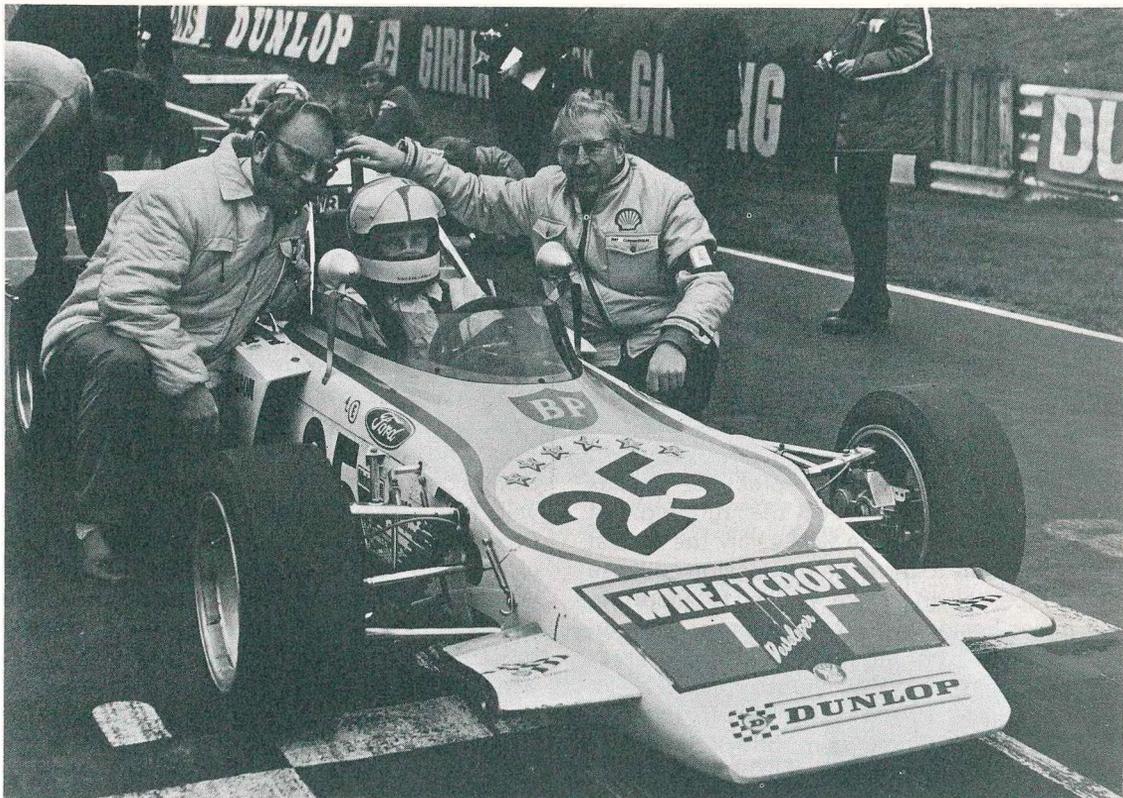
The works Alpine-Renault equipe, who had looked menacing on several occasions in 1971, announced a new line-up for 1972, with top Formula France drivers Michel Leclère and Alain Serpaggi moving into the team. The policy was to run a third car for either Patrick Depailler or Jean-Pierre Jabouille when they were not engaged in Formula Two.

The aerodynamic Alpines are interesting in that they are powered by the alloy block engine which can be found in that excellent French saloon, the Renault 16TS. Everyone else uses tuned Ford Lotus twin cam engines. As last year, the top tuners were Holbay and Vegantune from Britain and Novamotor from Italy.

Naturally there were various other chassis, and the British financed but French built Martini proved quite popular. Merlyn picked up a couple of sales, there were several Royales, including a works one for Tom Pryce, and one-offs like the EMC driven by Bev Bond, and the mechanically interesting Dastle. This particular car was backed by an eccentric British Lord, and James Hunt took over the driving after leaving March. But he continued his spate of unfortunate accidents and the project was wound up well before the end of the year.

Politics reared its head very early in the season in the all-important Shell series. The organisers had ruled that competitors should carry special decals giving the name of the championship sponsor – Shell. This was impossible for John Player Team Lotus as their cars were co-sponsored by the rival fuel company Texaco, and various other teams had similar clashes. So it was ruled that while cars not carrying the decals could take part in the race they would not score any championship points or win any prize money. It all left what can only be described as a rather nasty taste in the mouth.

LESLIE S. THACKER



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A Winning Combination – Tom Wheatcroft, Roger Williamson and the GRD, the team that clinched the Shell Super Oil Championship with a round in hand, pictured with Ray Cunningham of Shell

The big Shell series started at the annual Brands Hatch "Race of Champions" meeting where there was a big surprise in store for a lot of people. One man came out head and shoulders above the rest, but it wasn't one of the fancied runners at all. It was young Welshman Tom Pryce in the little favoured Royale. He scored a superb victory over Hull's Brabham while the Ensigns of Walker and Vandervell collided, giving them a bad start to the year. Then, in the second round at Oulton Park, Pryce looked as if he was going to repeat the thrashing, but this time a spin dropped him out of the running, and Williamson picked up maximum points.

Round three at Mallory Park over the Easter holiday saw the John Player Specials come into their own, with Trimmer scoring a fine, close fought win over Barrie Maskell's elderly Lotus 69 which, naturally, picked up maximum points. But both had flattered only to deceive for neither achieved similar results again, although Maskell later transferred to a new GRD. Apart from Monaco, the John Player Specials never did excel again despite a lot of testing, and the team was wound up before the end of the year.

The fourth round of the competition was particularly interesting, for this was the Daily Express International Trophy meeting at the

ultra-fast Silverstone Grand Prix circuit, well known for daring Formula Three slip-streaming dices. Williamson appeared with the GRD for the first time and he simply left the others for dust and wreckage. The temper of the race was so cut-and-thrust that almost half the field retired, many with accident damage and some with completely written off cars. But it was a great day for Williamson and the GRD concern, for it was their first ever International Formula Three win.

The competition then moved abroad, with rounds at Zandvoort followed by the famous, and all important, supporting race to the Monaco Grand Prix. Poor Vandervell seemed to be having a wretched season for, although he was always well up in practice, various problems put him out of the running. At Zandvoort in the rain he was easily the fastest in practice, only to have the suspension collapse in the race, leaving Mike Walker to score the first major Ensign win of the year.

But things went much better for the son of the Vanwall racing car sponsor at Monaco. Like the Grand Prix, the Formula Three race was held in pouring rain, but it was tremendously exciting with a thrilling grandstand finish. When the chequered flag finally fell Patrick Depailler's Alpine finished ahead of Trimmer's John Player Special, and Vandervell's bright orange Ensign. Many of the other favoured runners including Williamson crashed on the streaming streets of the Principality, and Tom Pryce broke his leg, putting him out of Formula Three for much of the rest of the season, although he subsequently won several Super Vee races.

Back in Britain at Mallory Park—at yet another wet meeting—Vandervell was on top form again, and this time he won his only major victory of the year. Now he was catching Williamson up in the points' chase, but it didn't last long.

The next round was at the Anderstorp track in Sweden, and here Williamson and the

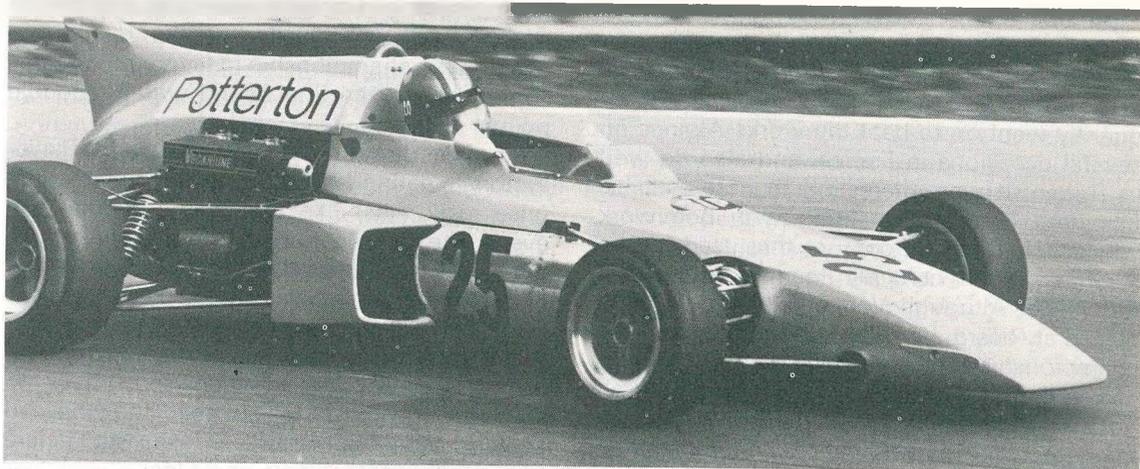
Wheatcroft GRD proved completely uncatchable, although Vandervell finished a strong second ahead of Mike Walker and the rest. On the same day at the new Estoril circuit in Portugal the works Alpines of Leclere and Serpaggi had swept to victory. Apart from Monaco and Silverstone—where they had trouble—the Alpines had not come face to face with the top British contenders. The battle of the giants was yet to come.

The show-down looked as if it might come at the non-championship race at Rouen, which supported the Formula Two meeting at this famous and fast road course. Unfortunately, Williamson was taking part with the Formula Two and the works Alpines trounced the British contingent, led by Walker and Vandervell. The next battle was at the French Grand Prix supporting event at Clermont-Ferrand—also non-championship—and this time Williamson scored a great victory despite the Alpines' fierce "in-fighting".

Back in Britain young Roger went on his winning way, this time at the John Player Grand Prix meeting at Brands Hatch. He won the race with ease and Vandervell was second again, but never challenged the GRD. Then it was back to France again for the Shell round at the Paul Ricard circuit. This time the Alpines were desperate for revenge and, after the heat race when Williamson slowed with a puncture, it looked as if they would get it. But he drove probably his best race of the season, climbed through the field, passed both Alpines and took the chequered flag.

Afterwards, however, the French scrutineers found that his Holbay engine had a tiny leak in the induction system, which is contrary to the rules. It had probably made no difference to the performance of the car, but it was a technical infringement and a bitterly disappointed Williamson was disqualified. Thus victory went to Leclere, who was suffering from appendicitis. It assured him of the French Formula Three championship.

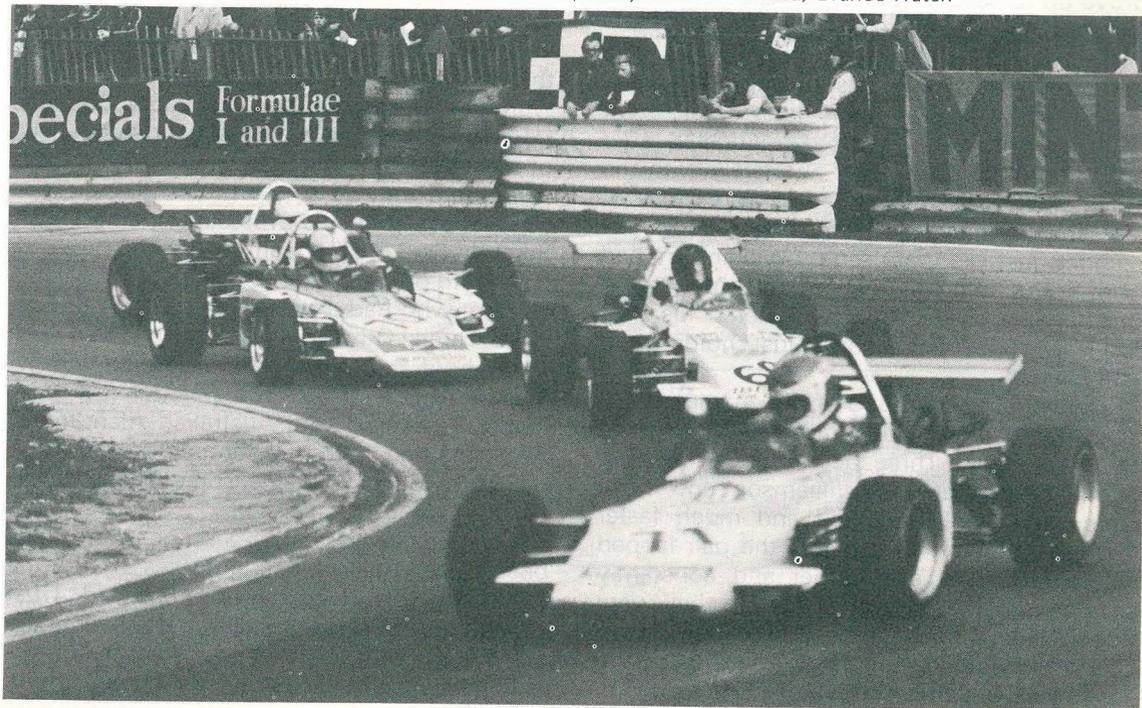
LESLIE S. THACKER



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Above: Ensign Energy – The bright orange Ensign of Colin Vandervell made a bad start to the season, but some superb driving later in the year gave Colin second place in the Shell Championship

Below: Come a little closer – A typical situation in the closely fought Shell Championship. Tony Brise (GRD) leads von Opel (Ensign), Williamson (GRD) and Alan Jones (GRD) at Druids Bend, Brands Hatch



LESLIE S. THACKER

Another French driver who had gone very fast in practice at this meeting but had retired, was the Martini driver, Jacques Coulon. This 30-year-old Paris university lecturer subsequently went on to beat the works Alpines on several occasions in France, and also do well in Britain. It was interesting to note that his Filipinetti Martini was fitted with bodywork which was an exact copy of that used by the Alpines, and it certainly seemed to make a difference. Although Vandervell was not well placed at Ricard, he still scored points, and the championship remained open.

The Oulton Park meeting in September all but clinched the title for Williamson. He drove to another victory, but only after a terrific battle with Coulon, who was racing at the difficult Cheshire track for the first time. Leclere finished third. Vandervell was held up in a first lap accident which smashed his visor and, although he drove up to seventh place, he failed to collect any points.

Round 12 of the competition—just two more to go—saw Williamson caught out as he crashed in his heat and, this time, victory went to Tony Brise. The Dartford youngster, after spending most of the year abortively with the Brabham, had also switched to GRD. One of the special "demon" high revving Holbay engines, just like that used by Williamson, had also come into his hands and he proved unstoppable. Rikki von Opel scored his best result by finishing second, just holding off Vandervell.

The penultimate round of the championship at Snetterton was said by many to be the most exciting Formula Three race of the whole year. The GRD-Holbays of Williamson and Brise were very evenly matched and much faster than anyone else. In the final the pair lapped within inches of each other and constantly swapped positions. On the last lap they were side by side, with only the dash to the line to decide the victor. When the flag flashed down, it was Williamson with his nose just inches in

front. Third and fourth were the Ensigns of Walker and Vandervell, but the result had decided the championship in favour of Williamson, although the final round was for double points.

That last round was at the John Player Victory meeting and it provided quite a surprise result, just like the main Formula One event. The damp conditions got steadily worse when rain started to fall, and early leader Michel Leclère in the Alpine was passed by Williamson. But then Coulon, who had intermediate rather than slick tyres, suddenly came rushing through. He passed Williamson, then spun back to second, but with two laps to go re-took the lead again to score his first ever British win. Leclere was third just ahead of von Opel.

So the season was over with Williamson the undisputed champion after winning six of the 14 rounds. The remaining eight rounds were won by eight different drivers! Vandervell's consistency brought him second place in the championship, and he must have been one of the few drivers in Formula Three to escape without a big accident all year. Coulon rushed up to third place in the final standings, ahead of Mike Walker and von Opel. All four of these drivers are moving on to greater things next year and, von Opel is even setting up his own Formula One Ensign team.

A word of praise, too, for Frenchman Michel Leclère, who had a superb first season in Formula Three. Other drivers who showed well throughout the season but failed to win included March driver Bob Evans, New Zealander Peter Hull, and Australian Alan Jones. But if the end of the season is anything to go by, Tony Brise will take some beating next year.

Meanwhile, on the club scene, there have been some equally exciting battles in both the Lombard North Central and Forward Trust Championship races. Usually these events are somewhat shorter than those at the Internationals. This can make the racing even more

hectic because there just isn't any chance of playing the waiting game.

Rikki von Opel concentrated particularly on the Lombard, sometimes missing more important meetings, and it brought its just reward. With a series of superb drives in the wet in mid-summer he overhauled early leader Andy Sutcliffe in the works GRD, and went on to win the championship. Tony Brise also shone in this competition and finally finished second, ahead of Sutcliffe. Williamson, who missed several rounds, was fourth, ahead of the rather hectic Irishman, Damien Magee, who was driving a Brabham quickly towards the end of the year, after starting the season in an outdated Palliser. The Japanese driver Musami

Kuwashima in a GRD also shone on occasions, but often his bravery got the better of his skills, and he crashed.

The Forward Trust Championship was even more closely fought and wasn't decided until the very last round at Thruxton, with Roger Williamson just getting the verdict. Strangely enough he didn't win the final race; the honour went to Brise, who finished the season very strongly by beating the works Ensigns of von Opel and Walker by a big margin. This gave Williamson the championship victory by just two points from von Opel, with Walker a further two behind. It was a good end to yet another top season for Formula Three racing.

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SHELL SUPER OIL FORMULA 3 CHAMPIONSHIP

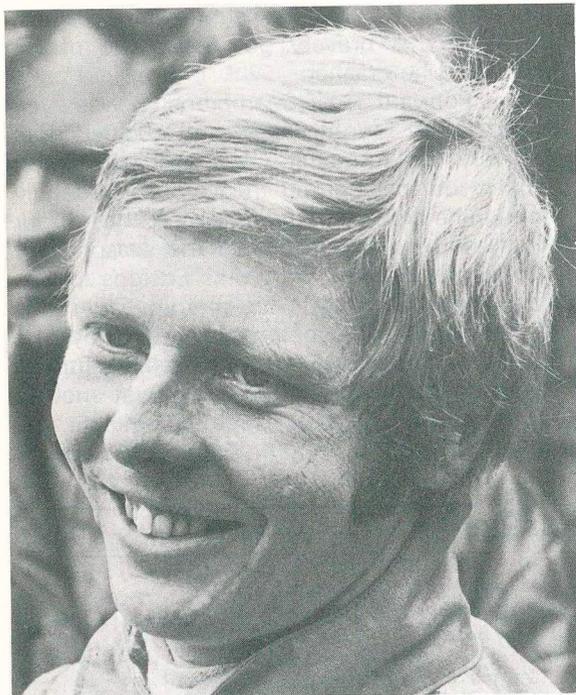
1 Roger Williamson	March 723-Ford and GRD372-Ford	78 pts	4 Mike Walker	Ensign F372-Ford	23 pts
2 Colin Vandervell	Ensign F372-Ford	44	5 Rikki von Opel	Ensign F372-Ford	21
3 Jacques Coulon	Martin MW9-Ford	26	6 Tony Brise	Brabham BT38-Ford and GRD372-Ford	18

LOMBARD NORTH CENTRAL FORMULA 3 CHAMPIONSHIP

1 Rikki von Opel	Ensign F372-Ford	61 pts	5 Damien Magee	Palliser WD32-Ford and Brabham BT38-Ford	24 pts
2 Tony Brise	Brabham BT38-Ford and GRD372-Ford	55	6 Bob Evans	March 723-Ford	21
3 Andy Sutcliffe	GRD372-Ford	53			
4 Roger Williamson	March 723-Ford and GRD372-Ford	30			

FORWARD TRUST FORMULA 3 CHAMPIONSHIP

1 Roger Williamson	GRD372-Ford	50 pts	5 Barrie Maskell	Lotus 69-Ford	13 pts
2 Rikki von Opel	Ensign F372-Ford	48	6 Andy Sutcliffe	GRD372-Ford	10
3 Mike Walker	Ensign F372-Ford	46			
4 Tony Brise	Brabham BT38-Ford and GRD372-Ford	18			



Above: The Sweet Smile of Success – Gijs van Lenep, 1972 Rothmans Formula 5000 Champion



Above: Pipped at the Post – Brian Redman lost the Championship by just four points

Below: Tamer of the Tasman – New Zealander, Graham McRae, third in the Rothmans Championship, took his home series by storm with the McRae which he designed himself



FORMULA 5000

Andrew Marriott

Dutchman Gijs van Lennep—winner of the 1971 Le Mans with Helmut Marko—clinched the Rothmans Formula 5000 Championship driving the Brands Hatch-based, Speed International Racing Surtees TS11 in the very last round of the 1972 competition. In fact, in that final race, he only finished in fourth position, and this was typical of his whole season. For van Lennep won the Championship by sheer consistency rather than by victory after victory. One thing that helped the 30-year-old from Holland, who speaks perfect English, was that two of the other leading contenders for the title—Britain's Brian Redman and, Graham McRae of New Zealand—spent much of their time racing in the very rich American Formula 5000 series backed by L & M. When all the points were added up, van Lennep earned his title by just four points over Redman, who drove the unique Chevron B24, and, earlier in the season, an outdated McLaren M10B.

This fourth year of Formula 5000 in Britain was often a stormy one. At times the grids were very disappointing with only two or three really competitive cars, while on other occasions competition was healthier and there were some closely fought battles between McRae, Redman, van Lennep, and Alan Rollinson's Lola.

At the end of 1971 it had looked very much as if the new Lola T300, which Frank Gardner was driving to such good effect, would be the car to beat both in America and in Britain. Plenty were sold to the States for 1972, but only one raced in Britain. The 1971 Champion, Frank Gardner, decided to give up single-seater racing, so Lola's semi-official T300 was handed over to the very experienced Walsall driver, Alan Rollinson, who had driven for Surtees the

previous year. The car was run by Alan McKechnie Racing and sponsored by Duckhams Oils.

John Surtees announced that he would not be running a works Formula 5000 team but would assist the newly formed Speed International team, managed by Jackie Epstein. Epstein said he would enter three of the latest side-radiator TS11s although, in the end, only van Lennep had such a car. Meanwhile Leda Cars took Graham McRae under their wing and the New Zealander, who previously raced much modified McLarens, produced a design far superior to the previous Ledas. He took the car straight down to his home Tasman Series and cleaned it up. Later McRae broke away from Ledas, taking all the design rights with him, and the car was re-named McRae, with adequate backing from STP.

Finally, long time Formula 5000 entrant Sid Taylor signed up sports car and sometime Grand Prix star, Brian Redman, to drive a new Chevron but this was not ready until later in the season, so an old McLaren M10B was used. Belgian Teddy Pilette had a new, but not very competitive, McLaren M22 and the rest of the supporting cast were in older machinery. Some were quick, like Keith Holland and Gordon Spice in modified McLarens, Ian Ashley in a very old Lola and, particularly, former Formula Three star, Steve Thompson, in a last year's Surtees backed by the Servis washing machine firm.

McRae soon had a deal whereby he had two cars, one in the United Kingdom and the other in the United States, and jetted between the two. But it was a tough schedule and some lack-lustre performances and ill-luck in mid-season really lost him the championship,

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although he did win the lucrative American series. Redman, meanwhile, only had the one car in America and, having dominated the start of the season in Britain, missed a large number of races, returning only for the last two rounds. A minor accident at Oulton Park in the penultimate round lost him the championship.

Alan Rollinson's Lola proved to be somewhat unreliable at first and he didn't really join the points chase until later when it was too late. So all this allowed the consistent van Lennep, who only won two of the 15 rounds, but usually finished in the money, to win the championship. Redman was second, McRae third and Rollinson fourth, with the rest nowhere in the hunt. But that very final round at Brands Hatch proved that now the best three or four Formula 5000s, with their Chevrolet V8 engines, are getting much closer to Formula One times.

This year John Webb of Motor Circuit Developments, who originally conceived Formula 5000 as a British category, has promised that the racing will be better than ever before. The rules have been altered to allow engines up to four litres with turbo-charging. This idea of ramming in the induction mixture by use of an exhaust driven turbine has already proved to be the answer to more power in both Indianapolis and Can-Am type racing. Rumour has it that there will be a new Ford V6 engine which, when turbo-charged, could be the saving of British Formula 5000.

Meanwhile, Rothmans have said they will back the Formula again and there will be more money for the winners too. The latest move is to dove-tail the U.S. and British rounds so that none clash, thus allowing British competitors to race in America and vice versa. This year will be a very important one for Formula 5000.

ROTHMANS EUROPEAN FORMULA 5000 CHAMPIONSHIP

1	Gijs van Lennep	Surtees TS11-Chevrolet and McLaren M18-Chevrolet	65 points
2	Brian Redman	Chevron B24-Chevrolet and McLaren M10B-Chevrolet	61
3	Graham McRae	McRae GM1-Chevrolet	57
4	Alan Rollinson	Lola T300-Chevrolet	51
5	Teddy Pilette	McLaren M22-Chevrolet	25
6	Ray Allen	McLaren M18-Chevrolet and Surtees TS11-Chevrolet	23

FORMULA ATLANTIC

Andrew Marriott

The second year of Formula Atlantic was a great success, in spite of a dispute in the course of the season regarding the interpretation of some rather loosely written rules which almost led to the breakdown of the all important Yellow Pages Championship. But it was finally settled amicably enough and the season ended on a high note, with the American driver Bill Gubelmann just clinching victory over Welshman Cyd Williams in the final round.

Both of them drove 1972 Marches—identical to Formula Two cars save for the less powerful engine. At the final count Gubelmann had 105 points while Williams was on 103. It should be said that confident little Cyd, a former garage mechanic and often nick-named "The Tiger", was usually the faster of the pair, but he lost a lot of points early in the season when he switched cars and the new one was plagued with a mysterious mis-fire for several races.

Last year, the championship was won by Australian Vern Schuppan with a Palliser, but Williams was a fighting second with the Graham Eden Racing Chevron. Schuppan's success led to him being spotted by B.R.M. chief Louis Stanley, who recruited him as a trainee Formula One driver, and in fact, he took part in three non-championship races for B.R.M. but the "champ" also decided to run a new March in Formula Atlantic, with backing from Singapore Airlines. However, he announced he would not contest the full schedule as he intended to use the car in Formula Two as well.

Graham Eden Racing, meanwhile, made plans to run two Ensigns for Williams, and another Atlantic competitor, Chris Oates. Soon the problems started, for the cars were not

delivered on time and Williams had to contest the early rounds with his previous year's Chevron. Finally, in frustration, the cars were cancelled and Marches ordered instead. They arrived within a week, but both had terrible mis-firing problems. Finally Oates left the team and Eden concentrated on Williams' car which really started to fly.

Sponsor Eden, who is in the timber trade, is far more than just a racing car owner and sponsor, for his hobby is building racing car engines. Thus Williams always ran with a Ford BDA engine (like the engine in an Escort RS1600), tuned by Eden himself. These engines proved excellent too, and towards the end of the year, a special unit with downdraught carburettors powered Williams to even faster lap times. Incidentally all Formula Atlantic cars use Ford BDAs, although other engines are allowed by the rules. They must use carburettors rather than fuel injection, and the standard valves must be retained, although many lightweight racing parts are used to help boost the power to 200 b.h.p. plus.

But who was this American who was doing all the winning while Williams was sorting out his car? Bill Gubelmann, or "Bubblegum" as he was nicknamed, is a very experienced competitor. He first came to Britain in 1965 and spent the year with a sports racing car. Then he returned to the USA to race, and concentrate on his investment consultancy. He did well in Formula B (which is America's version of Formula Atlantic), although he never managed to win the championship.

When he picked up his new March at the start of 1971, Gubelmann took part in a couple of Formula Atlantic races before returning to the USA and, when the American series was

drastically cut back for 1972, he decided to race full-time in Britain and contest the Yellow Pages Championship. An experienced campaigner, Gubelmann did everything right and his blue and yellow March was already tested and sorted when the season started, and he plumped for a powerful Brian Hart-tuned engine.

Throughout the season he turned in some superb performances, and his reputation for making mistakes when under pressure was left behind in the States. There were some fine battles with Cyd Williams which stand out as the highlights of the year

Third in the championship was a New Zealander, John Nicholson, who is, in fact, much more of a backroom boy of motor racing rather than a star driver. John spends his

Wreathed in Glory – American Bill Gubelmann, popular winner of the Yellow Pages Championship 1972



working days at McLaren Racing rebuilding the Formula One Cosworth V8 engines used to such good effect by Denny Hulme and Peter Revson. But he is no mean driver himself as he proved last year with an old March 702. This year he was asked to drive a new design, called the Lyncar, which was the work of Martin Slater, who had formerly worked for several top racing car constructors. He said the new car incorporated all the ideas those firms would not let him use. Naturally the car used a Nicholson-tuned engine and was very quick on occasions, although a bad accident at Brands Hatch left John badly shaken.

The furore about the rules all started at Snetterton one day, when Leeds driver Chris Meek walked away with a Yellow Pages round driving a 1971 March, sponsored by

Smile on the face of 'The Tiger' – Cyd Williams, who finished runner-up to Gubelmann



Ford dealers, Tate of Leeds. A lot of people were very suspicious about the engine and, when it was stripped, it was found not to comply with the regulations. But on closer examination the rules proved to have been badly written in the first place and were ambiguous. Furthermore, it appeared that almost every engine in use contravened the rules as they had been interpreted. Meek, contrary to his name, stirred up a lot of trouble, and the rules were finally altered and he was re-instated as the winner.

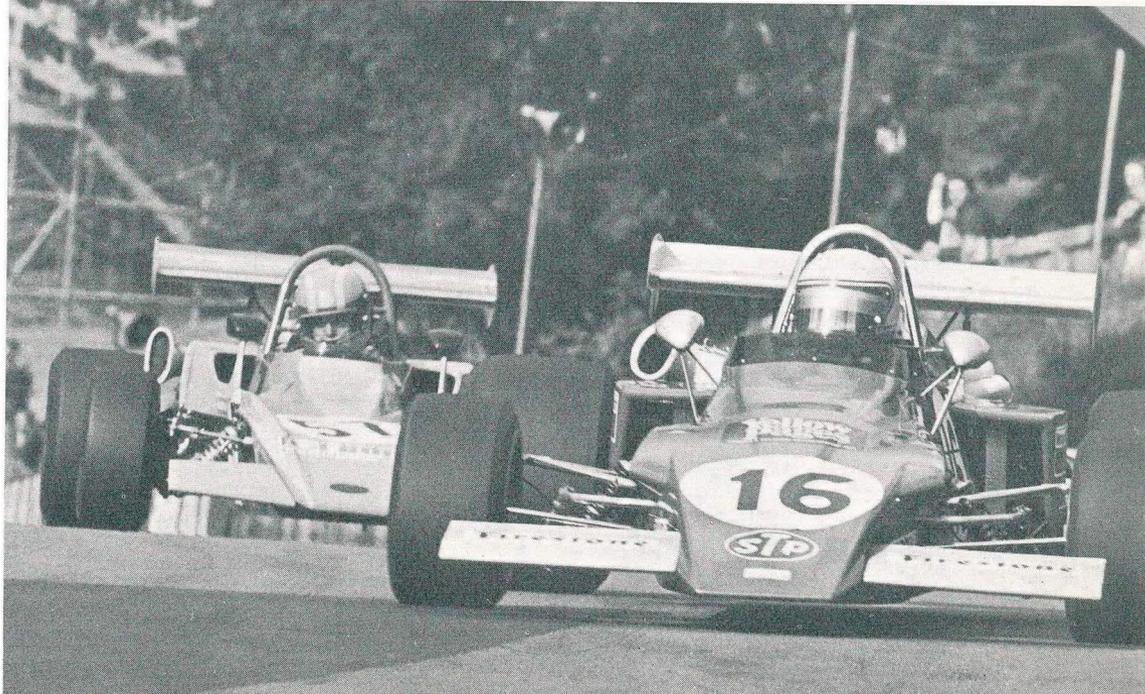
The Formula was in confusion for almost a month. Later Meek switched to a new Brabham BT38 but he never did go as fast again, and finally finished sixth in the championship.

Several other drivers also looked good at times, particularly former champion Schuppan, although he entered very few Atlantic races in

the end. There was a brief appearance by the experienced Mike Walker, driving one of the Ensigns originally ordered by Graham Eden, and he scored a good win at Mallory. But Ensign boss Morris Nunn decided to concentrate on Formula Three and the Ensign was not seen again.

Robert Salisbury was a consistent high finisher in a last year's Brabham, sponsored by former Grand Prix driver, Bob Gerard, and finished fourth in the championship. Sports car driver John Lepp tried single seaters for the first time and occasionally shone in a works backed Chevron. John, however, did not contest all the rounds, while Peter Wardle again had some good drives in an elderly Lotus 59. Altogether it was an excellent year for Formula Atlantic. 1973 should be even better.

March Marauder – On his way to yet another blue and yellow victory, Yankee raider Bill Gubelmann chased here at Brands Hatch by Ray Allen's Royale



DAVID TURNEY

YELLOW PAGES FORMULA ATLANTIC CHAMPIONSHIP 1972

		Clive Santo	Peter Wardle	Bob Salisbury	Nick Cook	Dick Barker	Jonny Dimsdale	Cyd Williams	John Nicholson	John Lepp	John Gilmeister	Chris Meek	Ian Mawby	Bill Gubelmann	John Kendall	Vern Schuppan	Michael Mather	Martin Watson	John Calvert	Mike Walker	Reg James	Tom Pryce	Ray Allan	Sonny Rajah
5 Mar	BH	1	2	3	4	5																		
18 Mar	OP			2				1	3	4	5													
19 Mar	S			4				1	3			2	5											
26 Mar	MP		5	4				2	3					1										
31 Mar	SN			2					5			3		1	4									
3 Apr	BH			4				1	3	5				2										
15 Apr	BH			3						2		4				1	5							
30 Apr	MP							3	4					1		2		5						
7 May	SN		4					5	3			1	2											
28 May	BH		3	5				4	2					1										
29 May	MP			5					1			3		2							4			
25 June	BH									2		3		4		1						5		
9 July	SN		4										5	2	3						1			
22 July	OP			5				1						3		2	4							
30 July	BH		2	4				1								3						5		
6 Aug	C									1						2	5		4					3
27 Aug	MP			4				1	5	3				2										
28 Aug	S		5	4				1				2											3	
10 Sept	BH		4					1	5					3										2
30 Sept	OP			5				2				4		1										3
15 Oct	BH						3	2	4					1								5		

Key: **BH** Brands Hatch **OP** Oulton Park **S** Silverstone **MP** Mallory Park **SN** Snetterton **C** Croft

CHAMPIONSHIP TABLE

1	Bill Gubelmann	105
2	Cyd Williams	102
3	John Nicholson	52
4	Bob Salisbury	46
5	Vern Schuppan	44
6	Chris Meek	40

LAP RECORDS

Brands Hatch	Cyd Williams	45.4 sec	98.33 mph (club circuit)
Oulton Park	Bill Gubelmann	1 min 30.2 sec	110.20 mph
Mallory Park	Cyd Williams	44.0 sec	110.45 mph
Snetterton	Chris Meek	1 min 25.8 sec	113.71 mph
Silverstone	Cyd Williams	54.8 sec	105.64 mph (club circuit)
Croft	Chris Meek		
	Vern Schuppan	1 min 17 sec	81.82 mph

FORMULA FORD

Andrew Marriott

Formula Ford is more, far more, than a mere nursery slope for "single seater" debutants. It has become one of the richest veins for talent-spotters in the sport. In 1972, a Formula Ford graduate—one Emerson Fittipaldi—became World Champion. No wonder the spotlight is always focused firmly on young men who shine in the junior Formula.

Drivers do not always accelerate out of the Formula after one brief season of glory. Success came to Ian Taylor in 1972 at the end of a very tough struggle indeed, after four years in the Formula Ford ranks. But when success did come to the 25-year-old Berkshire driver it came thick and fast—and he dominated the 1972 scene.

He moves on to higher plains with 17 victories, the British Oxygen *and* the Daily Express Championships and a coveted Grovewood Award to boot.

There are quite a number of Formula Ford championships, many of them regional, but the one that everyone wants to win, the one that assures maximum publicity is the 20-round competition sponsored by British Oxygen, which visits almost every track in Britain. Of secondary importance are the Daily Express Championship, with rounds mainly at important Silverstone meetings, and the BARC's Sunbeam Electric Championship, which this year was won by veteran Syd Fox.

But all these championships and races paled into insignificance compared with the one race at the John Player Victory meeting at Brands Hatch in October. That was the World Championship Formula Ford Final. Championship winners and representatives from 18 countries took part, all with the chance of winning a £3,500 Formula Three car. The

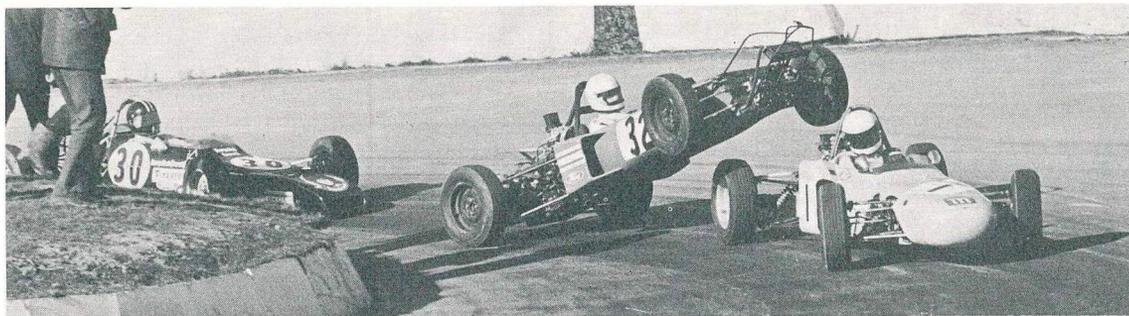
clear winner was Mexican Johnny Gerber, who looks as though he will go a long way. Fox, Taylor and several others all finished up in a heap on the second corner in their enthusiasm to win the prize!

More than ever before, British Formula Ford as the sport's premier stepping stone, attracted a huge influx of foreign competitors, all intent on making this their first step on the road to Formula One. They knew that Emerson Fittipaldi, Tim Schenken and Jody Scheckter had gone before them but, in the final analysis, few were able to stay with the British hotshoes. There were numerous Americans, headed by Champion of Canada David Loring. There were New Zealanders, Australians, an Argentinian, the Mexican Gerber, Jody Scheckter's brother, Ian, from South Africa, and many more all hungry for success.

Since Formula Ford began in 1967, the most popular car seems to have been the Merlyn chassis, built near Colchester, and this year was no exception. Quite a few others tried the Elden, as used by Tony Brise to win the championship the previous year. Titans were popular again and there were also plenty of Hawkes, Pallisers and Lotus 69s. But Championship winner Taylor remained faithful to the Berkshire-built Dulon in which he looked promising the previous year.

The early British Oxygen rounds saw many a close fight between the dark green wedge-shaped Dulon of Taylor and the bright yellow Merlyn of Tim Brise, 18-year-old brother of previous champion Tony, and son of former Stock Car Champion, Johnny Brise. Tim had started racing towards the end of 1971 and he soon showed promise. His 1972 Merlyn was a very special car indeed for it had a unique side

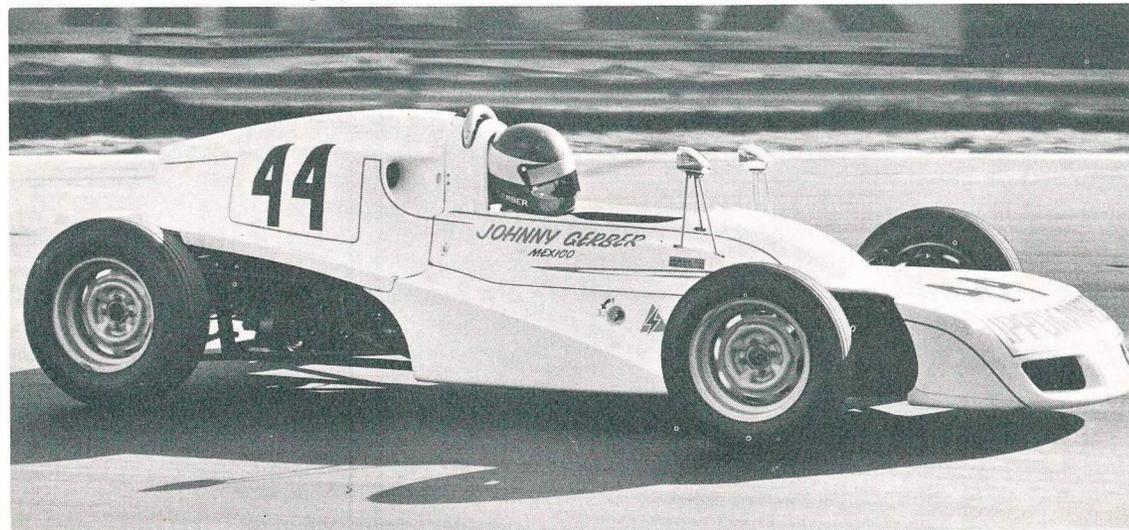
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Top: We have lift-off – Geoff Close's Hawk DL9 seems destined for orbit

Above: Happy Landings – and a bumpy return to earth for the Hawk. Tim Brise (No. 1) roars on, unscathed and unperturbed, whilst Mike Taylor observes the scene at Mallory Park 1972

Below: A Star is Born – the highly talented Mexican, Johnny Gerber, in the special bodied Ippokamos Elden



radiator conversion and snub nose.

Up until mid-season he narrowly led the championship from Taylor, but then decided to give it up and move straight into Formula Three with a GRD. This left the way open for Taylor, particularly as one of his other main rivals, Ian Scheckter, decided he did not like England and returned home to South Africa!

But Taylor did not have it all his own way, for some of the other competitors were giving him a hard time. The two he particularly had to watch for were Team Titan driver, Derek Lawrence, from Wolverhampton, who had stepped back down to Formula Ford after a year in Formula Three, and a relative newcomer, London toolmaker Bob Arnott, who had a Merlyn. But a fortuitous change to Rowland-Racing-tuned Ford engines made sure Taylor stayed on top and he romped home the British Oxygen Champion, ahead of Derek Lawrence. In the Express championship he just snatched the honours from Lawrence in the last round of all.

Bob Arnott was third in the BOC points standing and also won the local Brands Hatch championship, while fourth was a Scotsman, Donald MacLeod, who, every so often, pulled a shattering performance out of the bag and surprised everyone in the process. Although he only raced for half the season, Tim Brise finished fifth and, by the end of the year he had

survived two frightening Formula Three shunts. The best of the foreigners was young Loring, from Boston, Massachusetts, although he had some high speed accidents.

Seventh and eight in the championship came two drivers who have been in Formula Ford longer than Taylor, Syd Fox and Ken Bailey; and ninth was another American, Danny Sullivan. Mike Taylor, whose father Geoffrey designed the Grand Prix Alta project, was a fast starter but did not sustain his promise, which must have disappointed his sponsor—none other than footballer George Best!

Then, towards the end of the year, there was a new name that everyone was talking about, a 20-year-old, former Mexico City motor cycle racer, Johnny Gerber. He seemed to have a star quality about him and by August was turning in some impressive times with the Ippocampus-Tanker Line sponsored Elden, which was fitted with special aerodynamic bodywork. And it was Gerber who hit top form on that all important day at Brands Hatch. He, at least, will not have to worry where the money for a new Formula Three car is coming from.

No Formula Ford season is ever free from squabbles over illegal engines and frightening accidents, but this year was more incident free in this respect than the past. There will, no doubt, be more would-be heroes next year. The best of luck to them all.

BRITISH OXYGEN CO. FORMULA FORD CHAMPIONSHIP

1 Ian Taylor	Dulon LD9	95 points
2 Derek Lawrence	Titan Mk6	51
3 Bob Arnott	Merlyn Mk20	46
4 Donald MacLeod	Lotus 69	43
5 Tim Brise	Elden Mk8 and Merlyn Mk20A	42
6 David Loring	Merlyn Mk20	33

STARS OF THE OTHER FORMULAE

Andrew Marriott

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One of the greatest fascinations of motor racing is watching for the future champions in their formative years as they struggle to gain success and recognition. Certainly some, like Jackie Stewart, show their obvious talent very early and quickly shoot into Formula One, but for others, like Denny Hulme for instance, the route is much longer and more arduous. Last year's *John Player Motorsport Yearbook* picked out ten men who looked as if they might make Formula One, and it is pleasing to record that in the past 12 months four of those—Wilson Fittipaldi, Carlos Pace, Jody Scheckter and John Watson—have raced Formula One cars. Another—Roger Williamson—has tested a Formula One and should get his Grand Prix chance in the near future.

However, for the 1973 Yearbook we decided to expand this popular chapter and encompass many more of the most promising drivers.

BOB ARNOTT Born 19th July 1949. Unmarried. Lives in London. One of the top Formula Ford competitors in 1972 with a Merlyn Mk20, winning the Townsend Thoresen Championship and a Grovewood commendation. He only started racing in 1971 with a course at Jim Russell's Snetterton school. Bob still works as a tool-maker but hopes to race in Formula Three this year.

TOM BELSO Born 27th August 1943. Married: Britha. Two children. Lives in Bromley, Kent. Tom is Denmark's top racing driver although he now lives in England. In 1972 he raced the Dan Block Brabham BT38 in Formula Two and, despite his season being plagued with engine trouble, he finished fourth at Albi and was eighth in the Rothmans

50,000. In 1971 he sold up everything in Denmark to race in British Formula Atlantic, having previously been tremendously successful in saloon car racing. He finished third in the Atlantic Championship which prompted his move up to Formula Two in 1972. He has been given a Lola Formula 5000 drive this season in the Shell Sport Luxembourg team.

GERRY BIRRELL Born 30th July 1944. Married: Margaret. Two children, twin daughters. Lives in London. Youngest and most successful of the racing Birrell brothers from Glasgow, Gerry has made a name for himself in both Formula Two and saloon car racing. Driving for Ford, he finished third in driver's section of 1972 European Touring Car Championship and fourth overall in the Rothmans 50,000 with the Sports Motors Formula Two March. Graduated through Scottish club saloon car racing, Formula Vee and Formula Three.

BELSO



BIRRELL



winning championships each year as he went. Won the Springbok Sports Car Championship at the end of 1972, in a works Chevron.

TONY BRISE Born 28th March 1952. Unmarried. Lives in Dartford, Kent. Young Tony is eldest of the three sons of former World Stock Car Champion Johnny Brise. He was driving karts when he was ten and won a championship when he was 15. Took Formula Ford by storm when he started car racing late in 1970, and won BOC Championship in 1971. Had a changeable year in 1972 in Formula Three, but fortunes improved dramatically when he switched from a Brabham to a GRD. Intends to stay in Formula Three this year and should be *the* man to beat. Brother Tim also races in Formula Three.

JOHN BURTON Born 30th November 1941. Married: Rosemary. Lives in Chaddesley Corbett, Worcs. One of Britain's top sports car drivers and leading contender in the European two-litre Championship with Canon Cameras' Chevron B21. Started club rallying in 1959 and switched to racing in 1965, scoring numerous club successes with Ginettas until 1969, when he switched to a Chevron B8, racing abroad for the first time. Runner-up in the British sports car championship in 1970 with a Chevron B16. Has had many good placings in Europe since. Abortively tried Formula Two in 1972 with Ensign but gave up early in the season.

JOHN CANNON Born 21st June 1937. Married: Pat. Lives in London. A very experienced competitor who has done most of his racing in America, Cannon now divides his time between Britain and the U.S., racing in Formula 5000. First raced a Morgan in 1959, then Formula Junior and sports cars. Moved into the Can-Am series in 1967 and won at Laguna Seca in the rain a year later. Took up Formula 5000 in 1969 and won U.S. Champion-

ship following year. Tried his hand at Formula Two in Europe in 1971 and also drove one Grand Prix for B.R.M. Returned to Formula 5000 in 1972 with a unique March-Rover with limited success.

JACQUES COULON Born 15th January 1942. Unmarried. Lives in Paris. Coulon started the 1972 season in Formula Three with the Ecurie Antar Filipinetti Martini, virtually unknown outside France, although he was a very experienced competitor in Formula France. By the end of the year he was recognised as probably France's brightest hope since Jean-Pierre Beltoise. This University lecturer finished second in the French Formula Three Championship behind the works Alpine and in third position in the British championship, finishing the season with a brilliant win at Brands Hatch. He is driving Formula Two March-B.M.W. for the Filipinetti team this season.

PATRICK DEPAILLER Born 9th August 1944. Married: Michelle. Lives in Clermont-Ferrand, France. In 1972 he drove in Formula Three, winning at Monaco for Alpine; in Formula Two with a John Coombes March; and in Formula One for Ken Tyrrell, finishing seventh in U.S. Grand Prix. Started racing motor cycles in 1962 and was sponsored by Jean-Pierre Beltoise. Switched to cars in 1966, taking part in the Lotus 7 competition. Signed three-year contract for Alpine in 1967, after having been beaten by François Cevert in Volants Shell competition. Drove Formula Three Alpines and sports cars and won French Formula Three Championship in 1971, going on to better things in 1972. Made Formula One debut for Tyrrell at home town and drove again for team in USA.

GUY EDWARDS Born 30th December 1942. Unmarried. Lives in London. It is often said that Guy Edwards is the most talented arranger of sponsorship in motor racing, but he is a

talented racing driver too, particularly in sports cars. This former University graduate from Liverpool began racing in a Mini, but first made his name in 1968 with the Tor-Line Chevron and then a Phillips Autoradio sponsored Astra. For the past two years he has driven Lolas and has been particularly successful in 1972 with the Barclays International sponsored, works-backed T290, scoring several wins. Also drove Formula Three briefly and has tried Formula 5000 with an uncompetitive car. Intends to make a much more serious challenge in Formula 5000 in 1973 while continuing sports car racing.

BILL GUBELMANN Born 5th March 1943. Married: Susan. Two children. Lives in London. By just pipping Cyd Williams to the post, American Bill Gubelmann managed to win the 1972 Yellow Pages Formula Atlantic Championship with his superbly turned out March 72A. This New York investment manager had decided on a season's racing in Britain after the U.S. American Formula B Championship, in which he had been a leading contender for several years, was reduced in status for 1972. He knew all about British racing as he spent 1965 here driving a Bobsy sports car. Is racing Formula Two this year with March-B.M.W.

JOHNNY GERBER Born 7th December 1949. Unmarried. Lives in London. 1972 was Gerber's first year in motor racing and it finished with a superb victory for this wealthy and personable young man from Mexico City. It was Gerber who gained a Formula Three car in the World Championship Formula Ford Final with his Ippokampos-sponsored Elden. Formerly a junior racing motor cycle champion in Mexico, Gerber arrived in Britain in May and learned extremely fast. Now his younger brother Axel is following in his footsteps. Gerber has decided to forsake F3 however, and jump straight into F2 with a Rondel Motul.



EDWARDS



HEZEMANS

TOINE HEZEMANS Born 14th April 1943. Married. One child. Lives in Eindhoven. Along with Gijs van Lennep, Toine is one of Holland's most successful racing drivers, particularly in sports and saloons car racing. Occasional single-seater outings have not met with success. Hezemans began racing with a little Abarth saloon in 1966, after success in karting, and was soon winning races. In 1968 he had a very successful year with works Abarth saloons and sports cars. He signed for Alfa-Romeo in 1970 and has driven their sports cars and saloons ever since. Also a leading contender in the two-litre Championship.

DAVID HOBBS Born 8th June 1939. Married: Margaret. Two children. Lives in Upper Boddington, Warwicks, and USA. Hobbs has been on the fringe of Formula One for several years now and has taken part in the occasional Grand Prix. Has now decided his racing future lies in the USA where he has been very successful in recent years. His career spans 13 seasons. He has scored major long-distance sports car victories and been one of

the top contenders in the American Formula 5000 Championship for the past four years, winning the series in 1971. Has also driven at Indianapolis, in Trans-Am and Can-Am racing, including racing for the crack Roger Penske team.

KEITH HOLLAND Born 6th December 1935. Married: Freda. Three children. Lives in Maidstone, Kent. Holland is a widely experienced and talented driver in both sports cars and single-seaters, but seems to have been passed over by the major teams. He started racing an MGA and a Lotus 7 after leaving the army in 1960, and club raced various sports cars, particularly an E-type, always successfully until 1969. Tried Formula Three briefly for Alan Frazer team then drove Formula 5000 for them. Has struggled for the past two years with uncompetitive Formula 5000s but finished 1972 with a win in the ex-Redman Chevron Formula 5000 at Brands Hatch. Things look brighter for 1973.

PETER HULL Born 13th February 1943. Unmarried. Lives in London. A determined New Zealander with a sense of humour, former advertising executive Hull came to make his racing fortune in Britain in 1969. He had started racing saloons at home in 1965, graduating from an Austin A35 to better things. Did well in Formula Ford in 1970 and won South African Sunshine Series. Has driven Brabhams, sponsored by the Motor Auctions (London and Derby) in Formula Three in both 1971 and 1972 with limited success. Will move up to Formula Atlantic this season.

JAMES HUNT Born 29th August 1947. Unmarried. Lives in London. The controversial Hunt finished 1972 with some superb drives in Formula Two, including a third at Oulton Park in September, after earlier substantiating his nick name of "the Shunt" in Formula Three. Started racing a Mini in 1967 and switched successfully to Formula Ford in 1968

and 1969, moving into Formula Three towards the end of that year. Did well in private Lotus Formula Three in 1970 but crashed regularly with works March in 1971, and continued to do so in 1972. With backing from Lord Hesketh came back after nasty road accident, to be a late season sensation in Formula Two with a year-old March. Will drive Hesketh Racing Surtees Formula Two this year.

JEAN-PIERRE JABOUILLE Born 1st October 1942. Unmarried. Lives in Paris. This tall blond Frenchman has an enviable record in both sports car and formula racing. Started racing in 1966 with Renault saloon and graduated to Formula Three in 1967 driving a private Matra. He continued with the same car in 1968, when he finished second in the French Formula Three Championship behind Cevert. Since then has driven a variety of different cars and had a particularly busy year in 1971. As well as finishing runner-up in French Formula Three championship for Alpine, raced a Tecno Formula Two (second at Pau), and various sports car. Has raced the unique Alpine based Elf 2 for John Coombs in 1972 as well as driving for Matra at Le Mans.

JEAN-PIERRE JARIER Born 10th July 1946. Unmarried. Lives in Paris. This promising Frenchman started racing a Renault saloon while studying at University in 1967. The following year he was one of the leading contenders in Formula France and subsequently moved into Formula Three with the Meubles Arnold Tecno in 1969, although he still found time to pass his Economics degree. Continued in Formula Three in 1970, again with Tecno, and finished third in French Championship, moving up Formula Two in the 1971 with a March. He was impressive on occasions and even drove an old Formula One March at Oulton Park Gold Cup. In 1972 he returned to Formula Three. Was named as surprise replacement for Amon in works March F1 team.

HIROSHI KAZATO Born 13th March 1949. Unmarried. Lives in Tokyo. Japan has still to find a Grand Prix driver and one of the most promising has been Hiroshi Kazato, although he was a little disappointing in his first year of Formula Two, 1972. Kazato started racing in his native Japan when he was 18, soon moving from a Honda S800 to a Porsche 908 and Brabham BT30 provided by his generous and wealthy father. Spent 1971 commuting between Japan and United States where he raced a Lola T222 Can-Am car with limited success. He drove both a March and a GRD in Formula Two during 1972.

DAVID LORING Born 15th October 1952. Unmarried. Lives in Colchester, Essex. The youngest of several Americans trying their luck in British Formula Ford, David Loring has been the most successful, despite a spate of expensive accidents with his Merlyn which put an end to his season prematurely. Loring, who comes from Concord, Massachusetts, started racing in mid-July 1969 with a Formula Vee and then transferred to Formula Ford with a Caldwell, racing in Canada as he was too young to drive in USA. He was very successful in 1971 in American Formula Ford racing and this prompted the move to Britain. Hopes to move to Formula Three in 1973.

LORING



LUNGER

BRETT LUNGER Born 14th November 1945. Unmarried. Lives in London and Los Angeles, Calif. Certainly one of the most travelled drivers in 1972, Brett Lunger raced in both the American Formula 5000 and the European Formula Two championship. Driving the Hogan Racing Lola T300 he had a chance of winning the U.S. series until the last race, but finally finished third. He also finished third in the competition in 1971. In Formula Two he was less successful but managed a fourth at Mantorp Park with the Space Racing March. Started his career in 1965, and was soon in Can-Am, but missed four years of racing while in the Army, mainly in Vietnam.

GRAHAM McRAE Born 5th March 1940. Unmarried. Lives in Rye, Sussex. New Zealander McRae is one of the most controversial and out-spoken drivers in motor racing and his views have earned him the nickname of "Cassius". 1972 was a fantastic year for him because he became a full-time racing car constructor, won the Tasman Series and the American L & M series and also narrowly missed victory in the British Rothmans series, all in his own STP-McRae Formula 5000 cars. He was even offered a Formula One drive by Ken Tyrrell, but he had a prior commitment in America. He first built and

raced his own car in native New Zealand 11 years ago and went on to great success there before moving to Europe for a less than successful year of Formula Two in 1969. But in 1970 made a big impact on Formula 5000 with a McLaren modified by himself and continued to do so in 1971. Many consider him the best racing driver outside Formula One.

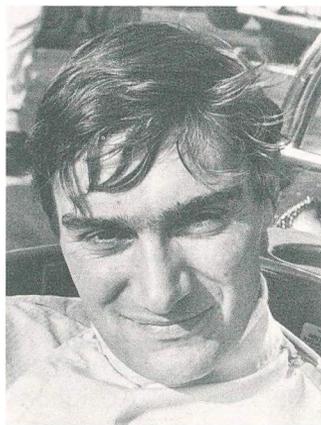
JOCHEN MASS Born 30th September 1946. Unmarried. Lives in Cologne. Jochen shot to prominence in 1971 after some fine drives with a Ford of Germany sponsored Formula Three Brabham BT35. Before this he had been one of the leading lights in Formula Super Vee and German saloon car racing. In 1972 he drove for the works STP March team in both Formula Three and Two and scored an unexpected victory in the latter category in the Eifelrennen at the Nurburgring. This former merchant seaman has also been a mainstay in the Ford Cologne Capris and won the drivers' section of the European Touring Car Championship. This year he will drive in Formula Two for Team Surtees and continue with Ford. He is generally regarded as Germany's next Formula One driver.

FRANCOIS MIGAULT Born 4th December 1944. Married: Claire. Lives Le Mans, France. From 1962 until 1967 Migault was one of France's top 100 metre sprinters and he represented his country on several occasions. Then the motor racing bug bit, and after training at the Le Mans school in 1968, he went on to win the coveted Volants Shell award and a prize of a new Formula France. Did well in Formula Three in 1970 with a Tecno and in 1971 with a Martini. He also drove in a few Formula Two races in 1971 and tried his hand at sports cars with the Taydec. In 1972 he appeared less frequently, mainly at the wheel of the unsuccessful Connew Formula One which he qualified for the Austrian Grand Prix but

retired. Some good sports car drives made up for this disappointment.

DAVID MORGAN Born 7th August 1944. Married: Jean. Two children. Now lives in Purley, Surrey. After eight years of trying Dave made the grade in 1972. He scored a surprise win in the opening Formula Two race of the year, at Mallory Park in March, with the Ed Reeves Brabham and went on to several other good placings in his first Formula Two season which ended with the premier Grovewood Award. The only previous time he hit the headlines was when he was involved in that notorious televised punch-up with James Hunt after a Formula Three accident in 1970. Morgan's early career was almost entirely with Minis, in which he was very successful, and he switched to single-seaters in 1968 driving in Formula Ford, Formula Three and Formula Atlantic, often in uncompetitive cars.

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MORGAN

SAM POSEY Born 26th May 1944. Unmarried. Lives in San Juan Capistrano, Calif. Posey is not only one of America's most articulate drivers but he is also one of the most versatile. In 1972 he finished second in the L & M Formula 5000 series for the second year

running while, in the very different USAC category, he scored fifth places at the big Indianapolis and Pocono 500-mile races. Add to this an excellent talent in long distance sports cars and one realises that the 6ft. 1in. former Rhode Island scholar is something of an all-rounder. Posey started racing in 1965 and after drives in the 1971 and 1972 U.S. Grands Prix is hankering after a full time Formula One place.

TOM PRYCE Born 11th June 1949. Unmarried. Lives in West Kingsdown, Kent. Wales has produced few top racing drivers but Tom Pryce, originally from Ruthin, intends to change that. Pryce sprang to prominence when he won a Formula Ford car in the 1970 Daily Express Crusader Championship and he later became successful in the category. In 1971 he easily won the Tarmac Formula 100 title and signed to drive for the Royale factory in 1972. Driving their cars he has won in Formula Three, Formula Super Vee and Formula Atlantic, despite a season hampered by an accident at Monaco in which he broke his leg.

DAVID PURLEY Born 26th January 1945. Unmarried. Lives in Bognor Regis, Sussex. The son of a wealthy refrigeration business owner, David Purley has packed a good deal into his 27 years, including some frightening and daring flying stunts. Later he joined the parachute regiment and, while in the army, he took up motor racing in 1968 with an AC Cobra. Successes with this and a Chevron GT prompted him to move into Formula Three and it was in this category that he managed to notch up victory in the famous Frontières Grand Prix at Chimay, three years running. Now he is a regular in Formula Two and has also made a couple of non-championship Formula One appearances.

ALAN ROLLINSON Born 15th May 1943. Unmarried. Lives in Bridgnorth, Shropshire. Rollinson started racing at the age of 17 and was regularly winning races a couple of years later. In 1967 he took the premier Grovewood Award and has hovered on the sidelines of Formula One ever since, despite a couple of disastrous set-backs including an eye injury which almost put him out of racing for good. He has raced and won in Formula Three, Formula Two and, more recently, Formula 5000 and has twice driven in non-championship Formula One races. For the past two seasons has driven a Surtees TS8 then a Lola T300—both works backed—for Alan McKechnie Racing.

IAN TAYLOR Born 28th January 1947. Unmarried. Lives in Newbury, Berks. After four years of trying Ian Taylor dominated British Formula Ford in 1972 with his Dulon. His end of season credits read: British Oxygen Champion, Daily Express Champion, BP Superman of the Year, Grovewood Award winner, as well as 20 race victories. Ian says he has been mad keen on racing since he was five and made a disastrous false start at 18, when he crashed in his first race. Then he raced a Lotus 7 and later switched to Formula Ford in 1969. He

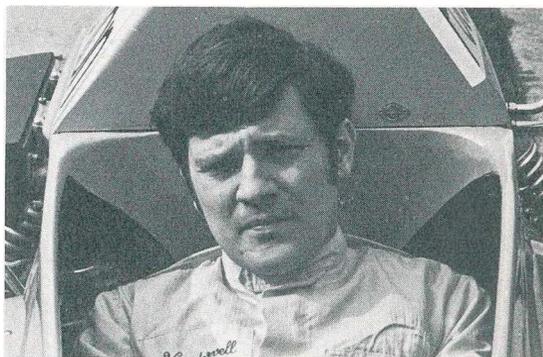


TAYLOR

drove a works backed March Formula Ford to several victories in 1970 but his following season brought set-backs. He should be a leading contender in Formula Three this year.

TONY TRIMMER Born 24th January 1943. Unmarried. Lives in West Kingsdown, Kent. Talented Tony Trimmer is still trying to find the form—and luck—that brought him the major British Formula Three Championship in 1970. This former merchant seaman and race mechanic turned driver was a star in Formula Ford in 1968 and 1969 and followed up the success in Formula Three. Although he signed for Lotus in 1971 as a reserve Grand Prix driver he only had a couple of outings behind the wheel of a Formula One without any success and completed the season in Formula 5000. He returned to Lotus for 1972 to lead the Formula Three John Player Special team, but the cars proved uncompetitive and he scored just a single win, although he drove brilliantly at Monaco. At the end of the season he switched to an Ensign, driving for Harry Stiller for whom he was once a mechanic. This combination could go on to much better things this season.

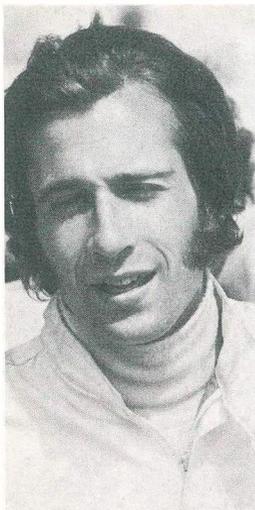
COLIN VANDERVELL Born 3rd May 1944. Unmarried. Lives in Stoke Poges, Bucks. The son of millionaire industrialist Tony Vandervell—the man who put Britain back on the Grand Prix map with his Vanwalls—Colin shot to prominence in Formula Ford in 1970. With the ex-Fittipaldi Merlyn he won 29 races and the British Championship having previously shown similar form in kart racing. Consistently, but less spectacularly, successful in Formula Three in 1971 and 1972 with Brabham and Ensign he could be a leading contender in Formula Two next year. Also enjoys Mexico saloon racing and was runner-up to Andy Rouse in 1972 Championship, as well as runner-up to Roger Williamson in Shell Formula Three Championship. Manages to fit in racing between extensive business commitments with own property company.



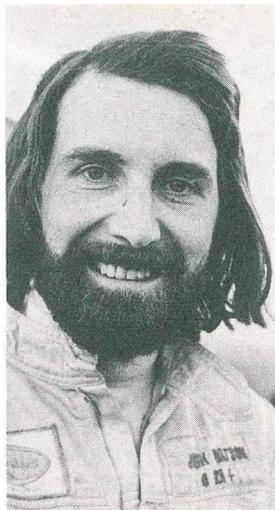
VANDERVELL

GIJS VAN LENNEP Born 16th March 1942. Unmarried. Lives in Bloemendaal, Holland. Gijs built and raced Holland's first kart at 15 and later went on to become the country's top racing driver at the wheel of various Porsche sports cars and a Daf Formula Three car. He became one of the top names of International long distance sports car racing in 1970 and drove the Martini Racing Team Porsche 917 to victory with Helmut Marko in the 1971 Le Mans 24 Hours. Switched to the Gulf team before end of the season and continued with their Mirage last year. Also made single-seater come-back in 1972 with Speed International Formula 5000 Surtees TS11 and won the British Rothmans Championship. Only Grand Prix to date was 1970 Dutch (finished eighth in Surtees) and a plan to drive for Marlboro-B.R.M. in 1972 fell through.

RIKKI VON OPEL Born 14th October 1947. Unmarried. Lives in London. Although German by descent, and the grandson of the Opel car founder, Adam Opel, Rikki was born in New York. This rich and often mysterious young man took up Formula Ford after a spell of bull fighting and working on Wall Street. Racing under the pseudonym of Antonio Bronco he had a hectic first year of racing in 1970. However he quickly developed a surprising



VON OPEL



WATSON

talent and looked promising in 1971 with a Formula Three Lotus 69. Joined the Iberia Ensign works Formula Three team in 1972 and won the Lombard North Central Championship for them. Has decided to miss out Formula Two and has commissioned Ensign boss Morris Nunn to design and build him a Grand Prix Ensign for 1973.

MIKE WALKER Born 18th December 1945. Married: Jackie. Lives in Hagley, Worcestershire. Mike was one of the leading contenders in Formula Three in 1966, 1967 and 1968 after his early career included hillclimbing and Formula Libre racing. Then he moved up to Formula 5000 and was again one of the front runners in this category for three years, but the big break into Formula One never came. So towards the end of 1971 he took a step back into Formula Three in an effort to clean up and put his name back in the news. He has driven the number one works Ensign ever since, but sadly that big break has not come and his success has been somewhat limited.

JOHN WATSON Born 4th May 1946. Unmarried. Lives in Bognor Regis, Sussex. After several years of struggling on the brink of big time success, Belfast born driver John Watson finally won the recognition he deserved in 1972. He finished the season on a high note by driving a superb race in the Eifelland March 721 at the John Player victory meeting, collecting the second Grovewood Award, a works Brabham Formula Two drive, and also the promise of a place in the Gulf-Mirage sports car team. His racing career started in Ireland with sports car racing when he was 17. He was soon winning the majority of Irish Formula Libre races and moved into Formula Two in 1970 with a car backed by his father. A damaging accident at Rouen halted his progress but he was back in 1971 and finished the season strongly, regularly being the highest placed private entrant in Formula Two. He drove a works Tui and Chevron Formula Two in 1972 with success.

CYD WILLIAMS Born 18th October 1942. Unmarried. Lives in Sandbach, Cheshire. Little Cyd, originally from Wales, has been the most consistently successful driver in Formula Atlantic over the past two years. Driving for Graham Eden Racing he finished runner-up in the Yellow Pages Championship with a Chevron in 1971, and then was just pipped to the post again in 1972 with a March. Cyd, a former mechanic, started racing a Lotus Cortina in 1965 and then was given a Formula Three chance by his long time supporter Natalie Goodwin in 1967. After a few apprentice-type races Cyd was suddenly right at the front and he was a top name in Formula Three until the switch to the more powerful Atlantic although there were several set-backs along the way.

ROGER WILLIAMSON Born February 2nd 1948. Unmarried. Lives in Leicester. In 1972 Roger Williamson had the best equipment

money could buy to win the Shell Formula Three Championship, thanks to his generous sponsor Tom Wheatcroft. The Leicester lad cleaned up and also took the Forward Trust Championship as well, but times were not always so good. When former karting and club saloon car expert Williamson decided to go Formula Three with a March at the start of 1971, he had to buy the car on hire purchase, with little hope of fulfilling the repayments unless he was successful. But he was soon a leading contender in the category and that was when Wheatcroft moved in, and by the end of the season Roger had won the Lombard Championship. This year he has raced a GRD in Formula Three, tried Formula Two briefly with a March, and also driven in Formula 5000. He finished the season with a test and subsequent offer to drive for B.R.M. However, he will continue under Wheatcroft's backing in Formula Two and possibly Formula One as well.

BOB WOLLEK Born November 4th 1943. Unmarried. Lives in Paris. Wollek first showed his control at speed on skis and he went on to win the French Universities Ski championship.



WOLLEK

After a start in rallying he began racing in 1968 and took part in that year's Le Mans 24 Hours in a little Alpine. He continued with a much more powerful Lola T70 the following year before turning to Formula Three in 1970. But his career almost came to a premature end with a horrific crash at Rouen. He made his come-back in 1971 with a Rondel Brabham Formula Two with backing from Motul Oils, and has been with the team ever since, with some success but no wins. He has also fared well driving a Chevron two-litre sports car for the Canon team.

AN IMPORTANT YEAR FOR SALOON CARS

Andrew Marriott

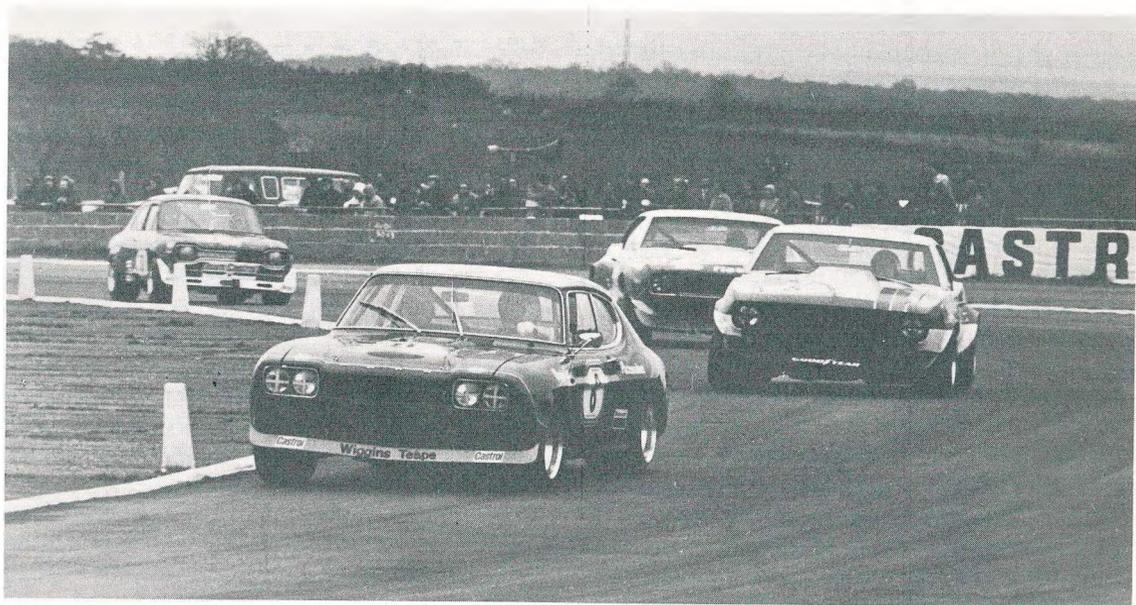
330 Last year's *John Player Motorsport Yearbook* suggested that saloon car racing was at the crossroads. Group Two racing had become all too clinical and boring, but new Group One standard saloon car racing promised to become very much a part of club racing and extremely popular with the crowds. Now, a year later, we all know that Group One *has* caught on fantastically well but, for that matter, there has also been a great upsurge in Group Two racing, both in Europe and here in Britain. The final round of the British Touring Car Championship, at the John Player Victory meeting at Brands Hatch in October, was described by many who saw it, as the most exciting saloon car race they had ever witnessed, thanks to a fantastic five-car battle for the lead. So the lobby that would like to see all International saloon car racing for the unmodified Group One cars, rather than the more sophisticated, specially adapted for racing, Group Two machinery, is fading.

Ralph Broad, probably Britain's most successful saloon car entrant over the past ten years, has very strong views on the subject. He says that there are far too many categories of racing and thinks they should be drastically reduced, starting with saloons. Broad thinks that all International saloon racing should remain under Group Two regulations, while any club saloon car racing should be to Group One rules. No more club saloon car racing specials like Mick Hill's Capri V8 with Lola suspension, Norman Abbott's Formula Two-engined and rear gearboxed Escort, or those hot Ford-engined Minis. Do away with that category of racing altogether, declares the out-spoken Broad, although his views would no doubt upset the hundreds of club racing saloon car drivers.

On the success front in 1972 many diverse manufacturers reaped success. The European Touring Car Championship saw the baby Alfa-Romeo's GTAs clinch the title from under the nose of Ford, despite the fact that German-built Capris won all but one of the rounds over-all. In Britain Bill McGovern, driving George Bevan's amazing Sunbeam Imp, won the Championship for the third successive year, while on the new Group One scene the very experienced Tony Lanfranchi won both Championships with, of all things, a Moskvitch. Broadspeed's workshop manager, Andy Rouse, was the clear winner of the Escort Mexico Championship, and on the club scene there were countless championships, but the major ones went to Gerry Marshall's Dealer Team Vauxhall Firenza (Forward Trust) and Mick Hill's Capri V8 (Heoplite-Glacier).

The **European Touring Car Championship** in 1972 was sponsored by Levis Jeans and promised a great deal—particularly a major clash between Ford and B.M.W. Ford lined up with a team of German Ford Capri RS2600s, run by the Cologne competition department, with backing from some privately entered Capris, plus Escort RS1660s which would go all out to capture the 1300–1600 cc class. Meanwhile the Munich firm had racing versions of their top of the range B.M.W. 3·0 Coupe with fuel injection.

Special lightweight versions with aluminium panels were hopefully going to be officially ratified (homologated) in time for the second round. The B.M.W.'s straight six overhead camshaft engine was said to be giving 340 b.h.p., but the cars were heavier, not handling as well as the 290 b.h.p. V6 Capris. The lightweight models might make all the difference.



Above: The Paperchasers – Brian Muir in the Capri V6 leads fellow Aussie Frank Gardner in the Chevrolet Camaro at Silverstone, during one of their characteristic battles in the British Touring Car Championship

Below: Oops – Brian Cutting finds an expensive way of leading on lap one of this round of the 1972 Forward Trust Championship at Thruxton. The exhaust's emerging missile is a piece of piston!



Here the Bavarian firm hit a major snag, because they simply could not produce sufficient numbers of 3.0 CSLs to have them homologated by the F.I.A. so they had to struggle all year with the all-steel bodied cars. So the exciting blue and white Capris took the major honours, winning seven of the eight rounds of the Championship, leaving only the Nurburgring 6-Hours for B.M.W. But Ford got their revenge, winning at Spa, and then went on to victory at Zandvoort. The driver's section was captured by the very promising German, Jochen Mass (who also raced and won in both Formula Two and Formula Three) from team mate and fellow German, Dieter Glemser, who won the title in 1971.

As was the case in the British Championship, the overall winning manufacturer came from the smallest category which, in the European competition, is up to 1300 cc. Alfa-Romeo, feeling that their long-in-the-tooth two-litre GTAm saloons could no longer keep up with the quick Escort RS and B.M.W.s, decided to concentrate on the smaller 1.3 litre GTAj versions. It was a wise decision because the works Autodelta cars won the class at every single round, with a variety of drivers, including the very experienced Carlo Facetti, Dutchman Toine Hezemans and former Italian Formula Three star Gianluigi Picchi. The only challenge came from Fiat 128s run by the Mike Parkes—managed Scuderia Filipinetti and Fiat tuners Trivelatto, but both failed badly. It was a shame that there weren't any top Ford Escort GTs or Mini-Coopers to give Alfa a run for their money.

The Championship opened with a win for the Capri, shared by Jochen Mass and Gerard Larrousse at the Monza 4-Hours, and then Dieter Glemser followed up with a second victory for the team at the rain-soaked Salzburgring. After this race Neerpasch announced that he was leaving Ford to join B.M.W., a declaration which caused quite a stir. Even so, under the new management of Michael Krane-fuss, Glemser won again at the Czechoslovak-

ian event held on the historic road circuit near Brno. Tragically a young Italian Alfa driver was killed during practice. However, John Fitzpatrick in a Ralph Broad prepared B.M.W. was second, although the car never raced again due to sponsorship problems. Then came B.M.W.'s sole victory at the Nurburgring, where John Fitzpatrick and Rolf Stommelen took over the Schnitzer-Motul team's car originally driven by Hans Heyer, when their similar Alpina-prepared car retired. Capris came in second and third and avenged the defeat with a win in round five at Spa, and then at Zandvoort.

The richest race of the whole series followed—the Paul Ricard 6-Hours—which again attracted the best entry of the 1972 series. Formula One Tyrrell team mates Jackie Stewart and François Cevert took over a works Capri, but were beaten into second place by the British entered and prepared Malcolm Gartlan Racing Capri, driven by Brian Muir and John Miles. After an absence of a year, the championship returned to Britain with a round at Silverstone, where Glemser and Mass shared the winning Capri. The two-litre Escort of Tom Walkinshaw caused a surprise by coming in third overall. Finally Mass, Larrousse and Spaniard Alex Soler-Roig shared the winning Capri at Jarama.

Ford of Germany also entered Capris in two of the major long distance sports car races of the year, the Nurburgring 1000 Km and Le Mans and on both occasions they humbled many potentially quicker sports cars and finished an amazing tenth and eleventh at Le Mans. Next year B.M.W. and Ford look very equally matched so there should be plenty of fireworks.

The **British Touring Car Championship** was sponsored by the giant paper manufacturing firm of Wiggins Teape who previously had been involved in saloon car racing when they backed the Chevrolet Camaro of the Gartlan team, driven by Australian Brian Muir. They continued to back Muir, who switched to a Capri V6, and found it hard going against

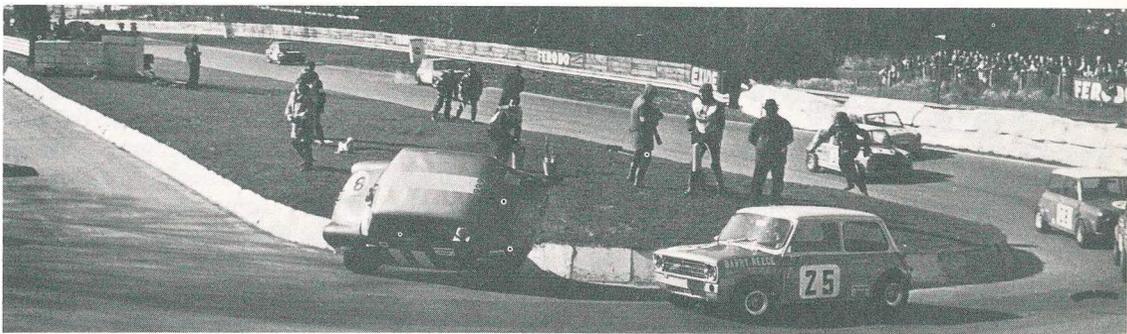
fellow Aussie Frank Gardner, who again drove for the SCA Freight team with a Camaro, switching to a new but similar car later in the season. Gardner in fact won seven of the ten rounds of the championship overall, but hadn't a chance of winning the championship outright, because Bill McGovern's astounding Sunbeam Imp won the 1000 cc class in every single race. There were several very competitive Escort RS1600s, and the best of the bunch was Dave Matthews, with the Broadspeed car which won its class on seven occasions. In the 1000-1300 cc category there was something of a revival for the Mini, with West Countryman Jonathan Buncombe scoring five class wins with his Richard Longman-tuned example, leaving the other five rounds to be shared by various Escort GTs.

A huge hit; that was the verdict of almost

everyone who watched Group One racing in its first year. The idea caught on immediately and there were full grids from the first race onwards in both the **Britax** and **Castrol Championships**. Cars were divided into classes, not by cubic capacity but by pre-taxed value—up to £600, £600-£800, £800-£1100 and over £1100. Naturally the winner was going to come from the most expensive class but some exciting racing was expected down the field. It was particularly interesting to see several manufacturers and importers, not previously involved in motor racing, taking an active interest.

Most people expected the cheap class to be the domain of the Hillman Imp and Mini plus, perhaps, the occasional Honda N600. No one gave a thought to the cheap 1500 cc Moskvitch saloon from Russia, except the importers!

Below: Here we go round – Barry Reece (No. 25) meets an unexpected obstacle. David Edge (No. 8) with spectacular consequences (bottom). But David soon came down to earth in this Mallory Park saloon race



They provided a car for the experienced single-seater driver and MRS chief racing car instructor Tony Lanfranchi, as well as letting circuit owner John Webb drive a similar car! Lanfranchi's Kensington Close Hotel-backed device shattered everyone by winning its class no fewer than 28 times out of 29, and thereby clinching both Championships.

In the next class up the Escort Sport proved to be *the* car. At first there were several NSUs, and Mini 1275s, but motoring journalist Jeremy Walton kept cleaning up with the Janspeed Escort. Others soon latched on to the idea and Walton later had trouble keeping up with Ivor Dutton's similar car, sponsored by Lyon's Quick Brew Tea. Even so Walton finished second overall in the Castrol Championship and won the class—all this in his first year of motor racing.

The £800-£1100 saw some terrific battles between the Vauxhall Firenzas, led by Gerry Marshall, and Hillman Avengers with Bernard Unett the prominent contender. At one stage Ford Escort Mexicos also joined in, although most people thought they should stick to their own championship!

However, the greatest excitement was undoubtedly in the "big" class. The season started well for B.M.W. with another motoring journalist, Roger Bell of *Motor*, cleaning up with a 2002 Tii. And this was the situation until half way through the year when the Ford Capri three-litres came into their own, with Dave Matthews and Dave Brodie the two most prominent competitors. Bell switched to a B.M.W. 3.0 CSi but with notable lack of success. Some new interlopers which did give the Capris trouble were a pair of Chevrolet Camaros, driven by Richard Lloyd and Gabriel Konig. By the end of the season the Capris and the Camaros were very closely matched. Alfa-Romeo fielded a pair of GTVs for former saloon car champion John Handley and Stan (brother of Roger) Clark, but they struggled to keep up, and much the same can be said of the

Citroen SM driven so spectacularly by Mike Beckwith.

Inevitably there were regular cries of "cheat" throughout the year and for next season the rules may be tightened considerably. The cars will certainly have to run on standard road tyres in place of the slick racers previously used. But it has been a tremendous first year.

Naturally standard saloons took some of the limelight away from the second year of Mexico racing which was again tremendously close and thrilling. Former Formula Ford driver, Andy Rouse, dominated the category with his Broadspeed-prepared example until the last few races. Then Formula Three man Colin Vandervell, with the Potterton entry, came to the fore and finished the season on top. Rouse, however, already had the championship clinched by then, but Vandervell would have been much closer had he not missed some rounds because of clashes with Formula Three races. For the second year running the spectacular Barrie Williams finished third in the championship, just beating Ford executive Rod Mansfield. Again there were some very hairy accidents and some extremely dangerous tactics employed in an attempt to gain a few inches. Such is Mexico racing.

The rest of club saloon racing went through a dismal year with very few new cars or new drivers. Perhaps Ralph Broad is right and this category of saloon racing should be dropped.

Finally, there is an interesting new saloon car venture for next season. Brands Hatch are purchasing a fleet of Escorts which will be put to hard use at the end of every meeting. The winners and runners-up of the earlier races of the day, whether saloon, Formula Three or what have you, will all have a chance to drive in a finale event in these Escorts. It should be great fun. On other occasions races for special personalities, like team managers, will be organised and the whole project sponsored by Shell. We only hope Brands Hatch have some top class panel-beaters at the ready!

THE AMERICAN SCENE

Andrew Marriott

Recent statistics issued in the United States place auto racing—motor racing to you and me—as the second most popular spectator sport in the country after baseball. Such a statement can be misleading because the auto racing heading embraces a diverse selection of four-wheel competitions from road racing, as we know it in Britain, to the ground-shaking acceleration matches of the drag strip. Crammed between are various forms of motor sport—mainly on oval tracks—the like of which Britain has never seen.

The aim of this chapter is to help the reader enjoy a better understanding of the bare facts that Mark Donohue won a Can-Am, Graham McRae clinched the Continental Championship, Roger McCluskey won the California 500, Richard Petty lapped his Plymouth at over 200 m.p.h. or that Don "The Snake" Prudhomme almost shattered the six second barrier.

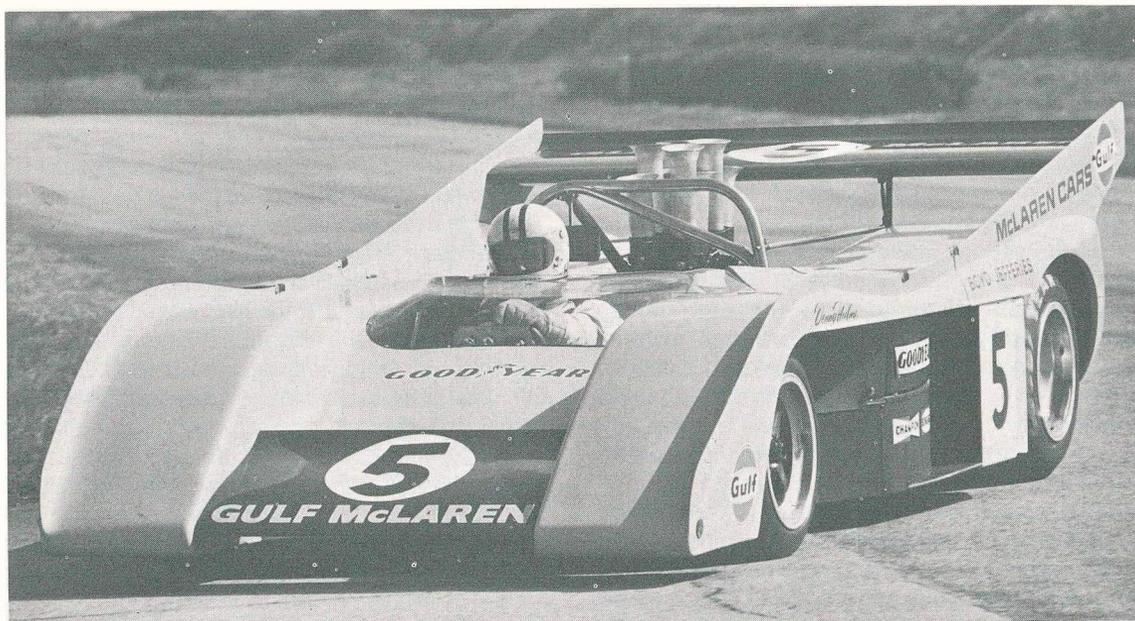
In Britain, and the rest of Europe, the vast majority of motor racing takes place on road courses which twist and turn to left and right and, to some degree, attempt to recreate circuits that could be mapped out on the open roads were this allowed. In some countries, circuits on "closed-for-the-day" public roads still exist, Monaco being the prime example. Racing around oval, and particularly banked, courses attracts few European spectators. The banked track at Brooklands last echoed to the sound of a racing exhaust in pre-war days and the bankings at both Monza and Montlhéry are now rarely used. Racing around oval tracks in Britain has a relatively small following. Stock car racing is popular to a degree, but mainly it is the bump and bash element that brings in the crowds, while attempts at other forms of oval racing have faltered.

How different it all is in the United States! The Indianapolis 500 on that elderly Indiana two-and-a-half mile oval vies with Le Mans as the world's best known motor race. NASCAR stock racing attracts an enormous following, particularly in the Southern states and the average man in the street in Atlanta, Georgia will be able to relate in graphic detail the career of Richard Petty or Bobby Allison but has probably never heard of Emerson Fittipaldi. Meanwhile, at towns sprinkled the length and breadth of the States, any single week will see the local half mile oval track promoting racing for Sprint or Midget single-seater cars, and the fans will roll in. It is a different world and a totally fascinating one.

The great majority of America's motor racing comes under the wing of a body called the Automobile Competition Committee for the United States (ACCUS) which delegates most of the work to various sanctioning bodies. For instance, the Sports Car Club of America (SCCA) looks after the majority of road racing and the United States Automobile Club (USAC) runs Indianapolis and similar events. NASCAR controls its own specialist branch of saloon car racing while the National Hot Rod Association keeps a rather tenuous hold over drag racing affairs.

America's racing heritage is certainly linked far more closely to Indianapolis and Daytona than to Watkins Glen and Riverside, but the last few years has seen an enormous swing to European-style road racing, particularly since the inception of the Canadian-American Challenge Series in 1966. This had led the way for other professional road racing series such as the L & M Continental and the Trans-Am.

In 1970 and 1971 Porsche dominated the



Preparing for Battle – Denny Hulme tests the new McLaren M20 at Goodwood. But although the car proved faster than the 1971 model it could not survive the powerful onslaught of Porsche in 1972

World Manufacturers Sports Car Championship with their fearsome five-litre Porsche 917 coupés. For 1972 the regulations were altered, which didn't suit Porsche too well, so instead they decided on pastures new: America. A good proportion of the Porsche production goes to America, but due to economic crises, sales were dropping. Racing success could change all that and obviously the class to tackle was **Can-Am**.

There remained one large problem, an orange problem called McLaren. In the first year of Can-Am racing in 1966 John Surtees won the series with his Lola T70. Every single year since then, the series had been dominated by the Bruce McLaren Motor Racing Team. One year, Bruce himself would win the championship, the next, team-mate Denny Hulme, and so on. The team continued to dominate the series even after Bruce's tragic death in 1970, and in 1971 it was the same old story with Peter Revson

taking the title for the team with Hulme close behind.

Just as in previous years, 1971 saw serious challenges to the five-year McLaren monopoly, this time with Jackie Stewart driving a works Lola T260 and managing to win two of the ten rounds. However, a little further back, there was nearly always a Porsche 917/10 driven by the late Jo Siffert. The car was basically an open version of the sports racing 917 and was powered by the regular flat-12, five-litre engine. It was obviously no match for the McLarens with their 8.1 litre aluminium Chevrolet engines pumping out over 700 b.h.p. Porsche were testing the market and finding out about Can-Am racing. That first-hand knowledge would prove very useful indeed!

Sadly, Jo Siffert was killed before the end of the year but the management at Porsche decided to forge ahead with their Can-Am programme. Sensibly, they decided that, rather than

go it alone, they would join forces with an established American racing team. Nothing but the best would do for Porsche so they negotiated a deal during the winter with Roger Penske Racing and Penske's driver Mark Donohue. The likeable Donohue is reckoned to be one of the best car testers in the world, as well as being one of the fastest drivers. After taking a little time to get to know each other the German-American relationship started to blossom, each partner benefiting from the other's knowledge.

By the time the series started in June the Penske-Porsche equipe were confident of success. Donohue had improved the chassis tremendously in conjunction with Penske engineer Don Cox and his opposite number at Porsche, Helmut Flegel. The Porsche engineers led by Valentine Schaeffer had also developed an advanced turbocharged version of the five-litre flat 12. The turbocharger system (which utilises the ram effect of the exhaust to drive a turbine which in turn forces the induction gases into the cylinders under pressure) has enormous power advantages but is difficult to control. The main problem is that there is a time lag between putting your foot on the throttle and the power coming in. Porsche engineers—using a most complicated system of waste gates and blow-off valves—overcame this. The engines were soon producing nearly 1000 b.h.p. and, with a bit of practice, were not too difficult to drive.

McLaren Racing were hardly complacent, for their designer Gordon Coppuck had produced a completely new chassis called the M20 which, though it looked similar to the previous M8F it replaced, had several new features. Early testing at Goodwood revealed a few problems but it was soon lapping faster than the previous model. McLaren Racing also had a new weapon, for Denny Hulme's team-mate was going to be Jackie Stewart, as Peter Revson had decided to concentrate on Formula One and USAC racing. Stewart was obviously

going to be a great asset to the team—but then came news of his ulcer. His doctor decided that his 1972 programme should be cut down and so he decided to give Can-Am a miss. Reigning champion Peter Revson rejoined the team.

Other teams were also making strong preparations. Lola came up with a new model called the T310 which certainly looked the part and David Hobbs of Britain was nominated the driver. The American UOP Shadow team had a new version of their car for Jackie Oliver, who had come close to challenging the McLarens on occasions in 1971, and there was the possibility of a second car later. The winning McLaren team cars from 1971 had been purchased by a wealthy young American called Greg Young and he was going to race one himself and let François Cevert drive the other one. There were also some back-up Porsches, un-turbocharged versions, to be driven by top American drivers such as Milt Minter and Peter Gregg. It has been said every year, but this was definitely the best-ever Can-Am line-up. It was sad indeed that the series' sponsors Johnson Wax had decided to pull out, leaving the series without a backer.

The series opened at the bumpy Canadian track at Mosport Park. Donohue put the Porsche on pole position and the smiles started to drain from the faces of the McLaren personnel. In the event, Donohue went into the lead but then had to make a pit stop, because of a minor fault in the turbocharger. Denny Hulme went on to win, but Donohue set fastest lap. The writing was on the wall.

The second round was at the difficult and hilly Road Atlanta track in Georgia, and it saw both Porsche and McLaren teeter on the brink of disaster. In mid-week testing Donohue had an enormous accident when his car flew out of control when some bodywork came loose—an accident fearfully reminiscent of the one in which Bruce McLaren had died. Fortunately, the American escaped serious injury, but the tendons in his legs were damaged and it was

feared that he would be out of racing for the rest of the season, whilst the car itself was a write-off. Most teams would have returned home to lick their wounds and consider this situation. But not Porsche and Penske. They wheeled out their spare car and signed up George Follmer, an experienced, 38-year-old road racer, to take over the driving.

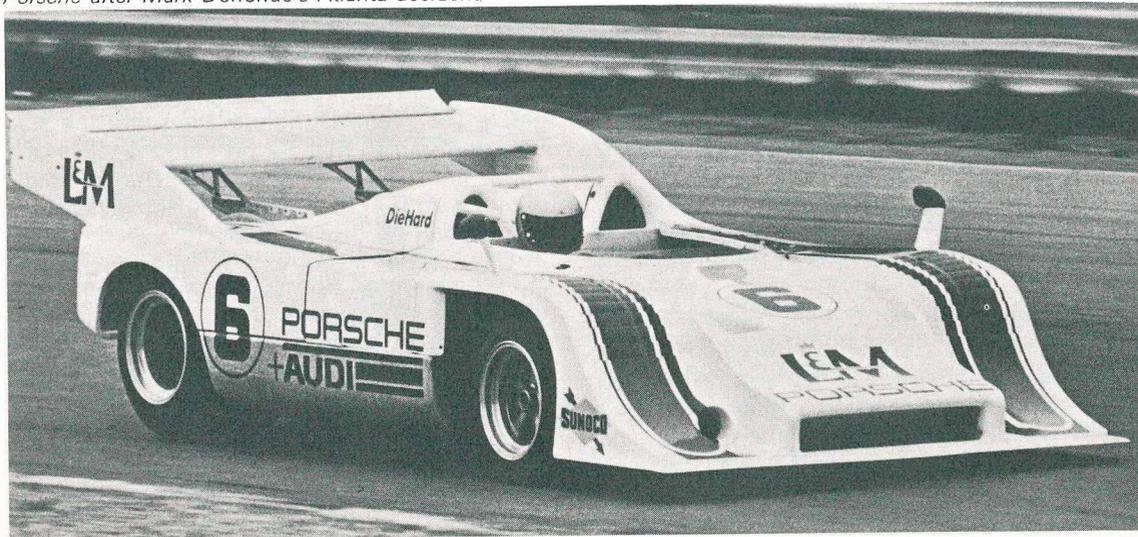
In the race, Revson soon retired with ignition trouble. Then Hulme's car spectacularly backward-flipped over for no apparent reason, although the New Zealander incredibly managed to escape relatively unscathed, apart from a bruising and shaking. George Follmer won the race and so it was McLaren, one—Porsche, one. Fortunately there was a month's interval before round three at the superb Grand Prix course at Watkins Glen.

It was here that McLaren Racing had their best result of the season, for the recovered Hulme drove to a fine victory with Revson second, unchallenged by Follmer's off-form Porsche. The German team were giving McLaren a hard time but the Gulf-orange cars were still

on top. Team McLaren have not won another Can-Am race since! Consistent performances by the private Porsche of Minter had moved him up to second in the championship and, from now on, he also was to have a turboengine.

Round four at Mid-Ohio produced a victory for Follmer in the smart white and red L & M cigarette sponsored Porsche. This was quickly followed by another win at Elkhart Lake. The Team McLaren cars were not only being beaten but were also proving unreliable as attempts to boost the horsepower brought their own problems. Round six produced something of a surprise. Follmer's Porsche ran out of fuel, both the works McLarens retired and François Cevert scooped up a lucky win for the private Young team. He was driving the same McLaren that had won the previous year in the hands of Peter Revson! So after six rounds, the score was Porsche, three—McLaren, three, although Follmer was now well in command of the championship. Now there was an added threat for McLaren in the three remaining rounds. Mark Donohue had made a remarkable recovery

The Pacesetter – Can-Am Champion of 1972, the popular George Follmer, who took over the driving of the Penske Porsche after Mark Donohue's Atlanta accident



and both he and Follmer campaigned the Penske Porsches for the rest of the season.

"Captain Nice", as Mark has been nicknamed, celebrated his return to racing with a win at Edmonton in Canada, while in the remaining two rounds in California at Laguna Seca and Riverside, Follmer added two more victories to his impressive list. The McLarens were well and truly vanquished. Porsche's thorough, determined and technically pace-setting onslaught had succeeded. It was im-

possible not to compare their crushing invasion with the spectacular Mercedes successes in the Grand Prix world in 1954. George Follmer was an unexpected but popular Champion and Denny Hulme had to be satisfied with the runner-up role.

The McLaren monopoly had been shattered by the roar of a thousand exotic horses. Somehow, the Can-Am Championship will never be quite the same again.

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1972 CANADIAN-AMERICAN CHALLENGE CUP

	Edmonton June 11th	Road Atlanta July 9th	Watkins Glen July 23rd	Mid-Ohio Aug 6th	Eikhart Lake Aug 27th	Road America Sept 17th	Edmonton Oct 1st	Laguna Seca Oct 15th	Riverside Oct 29th	TOTALS
1 GEORGE FOLLMER (Porsche 917/10)	dns	20	8	20	20	10	12	20	20	130
2 DENNY HULME (McLaren M20)	20	0	20	10	0	0	15	0	0	65
3 MILT MINTER (Porsche 917/10)	10	12	6	12	4	15	0	10	0	*65
4 MARK DONOHUE (Porsche 917/10)	15	dns	dns	dns	dns	dns	20	15	12	62
5 FRANCOIS CEVERT (McLaren M8F)	0	0	12	0	15	20	0	12	0	59
6 PETER REVSON (McLaren M20)	12	0	15	0	0	0	6	0	15	48
7 DAVID HOBBS (Lola T310)	0	4	10	6	0	0	8	3	8	39
8 JACKIE OLIVER (Shadow MK3)	0	0	0	15	0	12	0	0	12	37
9 PETER GREGG (Porsche 917/10)	8	8	0	0	12	0	0	0	6	34
10 CHARLIE KEMP (Lola T222)	2	10	0	8	0	0	1	6	0	27

* Best four positions in first five races counted

Can-Am Scoring:—1st = 20pts, 2nd = 15pts, 3rd = 12pts, 4th = 10pts, 5th = 8pts, 6th = 6pts, 7th = 4pts, 8th = 3pts, 9th = 2pts, 10th = 1pt

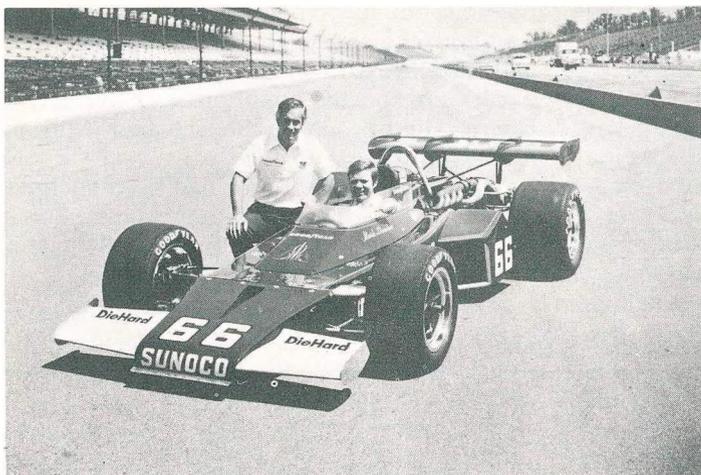
The fastest-growing motor racing series in the USA over the past two or three years has undoubtedly been **Formula 5000**. One reason has been the tremendous promotion the Formula 5000 Continental Championship series has received from its sponsors, L & M cigarettes, but another factor has been the quality of the racing itself. It has become more and more spectacular and closely fought and 1972 was no exception to the rule.

Formula 5000 is well known in Britain, of course (see pages 311–313) but it started in America and, until recently, was known as Formula A. With engines being easily available and plenty of sponsorship money around to

back the cars, the fields have not only been much larger than those we see in Britain but also much more closely matched. L & M have put up excellent prize funds for all the races and, by winning the 1972 Championship, Graham McRae came away richer by \$70,000!

McRae is, of course, a New Zealander, one of a good number of non-Americans who have raced in the eight-round series. The 1971 winner was David Hobbs of England and he, like many others, was attracted to the series by the generous rewards, at the expense of pursuing a Grand Prix career.

Hobbs was favoured by many at the start of 1972 to retain his title for yet another year. He

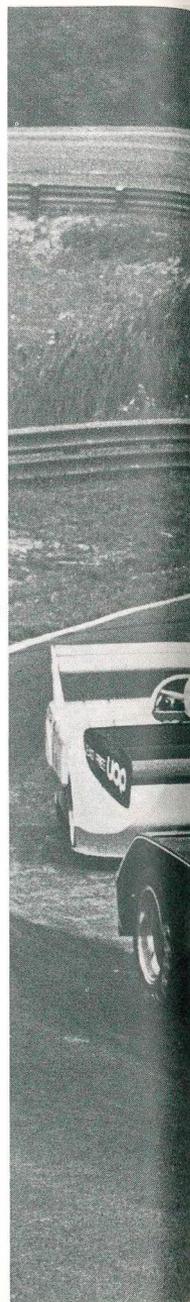


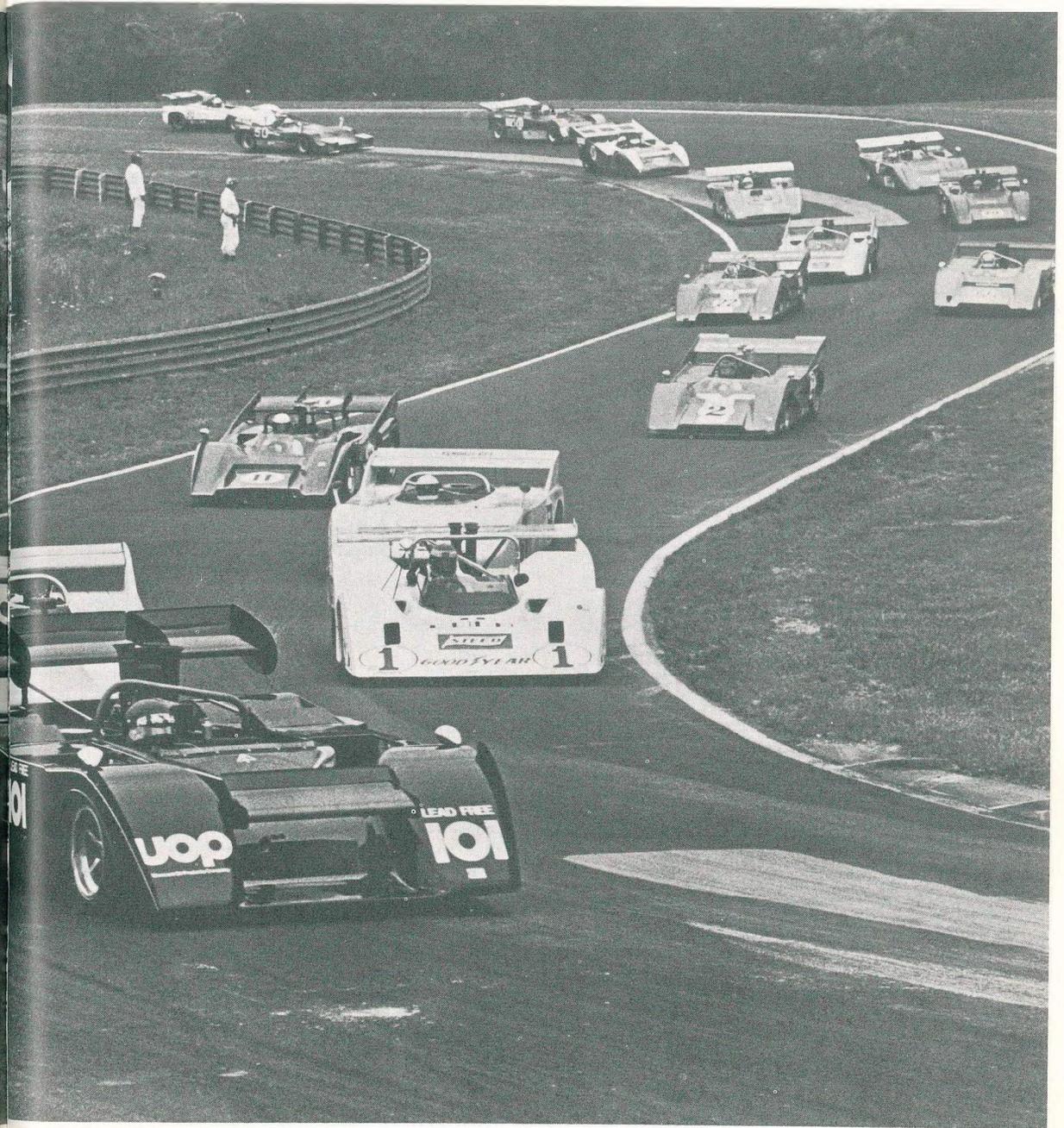
Top left: A Winning Team – Mark Donohue and Roger Penske could well afford to smile after Mark had taken the Penske Racing McLaren M16A to victory in the Indianapolis 500

Top right: The Man who did the Double – George Follmer, 1972 Can-Am and Trans-Am Champion

Far right: Waving the Flag – Britain's Jackie Oliver (Shadow Mk3) leads the group in Round Four of the Can-Am Championship at Mid-Ohio. Hot on his heels, Peter Gregg (Porsche) and David Hobbs (Lola)

Below: Consistent Competitor – Sam Posey and the Surtees TS11-Chevrolet repeated their 1971 performance and finished runners-up in the Formula 5000 Championship for a second successive year





was once again driving for the very professional, Haggard Slacks-sponsored, Hogan Racing team and was to pilot the latest Lola T310. As his team-mate, he had the very promising American Brett Lunger, who had finished third in the 1971 series. There were plenty of other Lola T300s as well.

Opposition could certainly be expected from Sam Posey, the 1971 runner-up, who retained his ties with Surtees. There was a brand new Chevron B24 on its way, with preparation by the talented Sidney Taylor Racing team, and with Lancastrian Brian Redman at the wheel. Then there was McRae with own STP-backed McRae, plus former champion John Cannon with the swift, little March-Olds, while George Follmer had an updated Lotus 70 with a very powerful Ford V8. Most of the others were powered by Chevrolet engines, although Skip Barber had a Formula One type March 711-Cosworth and looked menacing at times.

McRae piled on the points in the early rounds with Lunger proving his equal, although his car was unreliable. Canadian Eppie Weitzes scored an unexpected win at Donneybrooke, David Hobbs won the round at Edmonton but otherwise kept retiring with mechanical failure. In

the two penultimate rounds at Road Atlanta and Lime Rock, Lunger's luck returned and he notched up two consecutive victories, the first one after a freak storm brought the race to a premature halt with Redman, at first, being declared the winner. The Chevron had been getting faster all the time and was now over its fraught period of breakages and suspension failure.

With one round remaining, there was still a chance that Lunger could snatch the championship from McRae. But to do so Lunger had to notch up his third consecutive victory, and McRae had to finish tenth or lower. It was a tall order and the Californian's luck deserted him. He was put off the road on the very first lap and McRae was home and dry in the championship. He finished a safe third in the race. Overall victory went to Brian Redman with the Chevron's first win while poor Lunger found himself relegated to third position in the championship behind Sam Posey's Surtees which had run consistently throughout the year.

It had been an excellent year of Formula 5000 and one only wishes the racing had been as close in the British series.

L & M FORMULA 5000 CONTINENTAL CHAMPIONSHIP

1	GRAHAM McRAE (McRae-GM1-Chevrolet)	87 points	4	BRIAN REDMAN (Chevron B24-Chevrolet)	60 points
2	SAM POSEY (Surtees TS11-Chevrolet)	69	5	EPPIE WEITZES (Lola T300-Chevrolet)	47
3	BRETT LUNGER (Lola T300-Chevrolet)	60	6	SKIP BARBER (March 711-Cosworth)	44

NB: Can-Am points scoring system

While the Can-Am and Continental are the best known of the SCCA road racing championships, there are others too. This year the **Trans-Am** series has been very much on the decline although it has in the past produced some of the best road racing and the top crowds. This category is for unlimited capacity saloons prepared to a specification somewhere between Group One and Group Two. In 1970, the best year of the championship,

there were works-backed entries from Ford with their Boss Mustangs. Chevrolet with cars prepared by Chaparral, and American Motors. In his final season of racing, Parnelli Jones won the championship for Ford, who promptly pulled out together with Chevrolet. This only left American Motors in 1971 with the Roger Penske-prepared Javelins and, not surprisingly, Mark Donohue won the title for the team. In 1972, American Motors also relinquished

their support leaving the Trans-Am to purely private teams. Roy Woods Racing bought the Penske cars and it was with one such machine that George Follmer won the Trans-Am title almost before the Can-Am series had started.

Attracting far more of the attention this year has been the separate championship staged for the cars up to 2½ litres—called the **2.5 Challenge**. In previous years the Alfa-Romeo GTAs have ruled the roost with such drivers as Horst Kwech and Bert Everett doing most of the winning. This year, the cars were starting to get rather long in the tooth and there was a stern challenge from Peter Brock's BRE Datsun team. The 510 saloons have quite a racy specification and with Brock's preparation expertise they gave the Alfas a very nasty shock. Thanks to the driving skills of John Morton, Datsun finished up with the championship.

In America, the **USAC Championship** is the most important of all the racing series and it always attracts a vast amount of press and other coverage. In the past, the series has included some of those dirt oval events but now it is rationalised to races on paved tracks, some one mile long and others on the impressive two and a half mile tracks like Indianapolis. For 1972, there was a plan to include some races on road circuits as well, but this fell through—leaving just ten races beginning in March at Phoenix, Arizona and ending at the same venue in November.

In between, came the three 500-mile, big-money races which form the Triple Crown. The top event is the **Indianapolis 500** and the other two are on the newer ovals, the Schaefer 500 at Pocono and the California 500 at Ontario. These are the events that everyone wants to win. They carry the prestige, the big money (Indianapolis's first prize is the biggest in motor racing) and more points than the other rounds. But to win the USAC Championship, as Joe Leonard has done for the past two years, one has to be successful at the smaller meetings as well. Practising, qualify-

ing, and the race itself cover almost a month at Indianapolis yet the race at somewhere like Trenton, New Jersey sees everything concentrated into two days at the most.

The development of the cars has lagged behind Grand Prix racing in the past. In 1961, when Jack Brabham turned up with a specially modified rear engined Cooper-Climax, everyone laughed. To win Indianapolis, they said, you needed a big, front-engined device with the driver sitting up in the cockpit with his elbows hanging out in the breeze. They called the cars "roadsters". Brabham proved his point by bringing the down-on-power little Cooper into eighth place. In 1962, a few American-built, rear-engined cars started to appear and then Colin Chapman bought his Lotus cars to Indianapolis and the rear-engined revolution was all but complete. However, one man remained faithful to the front engined lay-out, a veteran, and favourite of the Indianapolis crowds, called Jim Hurtubise. Even in 1972, he rolled an immaculate front-engined car onto the end of the qualifying line, then he threw open the engine cover to reveal a case of beer made by his sponsors!

The latest USAC cars look very much like Grand Prix cars, apart from the fact that the paint jobs and decals are more spectacular and numerous. Surprisingly, the engines are of smaller capacity than in Formula One but produce much more power because, like Porsche's Can-Am unit, they are turbocharged, and to a very high boost as well. Even more surprisingly, the majority of cars use an engine which was basically designed as far back as 1932—the ubiquitous Offenhauser, built by Dale Drake Engineering. The current capacity limit of this amazing, evergreen, straight four, overhead camshaft layout with its unusual integral block and head is 2.6 litres. It runs on explosive nitro-methane fuel which it consumes at the rate of a gallon every mile and a half and, depending on the setting of the turbocharger boost, gives around 800 b.h.p. The cost of such

an engine is almost double that of a Cosworth V8 Formula One motor but then, it gives almost double the power! The unit is well suited to the special qualities of the oval tracks but would obviously be difficult to handle on a road course.

There are other engines too: the V8 Ford which is now marketed by veteran USAC driver A. J. Foyt and production-based engines are also allowed with a higher capacity limit, although such motors are not very popular. In the past turbines have played a part in the history of the racing but are now outlawed.

Chassis have traditionally been the work of a team's chief mechanic but today all that has changed and now most of the successful designs are built by the better known firms such as Eagle, Lola and McLaren. However, the most successful of all USAC team in recent years, the Vel's Parnelli team, have tended to build their own cars. In 1972, determined to keep the championship they had claimed for two years, they pulled out all the stops. They started off with a fantastic driver line-up, for Mario Andretti joined existing team members Al Unser and Joe Leonard. It was rather like having Stewart, Fittipaldi and Ickx all in the same team. Then they acquired the services of one of the world's top racing car designers—Maurice Phillippe from Lotus—to design a new car. Backed by sponsors Viceroy cigarettes and Samonsite luggage they were obviously going to be a difficult combination to beat.

A strong challenge was expected from the Eagle team of Dan Gurney. Their number one driver was Bobby Unser (Al's brother), one of the top names in this class of racing, and the Eagle was known by an excellent chassis. Several were also sold to private teams. McLaren Racing launched a two-pronged attack: a works team of two cars for Peter Revson and Gordon Johncock and a Penske-run team for Mark Donohue and Gary Bettenhausen. The McLaren M16 design had out-dated almost every USAC car when it first

appeared at Indianapolis in 1971. And, typically, a couple of other teams had managed to build cars which bore a remarkable likeness to the British cars. Then there were the Coyotes of A. J. Foyt. The STP team had a new Lola from the drawing board of Eric Broadley, although they had lost the services of star driver Andretti who won Indy for them in 1969.

USAC racing is far more tactical than Grand Prix racing. Because of the fuel consumption, pit stops are necessary, as well as compulsory, in even the 150 mile races, so naturally fast pit work is at a premium, as it is in sports car racing. Tyres also tend to take a beating and have to be changed.

To add to the tactical tension of pit-stops, there is the extra complication of the "yellow light system"—an American "extra" which is quite alien to European enthusiasts.

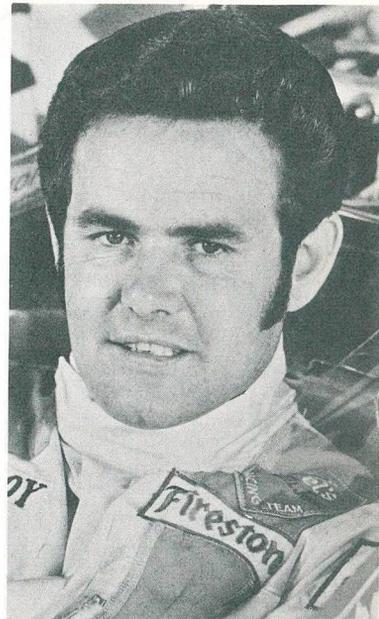
It is made necessary by the physical structure of the oval circuits. If a car crashes or spins on a European circuit, the marshals whip out the yellow flags and rapidly push the offending car clear of the track. This is obviously impossible on a high-walled oval—and it takes a high-speed tow-truck to remove the obstacle.

While this is rushing round the circuit, the yellow warning lights are switched on and a course car actually takes up station ahead of the leader to slow down the action. No-one is allowed to overtake, but nothing can prevent them from closing the ranks—in the existing order.

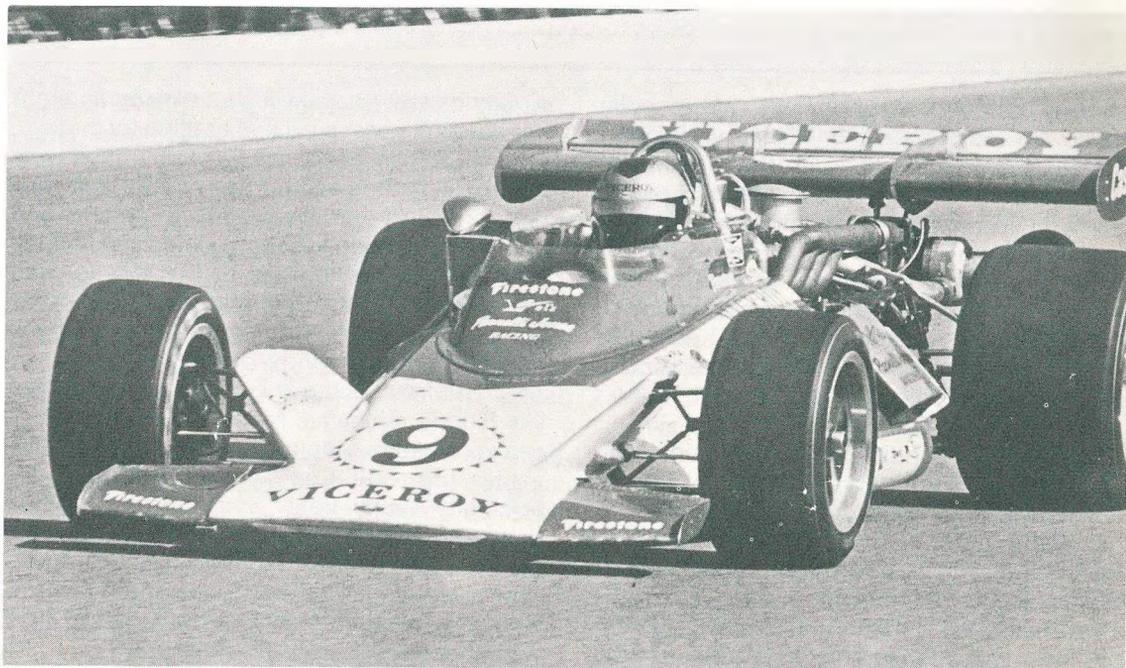
It is an infuriating time for the leader and, not surprisingly, many drivers choose to rush in for a pit-stop while the artificially slow procession continues. The spectators are quick to appreciate the tactics and problems that arise. It is very different to Grand Prix racing but in its own way very exciting indeed and the lead changes in dizzy sequence.

Driving the cars is also a very special art. In 1972 the rules allowed the area of the rear wing to be increased and this, coupled with improved suspension, better tyres and more

What a combination! — the line-up for the 1972 Vel's Parnelli team of Joe Leonard (right) and Al Unser (far right) was strengthened by the arrival of Mario Andretti (below). However, it was the 'old boys' who brought home the honours — Leonard carried off the USAC Championship title and finished in third place to Unser's second in the Indy 500



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powerful engines, pushed the speeds up higher than ever before. For the first time, a USAC car lapped a circuit at a three-lap average of over 200 m.p.h. That was Bobby Unser at Ontario. In fact, Unser started almost every race from pole position with his Eagle but mechanical failure let him down time and again and he only won the opening and closing races of the series.

To lap at a 200 m.p.h. average the car will approach 220 m.p.h. on the straight and obviously will not be going much slower through the steeply banked corners. On the big circuits, like Ontario, the drivers hardly brake at all, or if they do, they still have their foot firmly on the throttle as well—using a two-foot, rally technique which helps to keep the turbocharger boost

USAC CHAMPIONSHIP

1 JOE LEONARD (Parnelli-Offy)	3460 points	4 AL UNSER (Parnelli-Offy)	1800 points
2 BILLY VUKOVICH (Eagle-Offy)	2200	5 MARK DONOHUE (McLaren-Offy)	1720
3 ROGER McCLUSKEY (McLaren-Offy and Kuzma-Offy)	1970	6 MIKE HISS (Eagle-Offy and McLaren-Offy)	1655

NB: USAC points scoring varies on importance of race

Another form of oval racing is the very popular **NASCAR stocker** category. One should never confuse these stock cars with the British type of bump-and-bash stock cars, although sometimes the American variety do tend to have some monumental accidents. These cars are called stock because they look like the cars one can buy at your friendly downtown dealer. At least the basic shell remains the same although, once the tuners and race preparation experts get to work within the rules, there isn't too much that is left "stock".

Once the preparation boys have done their job these huge seven-litre 550 b.h.p., 35 cwt. monsters will whip around the oval tracks as fast as the USAC cars. They are more streamlined than the single-seaters but they have less power, are heavier, but a good deal of the speed seems to come from daring slip-streaming techniques which the brave drivers use.

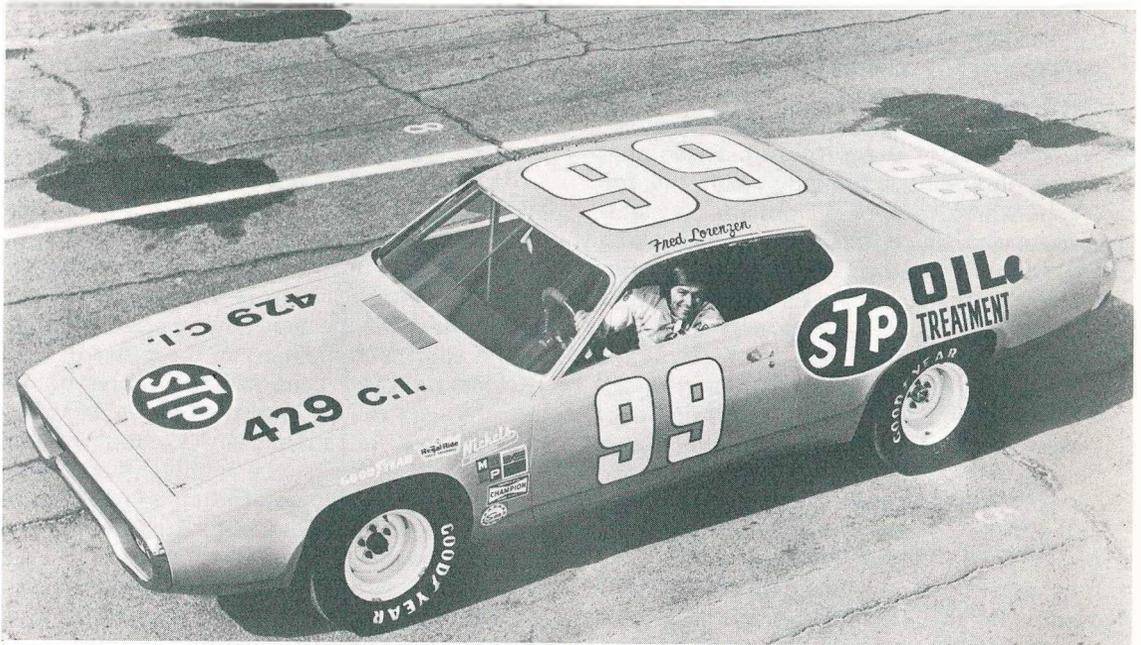
up. The 1972 Indianapolis race was won by Mark Donohue in the Roger Penske Racing McLaren M16 while second place went to Al Unser in the Parnelli, and third to team-mate Leonard. Al was naturally disappointed he had not won for the third year running but it was a fine effort anyway. Joe Leonard gave the Parnelli team a win at Pocono and also won the smaller races at Michigan and Milwaukee, while veteran Roger McCluskey in an ex-works McLaren took the honours at Ontario.

The championship went to Leonard again after consistent races all season while second, a long way behind, was another consistent performer, Billy Vukovich with his private Eagle. Third was McCluskey.

At some races there will be as many as eight cars lapping nose to tail and battling for the lead.

NASCAR is based at Daytona Speedway where Bill France and his son control the sport with an iron hand. The regulations regarding engine preparation are complicated and include throttling flanges on the carburetter to limit the breathing, rather like that used in Formula Three. In recent years some constructors have fallen foul of the body dimension rules

Most of the racing is in the Southern States like Florida, Alabama, North Carolina, where it enjoys enormous popularity. The drivers have names like Coe Coe Marlin, Lee Roy Yarborough, Buddy Baker and, the two biggest names of all, Bobby Allison and Richard Petty. Occasionally A. J. Foyt also races in these events and when he does one can be sure he will be somewhere near the front. In 1972 he won the big one—the Daytona 500.



Appearances can be Deceptive – A typical NASCAR stocker. Behind that smooth streamlined exterior their lurks a vast seven-litre 550 b.h.p. engine

The style of racing tends to follow that already described in the USAC races with yellow lights and plenty of pit stops for fuel, as 22 gallon tanks are the limit and the cars drink fuel at the rate of four miles per gallon. Almost inevitably the racing is fantastically close and exciting with the result often decided in the final run to the line. The rivalry is tough and, sometimes, not particularly friendly. Allison and Petty had a running feud all through 1972 and there was quite a lot of metal-to-metal contact.

This category of racing has always attracted a good deal of support from the manufacturers, which is not surprising considering its huge public following. This year, Allison drove a Coca Cola sponsored Chevrolet and his victory in the Atlanta 500 was the marque's first in NASCAR for nine years. American Motors also tried to break the Dodge and Plymouth domina-

tion with an AMC Matador prepared by Roger Penske Racing. The Pennsylvania team found that, with all their other commitments, the Matador took something of a backseat role although it did show some promise.

The Championship, called the Winston Grand National, was contested over a huge number of rounds with a race almost every weekend from February until November. Richard Petty finally clinched his fourth title with the STP sponsored Plymouth prepared by his father, a one-time ace driver himself, with Allison second.

An interesting name to appear on the entry lists in several of the earlier races was Britain's Jackie Oliver, who drove for Junior Donleavy's team. Oliver soon picked up the "drafting" (slip-streaming) technique and gained some useful experience.

One magnet of this specialist form of motor

racing is the rewards. It is reckoned that Richard Petty has earned more money at the wheel of a racing car than any other racing driver, and that includes Jackie Stewart!

America in general, and California in particular, is the home of **Drag Racing**. These days it enjoys enormous popularity, with the top machines built totally for straight line acceleration. There are many different categories in drag racing, from modified road cars upwards. But the real excitement is for the slingshot dragsters known as AA Top Fuellers and similarly-powered Funny Cars.

The Top Fueller is the ultimate in dragsters, it has a 1500 b.h.p. Chrysler Hemi engine of seven-litres transmitting power to huge rear wheels. A long narrow chassis stretches out in front with bicycle wheels at the front end. Over the past two years there has been quite a revolution in the design of these "cars".

Ten years ago, a gentleman called Tony Nancy hit on the idea of putting the engine behind the driver—himself—instead of sitting perched over the rear wheels with the flame-spitting motor, topped by its big supercharger, in front of his eyes. His new idea was far from successful because the machine had a tendency to go in something other than a straight line. A couple of years ago someone did the sums again and this time it worked. Now at a big meeting about half the dragsters are front-engined and half are rear-engined, with the older design rapidly losing favour.

Another trend over recent years has been the use of the bleach-out technique. In the old days the drivers used to hurtle off with the rear wheels spinning, thus allowing them to use high gearing and stop the motor blowing up. These days the idea is to glue the tyres to the road and not get wheel spin. The present day tyres are so flexible that they actually grow, because of centrifugal force, and this gives an overdrive effect, again saving the engine. To achieve this stickiness the dragster will first do a practice start with the wheels standing over

patches of household liquid bleach (or special traction compound). This is both spectacular—because the tyres smoke wildly—and effective, because it makes the tyres extra sticky and leaves two great black lines of rubber down the start line.

All this has helped to raise speeds and elapsed times (the all important E.T.) to figures never before dreamed possible. As this is written, Top Fuellers have just managed to break the very elusive six second barrier for the quarter mile for the first time ever. The initial acceleration is something in the order of 3G. The cars run off in pairs with the winner going into the next round, until the field is down to the last two. It can be very exciting indeed although, sometimes, the highly tuned dragsters prove temperamental and the final ends in anti-climax as one competitor's engine blows to pieces on the line and the other coasts home to victory. Don Garlits, "the Big Daddy", is still the top name but others like Jerry Ruth, Phil Soares and Randy Allison are knocking at the door.

The other category of drag racing which attracts the crowds is that of Funny Cars. Really there is nothing funny about these machines at all, only excitement. Basically they are very similar to the front-engined Top Fuellers, except that the chassis are shorter and the whole covered by a thin glass-fibre replica of a popular American saloon. Inevitably this shell is painted in a fantastic colour scheme and the drivers have equally colourful names like Ed "the Ace" McCullough, Don "the Snake" Prudhomme or Tom "the Mongoose" McEwen. These Funny Cars are very little slower, less than half a second, than the Top Fuellers, and the bodies make them more spectacular.

It is hard to describe the thrill, skill, and smell of drag racing. My best advice is to see for yourself. If you can't make it to America, try Santa Pod in Bedfordshire.

Rallying

Rallying's Four-Minute Year
International Rally Championship for Makes 1972
International Rally Results 1960-1972
National Rallies 1972
The Rallying Greats



The Champion at Work – RAC Rally Champion, Roger Clark hurls his Escort round a corner in the Dukeries Rally

RALLYING'S FOUR-MINUTE YEAR

Barrie Gill

It was the year of the heroes. A season when even the mass media were jolted into the realisation that motor sport's most unsung performers were achieving breakthroughs worthy of headlines. They were smashing their own four-minute mile barriers—both psychological and physical.

The sequence began with the season's first big rally—the Monte Carlo. While favourite after favourite fell by the wayside on a wild final night, Sandro Munari and Mario Mannucci led the survivors home in their Lancia—and became the first Italians ever to win the media's favourite marathon. And Lancia had started a victory habit that was to give Turin its first ever Constructors' Championship.

But there were bigger shocks to come. Anyone who has ever visited East Africa during Safari time will have felt their hackles rising at the thinly disguised arrogance of the local competitors. Since the dusty, muddy, hot and stony affair began in 1953, no overseas competitor had ever managed to win.

There had been some close calls but somehow, local knowledge, temperament and sheer good fortune kept the only trophy that really mattered in the hands of East African entrants.

Last Easter, the myth was broken. And it was fitting that not only Ford but Gunnar Palm should share the historic triumph with Hannu Mikkola. For the British company and the Swedish navigator had tried harder than anyone else to beat the jinx.

It was a patient involvement that reaped its own reward as Mikkola and Palm led the battered survivors into Dar-Es-Salaam. And it was the sort of instantly, appreciable achievement that rallying needed to rouse indifferent commentators from their torpor.

It didn't take long for another popular Scandinavian pair to add yet another chapter to a season of surprises. Simo Lampinen and Solve Andreasson entered the Moroccan Rally in a lone Lancia. Against them were ranged the might of the French motor industry—as confident as the East Africans that the winner would once again be French. As always.

Another four-minute mile was about to be run. Lampinen drove with both speed *and* mechanical sympathy to give the solo Lancia pride of place amongst a mere six survivors from 52 starters.

And the shocks continued—right to the end of a hectic and historic year. Few victories can ever have been as popular as Roger Clark's cool and timely triumph in the RAC Rally. It was, of course, the first time that any British driver had managed to win the big 'home' event since 1959—since the Rally sought refuge in the forests and became a happy hunting ground for the Scandinavian hordes.

And it was a victory made even more pleasant by the recollection that this was the year when Roger had been absent from the big Ford international efforts. He had been left at home to concentrate on winning the British Rally Championship—which he did with cheerful ease. We bet he won't be left at home this year!

What else happened in 1972? Fiat won both the Acropolis and the Austrian Alpine Rallies. Stig Blomqvist gave Saab a notable Swedish victory and did his damndest to catch Roger Clark in Britain. General Motors' dealers in both Sweden and Britain forced their showroom cars into the limelight with some very praiseworthy, independent campaigning with Opels and Vauxhalls respectively. And Chrysler

dealers in Britain have agreed to follow suit.

There has to be a cheerful moral somewhere when hard-headed, profit-conscious dealers decide to invest in rallying despite the absence of official participation!

But then, it was a cheerful year in many, many ways. Lancia not only won the Championship but attracted the sponsorship of Marlboro. And if the Lausanne promotion experts bring their Grand Prix initiative into the rallying world—then the future will take on a distinct red-and-white glow.

Another new sponsor was Kleber—the giant French tyre firm. They joined forces with BBC “Wheelbase” to give rallying one of the world’s richest motor sport scholarships—worth some £6,000. Its long term success and status will depend largely on the achievements of the first winner, Chris Sclater, this season. But even if Chris is unlucky—the scheme’s avowed aims, to encourage new young rallyists “to become Roger Clarks” are an electrifying boost to British rallying.

Last year, we appealed for more Group One rallying and another tyre firm—Avon—have answered the call with their imaginative Avon Motor Tour of Britain. This will incorporate night racing at Snetterton and promises to give the British public a real chance to see rallying at close quarters—in summer conditions!

Not that anyone can complain about the support that the British public has given to rallying. It is unfortunate that no-one can ever count the number of spectators who flock to remote forests; hang on grimly to muddy tracks at midnight and stand icy-toed in freezing fog at bleak service halts, just to catch a glimpse of men and machines on the RAC.

While Birmingham’s civic heads saw fit to reject a town centre Grand Prix, neighbouring Sutton Coldfield invited rallying into the heart of motor industry country. And, on a sunny Sunday afternoon, they were rewarded with thousands of *paying* customers who were

equally rewarded with some highly spectacular action. There is no doubt at all that the powers-that-be need to sit down and think very carefully about the best ways to cater for the spectator. For there is an untapped source of both revenue and enthusiasm for rallying available—at the very time that spectators are melting away from the over-priced, and politically-charged world of motor racing.

If the skill and enthusiasm of the rally brigade can be bought to the public’s attention, then motor sport in general will benefit from a cheery image that substitutes grit for greed!

But the public need more than the odd Sunday spectacular. They need identification. The sport needs heroes to compete with the brilliance of Graham Hill and Jackie Stewart on television. It, too, needs a competition devoted to promoting the individual.

If there had been a Rally Drivers’ World Championship in 1972, it would have been a sensation. The individual achievements were of meteoric measure. The closeness of the contest would have held the interest until the last gasp of the RAC Rally. For—if points had been awarded on Grand Prix basis—this is how the final table would have looked. Haaken Lindberg 22 points; Simo Lampinen 20 points; Stig Blomqvist 15 points.

It seems that the administrators cannot see the relevance of such a Championship—doubling with the rounds involved in the Constructors’ battle just as in the Grand Prix world. But the road is wide open for an imaginative sponsor to step in with the necessary financial persuasion.

After a season highlighted by heroics, please let us have a system where achievement receives some permanent acknowledgement—in the tangible form of points.

There is no substitute for personality to magnetise both media *and* that mythical man-in-the-street alike. As Sandro, Hannu, Simo and Roger have proved—in a glorious year.

INTERNATIONAL CHAMPIONSHIP FOR MAKES 1972

Barrie Gill

ROUND 1/MONTE CARLO RALLY 21st-28th January

Few Monte Carlo Rallies of recent memory can begin to compare for sheer drama with the 1972 event. The lengthy struggle suddenly exploded into shock after shock on the final, bitter night.

Snow, stress, mechanical maladies and split-second driver error, all played their part in a reversal of fortunes which proved that the much maligned Monte can still provide a rugged sting in its tail.

Not surprisingly, the Porsches and the Alpine-Renaults had started as favourites. Double winner Bjorn Waldegaard and Frenchman Gerard Larousse had the two most powerful cars in the rally—with some 260 b.h.p. tucked in their tails—while 1971 winners Andruet, Nicolas, Darniche, Therier and their reigning victor, Ove Andersson.

Their main rivals included Lancia, Datsun, Opel and Ford amongst the 242 starters who spent three nights and two days converging on Monaco from nine points, ranging from Athens to Glasgow. Exactly 197 launched themselves on the first 26-hour test.

The high-speed battle soon slowed as the mountain skies unloaded a sudden deluge of snow on the well-reeced stages. The best laid plans of pace-noters and tyre technicians went awry as the stars found themselves skating over fresh French snow on racing tyres.

Waldegaard, Pat Moss-Carlsson, Therier and Tony Fall were just some of the drivers who left the road in varying, dangerous circumstances and Waldegaard didn't even qualify for the final, Thursday night contest. There were, in fact, only 34 qualifiers and the Alpines of Andersson and Darniche led the Rally from Munari's Lancia.

But French hopes of a second successive victory were soon dashed in dire fashion. First, Andersson succumbed to a crumbling gearbox. The second gear broke up and, as the pieces blocked off the other gears, the saddened Swede could only limp home in fifth gear. Darniche was now firmly in the lead but, only two tests later, *his* gearbox surrendered.

To complete the Alpine misery, Andruet crashed twice and Nicolas crashed too, making up time after battling along with a cigarette filter as an electrical contact!

It just wasn't Alpines' night. So Sandro Munari and Mario Mannucci became the first Italians ever to win the snowy marathon—and they had won it in an Italian car. It was Lancia's first win since 1954—and the Chianti mingled happily with the champagne.

Larousse finished second for the third time in a Monte, while 1967 winner Aaltonen gave Datsun an unexpected third place. Ford were equally pleased with their Group Two Touring car victory—but the real winner was the Monte Carlo Rally itself.

RESULTS

1st	Sandro Munari/Mario Mannucci	Lancia Fulvia 1600	5hr 57min 55sec	Starters: 242	Finishers: 34
2nd	Gerard Larousse/ Jean-Claude Perramond	Porsche 911S	6hr 08min 45sec		
3rd	Rauno Aaltonen/Jean Todt	Datsun 240Z	6hr 12min 35sec		
4th	Simo Lampinen/Solve Andreasson	Lancia Fulvia 1600	6hr 20min 04sec		
5th	Jean-Francois Piot/Jim Porter	Ford Escort RS 1600	6hr 26min 23sec		
6th	Sergio Barbasio/Piero Sodano	Lancia Fulvia 1600	6hr 34min 17sec		

ROUND 2/SWEDISH RALLY**16th-21st February**

Saab's best showing in the Monte Carlo Rally had been a lowly 30th—but on their home ground, the famous Swedish firm were quickly to prove that power alone doesn't win rallies.

Yet there was no way in which an unbiased observer could confidently have forecast a win for the Trollhatten triers. After all, Bjorn Waldegaard was on his home ground too—and the 28-year-old Swede had 260 b.h.p. to play with in his works Porsche 911S. Opel ranked high in the power stakes too—with 178 b.h.p. emanating from the Group Two Asconas entered by the lively Opel Dealers Association. Ove Andersson and Jean-Luc Therier swapped rear-engined Alpines for front-wheel-drive R12 Gordinis—which they promptly inverted during 'training'.

Saab had a five-car team and had promised drivers like Stig Blomqvist, Carl Orrenius and Per Eklund that the twin-carburettor 1.8-litre engines would now produce 145 b.h.p.

In contrast to the Monte, it was the start of the rally that produced most fireworks. Within minutes of the first 20-hour loop, Carl Orrenius retired with transmission troubles—and there were some long Saab faces. Therier exited in rapid fashion too, when his oil pump failed after an off-road excursion. Per Eklund dropped back with fuel feed problems and Lars Nystrom broke his Ascona's gearbox.

If there were pits on rallies, they would have been severely overcrowded! Meanwhile—back on the road, snow, ice and gravel—the event had rapidly resolved itself into a duel between Saab's Stig Blomqvist and Porsche's

Waldegaard, with Harry Kallstrom in the Lancia and Anders Kullang in the Ascona the other 'quickies'.

Kallstrom won the notorious 'river-test', snaking through the puddles which lay on the frozen surface in fine style. But it was an equally, exotic 'lake stage'—with a course cleared by erratic snow-plough drivers between huge banks of the white stuff—that sorted things out. Both Waldegaard and Kallstrom buried their cars in the snow banks and lost invaluable minutes digging them out again.

Blomqvist had no such horrors and ended the first half of the rally with a generous lead over Kullang, Kallstrom and the very anxious Waldegaard.

Blomqvist's control in the Saab had to be seen to be believed, and it was obvious that he would have to make a mistake if the others were to overhaul him. He *almost* made the mistake of trying too hard to maintain his lead. Some of his 'yumping' was hairy to say the least and a tail-first landing brought protests from the suspension.

Waldegaard was having even more adventures, however, and there can have been few more spectacular drives as he wrestled to make up time on stages which varied from ice races and forest tracks to a bruising race round a horse-track.

The Swedish Rally had offered nothing if not variety—but Blomqvist and the Saab had been equal to all its challenges. At 25, the young Swede had again proved that he is very exceptional material indeed. He had to be to keep Waldegaard, Kullang and Kallstrom at bay, as all three fought to the bitter end.

RESULTS

1st	Stig Blomqvist/Arne Hertz	Saab V4 96	27,808sec	Starters: 91	Finishers: 56
2nd	Bjorn Waldegaard/Lars Helmer	Porsche 911S	28,064sec		
3rd	Harry Kallstrom/Gunnar Haggbom	Lancia Fulvia 1600	28,353sec		
4th	Anders Kullang/Donald Carlsson	Opel Ascona 1.9	28,413sec		
5th	Ove Eriksson/Bjorn Osterberg	Opel Ascona 1.9	28,882sec		
6th	Ingvar Carlsson/Lars-Goran Berg	B.M.W. 2002 Tii	29,025sec		

ROUND 3/EAST AFRICAN SAFARI 30th March-3rd April

It surely had to happen one day—and on Easter Monday, April 3rd 1972, it did! World Cup Rally winners Hannu Mikkola and Gunnar Palm cruised gleefully into Dar-Es-Salaam with a massive, 28-minute lead in the East African Safari.

Motor sport's longest-running jinx had been laid at last. An overseas crew had won the dusty marathon which the Tanzanians, Ugandans and Kenyans had jealously kept to themselves for 20 exciting years.

Time and again it had been proved that local knowledge was an insuperable advantage for any driver hoping to cope with mud, flood, dust, heat and impossibly high speeds. Gunnar Palm himself had been oh-so-close to winning with Soderstrom in 1967. Five years was a long time to wait to gain revenge.

The locals were as confident as ever when the 86 starters left from Dar-Es-Salaam. Hermann and Schuller were once again crammed into a Datsun 240Z and were looking for a hat-trick victory. Shekhar Mehta was in another of the powerful Japanese cars and all the old favourites like Bert Shankland, Joginder Singh, Nick Nowicki, Robin Hillyar and Vic Preston Jnr. were there to maintain a legend.

The cars splashed through the Pugu Hills, and were then blessed with dry weather for the rest of the event—contrary to expectations.

Ford's Timo Makinen revelled in the hard, fast going and led until he lost all four rear-wheel studs. Mikkola took over with teammate Vic Preston Jnr. and Hermann duelling for second place. But Mikkola bumped to a sudden halt, damaging his Escort's front wheels,

and Hermann and Schuller led the rally into Nairobi. The early waterholes and the furious pace had already grounded half the starters.

Up front, it had developed into a fierce battle between Hermann, Mikkola, Preston, Zasada in the Porsche and Mehta.

But now the Datsun reliability record was to take a pounding. Top drivers like Aaltonen, Andersson and Mehta all ran into clutch trouble. Hermann was slowed with three punctures and overseas hopes soared as Zasada and Mikkola headed the field.

The dust was tremendous and as Zasada and Mikkola reached the Kampala control together, it took a sprint by navigator Palm to make sure that the Escort pair would lead the rally away from the Ugandan capital.

That quick thinking and nimble running gave them an enormous bonus. They wouldn't have to eat anyone's dust. Mikkola was the leader on the road as well as in the Rally—and he drove with that taut combination of pace and preservation that had won him the London-Mexico marathon.

Zasada poured on the pressure—but his 120 m.p.h. efforts to regain the lead were too tough on his tyres and he slowed forlornly after sustaining three punctures!

Mikkola and Palm were to keep their lead. They had clutch problems and Palm was violently sick—but they made history with time to spare. The marathon Scandinavians had scotched the marathon myth.

It was fitting that it should be Ford who made the big breakthrough. Their support for the Safari had helped establish the event as one of the finest in the world. And they took the Team Prize as icing on a very cheery cake.

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RESULTS

1st	Hannu Mikkola/Gunnar Palm	Ford Escort RS 1600	553min	Starters: 86	Finishers: 18
2nd	Sobieslaw Zasada/Marien Bien	Porsche 911 2.2	581min		
3rd	Vic Preston Jnr./Bev Smith	Ford Escort RS1600	583min		
4th	Robin Hillyar/Mark Birley	Ford Escort RS1600	724min		
5th	Edgar Hermann/Hans Schuller	Datsun 240Z	767min		
6th	Rauno Aaltonen/Tony Fall	Datsun 240Z	779min		

DAVE GRAY

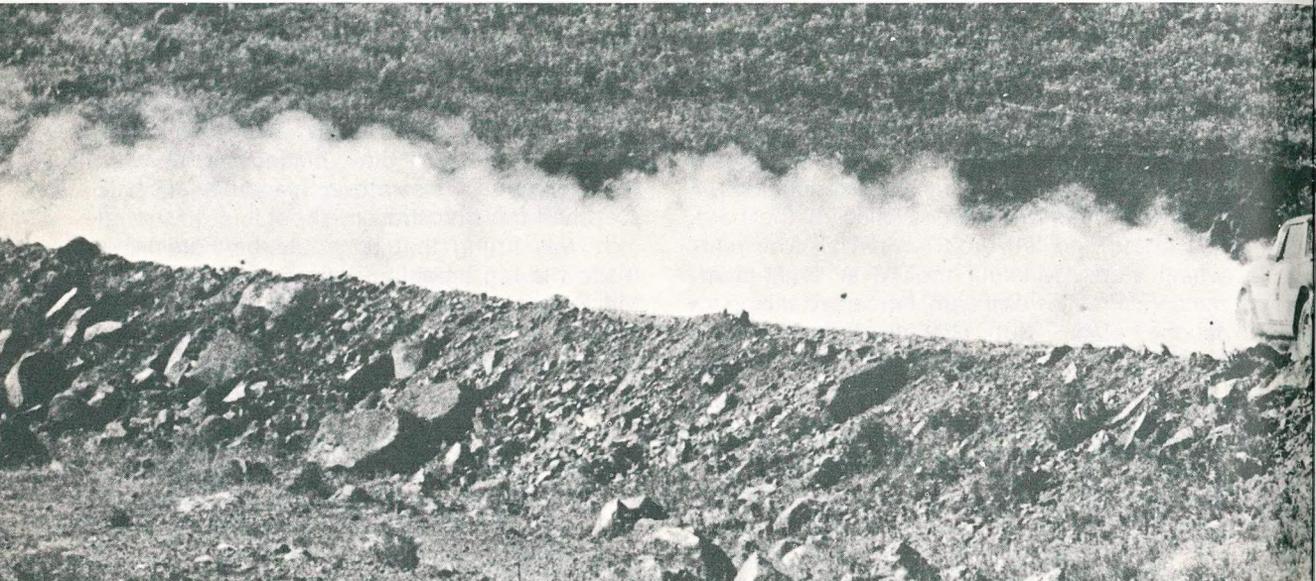


Above: *Not His Year* – After a successful 1971, neither Jean-Pierre Nicolas nor Alpine had much to celebrate in 1972.

Right: *Lovely Weather for Winning* – Roger Clark and Tony Mason storming on their way to the first 'home' victory in the RAC since 1959

Far right: *Desert Invaders* – Simo Lampinen and Solve Andreasson became the first non-French crew to win the demanding Moroccan Rally

Below: *Go-Faster Fiats* – Haken Lindberg and Helmut Eisendle squeezed home to victory in the Acropolis Rally



DAVE GRAY

DAVE GRAY



ROUND 4/MOROCCAN RALLY

27th-30th April

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Three manufacturers had claimed victories in the very varied trio of events held to date—and it was confidently expected that a fourth, namely Citroen, would add their name to the honours list in the deserts of Morocco.

After all, the elegant French cars had dominated the event for the past three years and they had recruited Swedish ace Bjorn Waldegaard and Rauno Aaltonen to supplement their all-star French crews.

This very French, 'colonial' affair had attracted powerful entries from Citroen's 'home' rivals with Renault and Peugeot out in force.

In last year's Yearbook, we predicted that the 1972 event would attract far more overseas entries, and we were right. Safari hero Mikkola arrived to drive for Peugeot. Lancia sent their ace driver, Simo Lampinen, in their one-and-only entry, and there was a general babble of Scandinavian to confuse the natives.

There were 52 starters—just sufficient to qualify the event for the Championship—but very, very few of them were to survive the brutally tough struggle.

BBC Television were present to tell the world just how tough it was—and many a British club driver must have shuddered as he saw cars combating rain, hail *snow* and flood as well as the heat, dust and desert of the holiday brochures.

At first the Rally ran true to some French hopes, the Alpines leading the high-speed dash from Casablanca to Rabat. Renault's chances

looked even brighter when 1971 winner Jean Dechaseaux ran off the road and retired in his Citroen SM.

At Fez, Jean-Pierre Nicolas led from Lampinen in the lone Lancia, with Andersson third. Jean-Luc Therier was fourth, so Alpine-Renault seemed comfortably placed to crush any Citroen hopes of a fourth victory.

Now the desert drama began—and Therier stormed into the lead after some spectacular driving. Waldegaard was in flying form too—but a wiring problem caused a small fire and Lampinen stopped to lend him his extinguisher after the Swede had rapidly used his own.

Andersson and Nicholas had Halda and wheel bearing problems, respectively, but Alpine hopes remained high as Therier and Andersson held the first and second places. Waldegaard was third and Lampinen, fourth as they headed out of Marrakech after the night halt.

Then it all happened at once. Waldegaard retired with differential problems. Therier had no fewer than three punctures and—even though spares were dropped from an aeroplane—he was out of the rally. Andersson was now Alpine's big hope. But his radiator sprung a leak and after all sorts of steamy stoppages he retired with a blown head gasket.

Lampinen was in the lead—and he held it right to the finish. He and Solve Andreasson had 'done a Safari'. They were the first non-French crew ever to win the Moroccan battle and their Lancia was one of only *six* survivors.

Even more important, Lancia now headed the Championship table.

RESULTS

1st	Simo Lampinen/Solve Andreasson	Lancia Fulvia 1600	19hr 42min 01sec	Starters: 52	Finishers: 6
2nd	R. Neyret/J. Terramorsi	Citroen DS21	20hr 14min 31sec		
3rd	R. Ponnelle/P. de Serpos	Citroen DS21	20hr 28min 39sec		
4th	Dupre de Bulois/'Le Tahitien'	Renault R16TS	24hr 49min 50sec		
5th	C. Bacchy/R. Puissegur	Peugeot 404	27hr 04min 20sec		
6th	Mme C. Trautmann/ Mlle M-O. Desvignes	Renault R16TS	28hr 19min 39sec		

ROUND 5/ACROPOLIS RALLY**25th-29th May**

Photo-finishes are hardly to be expected in long-distance, rough and dusty rallies like the 2,225-mile Acropolis—but the 1972 struggle will go down as one of the closest on record.

Only 29 seconds separated the winner from a furious pursuer—with his fury stoked by some out-and-out miscalculation by his team management. It was a melodramatic finish to say the least!

The ingredients for a closely-fought contest had been there from the start. Thanks to a massive injection of Sears Roebuck dollars, the entry included all the big names like Blomqvist, Eklund, Waldegaard, Mikkola and Aaltonen with the American tyres provided for Saabs, Alpines, Fords, Porsches and B.M.W.s. Jolly Jack Brady had even imported Safari expert Shekhar Mehta in a Datsun.

These 'extra' entries lined up against Lancias, Fiats, Citroens and Opels in a 98-strong field. But only 13 cars were to survive the rough going and the very tight road sections.

The first big casualty was Swedish winner, Stig Blomqvist. He broadsided off a special stage into the trees and lost nearly 20 minutes getting back again.

Datsun had a self-imposed disaster when an over-eager mechanic filled Mehta's fuel tank with water by mistake. But the genial Safari man seemed to take it in his stride—and was good-tempered enough to stop and loan a stricken Mikkola a fan belt as he ploughed on.

Bjorn Waldegaard seemed to be in trouble too, as blue smoke poured from his exhausts.

But he kept adding oil and built up a substantial lead despite everything. Not that anyone really knew how substantial the lead was—for there was little or no information provided for the competitors and it was this chaotic and unforgivable state of affairs that finally decided the rally!

Waldegaard's engine gave up the unequal struggle on the final leg. It was running without air cleaners and died a dusty death. Blomqvist's gearbox broke. Mikkola broke a half-shaft. Kallstrom had oil-pump failure. The rally developed into a mechanics' nightmare for competitor after competitor. Among the survivors, victory lay within the grasp of four drivers—Lampinen in the Lancia; Lindberg in the Fiat; Warmbold in the B.M.W. and Britain's Tony Fall in a B.M.W.

The Lancia team were convinced that their mighty Moroccan master had a very substantial lead—and the organisers scant information seemed to confirm their calculations. So Simo eased up and concentrated on preserving the car. But the information was inaccurate. Sweden's Haken Lindberg was, in fact, a very close rival indeed and he *wasn't* slowing up!

Lampinen arrived at the Tatoi circuit race to learn that everything could depend on his time for this final fling. He drove so hard that the engine blew up!

He had surrendered a seemingly-certain victory to misinformation—and Lindberg gained his first big triumph. It was also an epic triumph for Fiat—their first success in a Championship event and a victory made all the sweeter by the fact that it had been gained at their Turin rivals' expense.

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RESULTS

1st	Haken Lindberg/Helmut Eisendle	Fiat 124 Spyder	6hr 18min 08sec	Starters: 98	Finishers: 13
2nd	Simo Lampinen/Bo Reinicke	Lancia Fulvia 1600	6hr 18min 37sec		
3rd	Achim Warmbold/Joachim Dorfler	B.M.W. 2002TI	6hr 19min 55sec		
4th	Luciano Trombotto/Maurizio Enrico	Fiat 124 Spyder	6hr 25min 57sec		
5th	Tony Fall/Mike Wood	B.M.W. 2002TL	6hr 27min 03sec		
6th	Shekhar Mehta/Paul Easter	Datsun 240Z	7hr 03min 04sec		

ROUND 6/AUSTRIAN ALPINE RALLY

6th-9th September

Sadly, the once classic Coupe des Alpes was cancelled, for a multitude of reasons that included finance, administrative problems and French summer-time road restrictions amongst their number. But it was surely far better to cancel the rally altogether than reduce a once-great event to the humiliating circumstances of 1971?

For the combatants, it meant a long wait until September before they took up the Championship cudgels again in Austria. But it was an event well worth waiting for.

There were no fewer than four works teams—from B.M.W., Fiat, Lancia and Saab—and there was a powerful local entry of Volkswagens amongst the 58 starters.

Rough, tight but superbly organised—particularly from the Press viewpoint—the Rally kept the contestants at full pitch for an almost continuous 48 hours, and there were some dramatic changes in leadership.

Two big names were in trouble on the very first stage. Safari star Edgar Hermann, who had already suffered a practice crash, lost his way and was forced to retire his Volkswagen as the clock underlined his sorry story. Tony Fall lost time too when the rotor arm of his B.M.W. broke.

It didn't take long for Swedish ace Blomqvist to blot his copybook. He headed into a ditch, did the car no good at all and literally limped home on three wheels.

Meanwhile, back on the road, Achim Warmbold was dominating matters in his B.M.W. and

he clocked fastest time for the first four of the 17 stages. But his speedy efforts were nullified on the fifth stage, when he rolled his car dramatically onto its roof and retired.

Rauno Aaltonen took over the lead to keep B.M.W. hopes high—but not for long. Only one test later, his differential failed and Simo Lampinen gratefully took over the lead in his Lancia Fulvia.

Now the mountainous battle developed into a stern duel between Lampinen and Acropolis winner Hakan Lindberg in his Fiat. Lampinen had the edge, and the gap widened when Lindberg sustained a puncture on a special stage, which cost him some two minutes.

But Lindberg wasn't going to give up easily and he fought grimly on every stage. Not that he had any opportunity to relax, for another Lancia driver, Sergio Barbasio, was hounding him in third place.

The Italian struggle for points and publicity was suddenly punctuated by two technical dramas. With only two stages to go, Lampinen suddenly smelt burning. The oil-filter chamber mounting broke and the luckless Finn lost all his oil. As he struggled to find a service crew, Lindberg swept into the lead.

Lancia's hopes now rested on Barbasio—but not for long. His engine blew up and there was no-one left to seriously challenge Lindberg.

To Fiat's unconfined joy, the 33-year-old Swede brought the 124 Sport Spyder home for his second successive Championship victory—and Lancia's lead looked very lean indeed with three rallies remaining.

RESULTS

1st	Hakan Lindberg/Helmut Eisendle	Fiat 124 Spyder	15,425·0 pts	Starters: 58	Finishers: 8
2nd	Gunther Janger/Harald Gottlieb	VW 1302S	15,905·5 pts		
3rd	Per Eklund/Bo Reinicke	Saab V4	16,337·5 pts		
4th	Herbert Grunsteidl/Georg Hopf	VW 1302S	16,520·7 pts		
5th	E. Haberl/J. Fritz	Porsche 911S	16,914·7 pts		
6th	Gunnar Blomqvist/Joseph Kalnay	Opel Ascona 1·9	17,025·4 pts		

ROUND 7/SAN REMO RALLY**19th-22nd October**

It was fitting that a Championship that had been dominated by the Turin rivals, Lancia and Fiat—should be decided on Italian soil. And the seriousness of the rivalry was amply underlined by the strength of the entry.

Lancia entered no fewer than six works cars—with regulars Lampinen, Barbasio and Munari joined by San Remo's own Ballestrieri, French newcomer Ragnotti and the highly experienced Swede, Harry Kallstrom. Fiat challenged this mighty line up with the confident Lindberg, Trombotto, Paganelli and Bisulli.

Lancia were in their bright new Marlboro livery, and rallying was now to benefit from the same sort of wholehearted support that Marlboro had already demonstrated in Grand Prix and in the two-wheel world.

But both Italian equipes were forced to take a back seat to a French blue Alpine in the early stages as 1971 winner Ove Andersson set the pace. However, his lead was shortlived, as his gearbox failed him on the fourth stage—just as it had surrendered on the Monte.

His retirement gave no cause for celebration to the Italians, however. His team-mate Jean-Luc Therier took over and built up a healthy lead by virtue of having the fastest times over six of the special stages on the first leg.

In contrast, some of Italy's heroes were having a very rough time indeed. Lindberg not only had a broken rear axle but found he had to hold his gear lever in second. At least he was still

in the running though. Poor Simo Lampinen had been forced from the fray by yet another oil problem.

There were three Lancias lurking behind Therier: Munari, Ballestrieri and Barbasio—as the crews headed out of San Remo for the very fast second leg. Bisulli, Trombotto and Lindberg in that order, were ranged behind them.

Now Italian prayers were openly directed towards an Alpine 'mishap'. Something had to give if the home teams were to save their faces—and Therier added to their discomfort with some scorching times.

But the gearbox problems which had jinxed the French cars for most of the season were to rear their ugly cogs again. With seven stages to go, the hapless Therier had tamely to surrender his lead and the Lancias rushed by.

There was little time to cheer, however. For now it was the Lancia team's turn for traumas. Sandro Munari exited with a broken limited-slip differential. Harry Kallstrom's car developed braking problems. Everything depended on Ballestrieri and Barbasio as the determined Lindberg pressed on behind them.

But it was to be Lancia's lucky day. Amilcare Ballestrieri led the Marlboro cars home to a one-two triumph and the former motor bike star had guaranteed that the Championship would go to Lancia.

Sergio Barbasio's second place gave him the Italian Rally Championship—so there was much to celebrate. And everyone seemed to forget the fright that the French cars had given them!

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RESULTS

1st	Amilcare Ballestrieri/ Arnaldo Bernacchini	Lancia Fulvia HF 1.6	2709	Starters: 69	Finishers: 13
2nd	Sergio Barbasio/Piero Sodano	Lancia Fulvia HF 1.6	2931		
3rd	Hakan Lindberg/Lars-Erik Carlstrom	Fiat 124 Spyder	3505		
4th	Giulio Bisulli/Arturo Zannucoli	Fiat 124 Spyder	3613		
5th	Luciano Trombotti/ Giuseppe Zanchetti	Fiat 124 Spyder	3625		
6th	Gianni Bosetti/'Tiziano'	Lancia Fulvia HF 1.6	5427		

**ROUND 8
PRESS-ON-REGARDLESS RALLY
(MICHIGAN, USA)
2nd-5th November**

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For the first time, the Championship crossed the Atlantic and the USA played host to the title chase in typically thorough fashion.

American rallies have been undistinguished in the past. Their seeming obsession with mathematics has caused great consternation and crews have had to be mobile computers to fathom out the time, mileage, average speed, etc., upon which victory depended.

But the hosts—the Detroit branch of the Sports Car Club of America—seized the Championship as an opportunity to introduce 'real', European-style rallying to the 'States'. The competitors were faced with three hard nights of tacky driving through forest trails that were sticky and sandy as well as being extremely tortuous.

In order to encourage local interest, the F.I.A. had relaxed homologation rules for American makes—and British scrutineers would have been shattered by some of the entries. American Motors entered two huge Jeep Wagoneers—two-ton monsters with four-wheel-drive and 5.9-litre engines! There were Dodge Colts, Ford Pintos, a Chevrolet Camaro, a Plymouth Barracuda and Mustangs to carry the 'home' colours against a mass of 'imports'.

Not surprisingly, Japanese cars were there in quantity with three 240Z Datsuns entered by the Pacesetter team and even a Mazda Rotary.

Lancia had sent Harry Kallstrom and John Davenport and they were anxious to underline the Lancia's Championship prowess.

But this was to be the first Rally since the Swedish with a 'home' winner. And one of the strangest vehicles ever entered in a Championship event was to take top honours.

John Buffum—who gained European rallying experience when he served with the U.S. Air Force in Europe—took an early lead in an Escort he had 'cobbled' from two maltreated racers! With Kallstrom pressing, he showed great skill in the forest and the Boreham boys would have been proud of his stage times.

But now Detroit policeman Gene Henderson had got the message and was charging through the field in his giant jeep—leaving a trail of decimated saplings in his wake!

While Buffum raced ahead, Kallstrom really had to work to keep the monster at bay. But the leaders hit trouble. Buffum rolled off the road and damaged his steering. It was the start of a series of problems and he finished driving the car with a monkey-wrench instead of a steering wheel.

Kallstrom and Davenport took the lead and it looked as if their experience would carry them home, until their brakes started to vanish. The situation was critical when they only just spotted a right-hander. They fought their way round it, clipped a banking, and rolled. The invaders were out!

Now Gene Henderson was completely in command in his outrageous vehicle. His skill was unquestioned and there were few drivers who envied him his task of manhandling the beast—though they would have welcomed his four-wheel-drive traction.

The likeable policeman won the event for the third time—and American Motors had thoroughly earned their points in the title table.

RESULTS

1st	Gene Henderson/Ken Pogue	Jeep Wagoneer 5.9	122.61min	Starters: 77	Finishers: 22
2nd	Tom Jones/Ralph Beckman	Datsun 240Z	130.19min		
3rd	Erhard Dahm/Jim Callon	Jeep Wagoneer 5.9	134.18min		
4th	Dick Zwitzer/Gaile McGuire	Volvo 164	151.02min		
5th	Jim Doidge/Harry Ward	Dodge Colt 1600	155.39min		
6th	Walter Boyce/Doug Woods	Toyota Tezik	156.11min		

ROUND 9/RAC RALLY

2nd-6th December

No Championship could have wished for a finer finale than the gruelling RAC Rally round Britain's forests, parks and stately homes.

The big British event seems to improve every year, and its popularity with drivers of every nationality was proved by an entry list that read like a 'Who's Who' of Rallying Greats.

All the top teams were on parade: Champions Lancia with Lampinen, Kallstrom and new boy Carello; last year's winners, Saab, with their hero Blomqvist and a supporting cast of Orrenius and Eklund; Datsun with Aaltonen, Fall, Fidler and Shekar Mehta; Fiat with Lindberg, Paganelli and Pinto, and a very powerful entry from GM's Swedish dealers with Kullang, Eriksson, Gunnar Blomqvist, Nasenius and Sylvia Osterberg in Opel Asconas.

So much for the invaders. But what of Britain? With the Common Market just a few weeks away could the British afford to let all the publicity flood to the importers—as it had done every year since 1966?

Ford of Britain were determined that it shouldn't. Desperate for a big 'home' win, they produced a new fuel-injection version of their alloy 1977 cc engine—enough to produce 245 b.h.p. and power an Escort RS1600 to a top speed of 120 m.p.h.

Then they adopted a 'belt and braces' attitude and gave Safari winner Mikkola and Marathon victor Andrew Cowan all-steel engines, while Timo Makinen and Roger Clark were given the less proven 'exotics'.

Now everything depended on the weather. The Scandinavian invaders—in fact, every car with an engine over the driven wheels—were hoping for snow and ice. Bill Barnett announced that he would be happy with rain and mud, but that deep snow wouldn't give the conventional Escorts a chance.

For once, the cheery Ford Rally Manager was going to get his wish. Despite the late December start, this proved to be an 'English'

rally—with rain, gales, mud, flood and fog. All the pleasantries of Christmas shopping weather!

But there were no smiles on Ford faces, despite the lack of snow, when the Rally halted for breakfast at the Severn Bridge on a bleak Sunday morning. After galloping into a monopoly of the leader board, Ford's stars had suddenly plummeted from the scene. Andrew Cowan had electrical problems in the middle of a special stage and retired. Timo Makinen first left the road and then retired with rear wheel stud problems. And Mikkola—hero of the World Cup Rally and the Safari—was towed in with a blown head gasket.

Only one car remained from the Boreham quartet that had set out with such high hopes. But the survivor was in the lead. "My car's going well—and I don't feel so bad either," was Roger Clark's laconic comment.

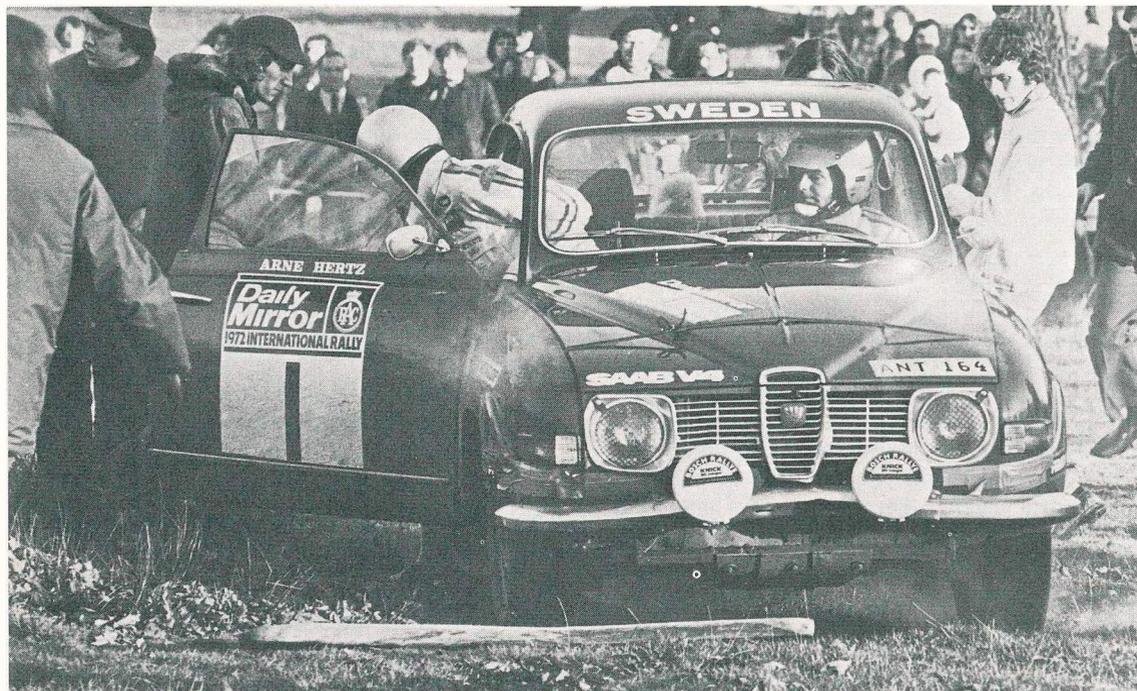
But everyone knew the strain he was under. He was instantly subjected to the fiercest glare of public attention. Could a British driver win for the first time since 1959? With so many Swedes and Finns on his tail—and so much of the Rally stretching ahead—it didn't seem a fair question.

But Roger's temperament was ideally suited to the challenge. And he had spent a whole year rallying in Britain to gain the British Rally Championship. Now he used all his skill, nerve and experience to pile on the pressure—from the front. He was fastest on no fewer than 26 stages.

And he had none of the problems that beset his closest pursuer, 1971 winner Blomqvist. The Saab driver first hit a sheep and then, in a spectacular miscalculation, literally parked his car on a park bench on the Sutton Park stage.

By the time the cars clocked in at York at the half-way stage, Clark's lead in the Esso Uniflo Escort was 1 min. 33 sec. But there was a Viking horde on his tail.

"I'm going to go like hell and let 'em try and



Fancy Putting Park Benches in a Park – Stig Blomqvist and Arne Hertz discover the problems of negotiating unnatural obstacles, on the Sunday afternoon stage of the RAC Rally in Sutton Park

catch me," was Roger's brusque reply to a query on 'tactics'. And the opposition must have despaired when he was fastest man over eight of the first ten stages on the second loop.

Even more important, his car was performing magnificently. His own doubts about the new engine were totally misfounded.

He only had one technical mishap—a wheel bearing broke just 40 miles from the flag. But Andrew Cowan came to the rescue, and a last-gasp drama didn't spoil the big British day.

Roger Clark won by exactly 3 min. 25 sec. from Blomqvist and became the first British driver to win the home marathon since 1959. And his car had been built by the same mechanic—Norman Masters—who had built the victorious Zephyr for Gerry Burgess 13 years earlier. "It's been a long wait—but its been worth it," was Norman's comment.

It had been a long season too. But a good one—for Lancia, Lindberg, Clark and the sport.

RESULTS

1st	Roger Clark/Tony Mason	Ford Escort RS 1600	410min 07sec	Starters: 190 Finishers: 80
2nd	Stig Blomqvist/Arne Hertz	Saab V4	413min 32sec	
3rd	Anders Kullang/Donald Karlsson	Opel Ascona	419min 57sec	
4th	Harry Kallstrom/Gunnar Haggbom	Lancia Fulvia 1.6	421min 38sec	
5th	Simo Lampinen/Solve Andreasson	Lancia Fulvia 1.6	422min 30sec	
6th	Ove Eriksson/Lennart Berggren	Opel Ascona	424min 50sec	

INTERNATIONAL RALLY CHAMPIONSHIP FOR MAKES 1972

	Monte Carlo	Swedish	Safari	Moroccan	Acropolis	Austrian	San Remo	Press on Regardless	RAC	POINTS TOTAL
Lancia	20	12	—	20	15	—	20	—	10	97
Fiat	3	—	—	—	20	20	12	—	—	55
Porsche	15	15	15	—	—	8	—	—	—	53
Ford	8	—	20	—	—	—	—	—	20	48
Saab	—	20	—	—	—	12	—	—	15	47
Datsun	12	—	8	—	6	—	—	15	—	41
Opel	2	10	—	—	2	6	1	—	12	33
B.M.W.	—	6	—	—	12	4	—	—	—	22
Jeep	—	—	—	—	—	—	—	20	—	20
Citroen	—	—	—	15	—	—	—	—	—	15
Volkswagen	—	—	—	—	—	15	—	—	—	15
Peugeot	—	—	4	8	—	—	—	—	—	12
Volvo	—	—	—	—	—	—	—	10	1	11
Renault	—	—	—	10	—	—	—	—	—	10
Toyota	—	—	—	—	—	—	—	6	2	8
Dodge	—	—	—	—	—	—	—	8	—	8
Alpine	4	—	—	—	3	—	—	—	—	7
Alfa-Romeo	—	—	—	—	—	3	—	—	—	3

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EUROPEAN RALLY CHAMPIONSHIP FOR DRIVERS 1972

1st	Raffaele Pinto (Fiat 124 Spyder) (co-driver: Gino Macaluso)	115 points	3rd	Jean-Pierre Nicolas (Alpine-Renault)	61 points
2nd	Sobieslaw Zasada (Porsche 911S)	90	4th	Jean-Claude Andruet (Alpine-Renault) Bernard Darniche (Alpine-Renault)	60 60

CONSTRUCTORS' CHAMPIONSHIPS

1968	Ford (GB)	1970	Porsche
1969	Ford (Europe)	1971	Alpine Renault
		1972	Lancia

EUROPEAN RALLY CHAMPIONS

1960	W. Schock—Mercedes	1967	S. Zasada (Group 1)—Porsche
1961	H. J. Walter—Porsche		B. Soderstrom (Group 2)—Ford
1962	E. Bohringer—Mercedes		V. Elfjord (Group 3)—Porsche
1963	G. Andersson—Volvo	1968	P. Toivonen—Porsche
1964	T. Trana—Volvo	1969	H. Kallstrom—Lancia
1965	R. Aaltonen—Mini-Cooper	1970	J. C. Andruet—Alpine-Renault
1966	L. Nasenius (Group 1)—Opel	1971	S. Zasada—B.M.W. 2002T1
	S. Zasada (Group 2)—Porsche	1972	R. Pinto—Fiat
	G. Klass (Group 3)—Porsche		

Heading For Victory – Sandro Munari, en route to an historical all-Italian triumph in the 1972 Monte Carlo Rally



INTERNATIONAL RALLY RESULTS 1960-1972

MONTE CARLO RALLY

1960	1 W. Schock/R. Moll—Mercedes 220SE
	2 E. Bohringer/H. Socher—Mercedes 220SE
	3 R. Ott/E. Mahte—Mercedes 220SE
1961	1 M. Martin/R. Bateau—Panhard
	2 W. Loffler/H. Walter—Panhard
	3 G. Jouanneaux/A. Coquillet—Panhard
1962	1 E. Carlsson/G. Haggbom—Saab 96
	2 E. Bohringer/P. Lang—Mercedes 220SE
	3 P. Hopkirk/J. Scott—Sunbeam Rapier
1963	1 E. Carlsson/G. Palm—Saab 96
	2 P. Tiovonen/A. Jarvi—Citroen DS19
	3 R. Aaltonen/A. Ambrose—Mini-Cooper
1964	1 P. Hopkirk/H. Liddon—Mini-Cooper S
	2 B. Ljungfeldt/F. Sager—Ford Falcon
	3 E. Carlsson/G. Palm—Saab Sport
1965	1 T. Makinen/P. Easter—Mini-Cooper S
	2 E. Bohringer/R. Wutherich—Porsche 904GTS
	3 P. Moss/E. Nystrom—Saab
1966	1 P. Toivonen/E. Mikander—Citroen DS21
	2 R. Trautemann/J. Hanrioud—Lancia Flavia
	3 O. Andersson/R. Dahlgren—Lancia Flavia
1967	1 R. Aaltonen/H. Liddon—Mini-Cooper S
	2 O. Andersson/J. Davenport—Lancia Fulvia
	3 V. Elford/D. Stone—Porsche 911S
1968	1 V. Elford/D. Stone—Porsche 911T
	2 P. Toivonen/M. Tiukkanen—Porsche 911T
	3 R. Aaltonen/H. Liddon—Mini-Cooper S
1969	1 B. Waldegaard/L. Helmer—Porsche 911
	2 G. Larrousse/J. Perramond—Porsche 911
	3 J. Vinatier/J. Jacob—Alpine-Renault
1970	1 B. Waldegaard/L. Helmer—Porsche 911S
	2 G. Larrousse/M. Gelin—Porsche 911S
	3 J. Nicolas/C. Roure—Alpine-Renault
1971	1 O. Andersson/D. Stone—Alpine-Renault
	2 J. Therier/M. Callewaert—Alpine-Renault
	3 J. Andruet/G. Vial—Alpine-Renault
	B. Waldegaard/H. Thorszelius—Porsche 914/6
1972	1 S. Munari/M. Mannucci—Lancia Fulvia
	2 G. Larrousse/J. Perramond—Porsche 911S
	3 R. Aaltonen/J. Todt—Datsun 240Z

SWEDISH RALLY

1960	1 C. Skogh/R. Skogh—Saab 96
	2 H. Bengtsson/E. Petterson—Porsche S90
	3 G. Andersson/C. Lohmander—Volvo 544
1961	1 C. Skogh/R. Skogh—Saab 96
	2 B. Soderstrom/B. Olsson—Volkswagen
	3 Wernersson/Jonsson—Saab 96

1962	1 B. Soderstrom/B. Olsson—Mini-Cooper
	2 H. Bengtsson/R. Dahlgren—Porsche
	3 E. Carlsson/G. Haggbom—Saab 96
1963	1 B. Jansson/E. Petterson—Porsche S90
	2 E. Carlsson/G. Palm—Saab Sport
	3 B. Ljungfeldt/B. Rehnfeldt—Ford Cortina GT
1964	1 T. Trana/G. Thermenius—Volvo 544
	2 H. Kallstrom/R. Hakansson—Mini-Cooper S
	3 B. Soderstrom/B. Olsson—Ford Cortina GT
1965	1 T. Trana/G. Thermenius—Volvo 544
	2 A. Andersson/S. Svedberg—Saab Sport
	3 B. Waldegaard/L. Nystrom—Volkswagen 1500S
1966	1 A. Andersson/S. Svedberg—Saab Sport
	2 S. Lampinen/B. Olsson—Saab Sport
	3 T. Trana/S. Andersson—Volvo 122S
1967	1 B. Soderstrom/G. Palm—Lotus Cortina
	2 S. Lampinen/T. Palm—Saab V4
	3 R. Aaltonen/H. Liddon—Mini-Cooper S
1968	1 B. Waldegaard/L. Helmer—Porsche 911T
	2 T. Trana/S. Andersson—Saab V4
	3 H. Lindberg/B. Reinicke—Saab V4
1969	1 B. Waldegaard/L. Helmer—Porsche 911
	2 S. Lampinen/A. Hertz—Saab V4
	3 O. Eriksson/H. Johansson—Opel Rallye Kadett
1970	1 B. Waldegaard/L. Helmer—Porsche 911S
	2 S. Blomqvist/B. Reinicke—Saab V4
	3 L. Nasenius/B. Cederberg—Opel Rallye Kadett
1971	1 S. Blomqvist/A. Hertz—Saab V4
	2 L. Nystrom/G. Nystrom—B.M.W. 2002TI
	3 H. Kallstrom/G. Haggbom—Lancia Fulvia
1972	1 S. Blomqvist/A. Hertz—Saab V4
	2 B. Waldegaard/L. Helmer—Porsche 911S
	3 H. Kallstrom/G. Haggbom—Lancia Fulvia 1600

SAN REMO—SESTRIERES RALLY

1964	1 E. Carlsson/G. Palm—Saab 96
	2 P. Moss/V. Domleo—Saab 96
	3 P. Frescobaldi/D. Innocenti—Lancia Flavia
1965	1 L. Cella/Gamenara—Lancia Fulvia
	2 L. Tarramazzo/Ramoino—Lancia Fulvia
	3 B. Jansson/Liljedahl—Renault Gordini R8
1966	1 L. Cella/L. Lombardini—Lancia Fulvia
	2 G. Klass/R. Buchet—Porsche 911
	3 O. Andersson/R. Dahlgren—Lancia Fulvia
1967	1 J. Piot/C. Roure—Renault Gordini R8
	2 P. Hopkirk/R. Crellin—Mini-Cooper S
	3 O. Andersson/J. Davenport—Lancia Fulvia

1968	1 P. Toivonen/M. Tiukkanen—Porsche 911T
	2 P. Moss/E. Nystrom—Lancia Fulvia
	3 O. Andersson/J. Davenport—Ford Escort TC
1969	1 H. Kallstrom/G. Haggbom—Lancia Fulvia
	2 R. Aaltonen/H. Liddon—Lancia Fulvia
	3 S. Barbasio/M. Mannucci—Lancia Fulvia
1970	1 J. Therier/M. Callewaert—Alpine-Renault
	2 H. Kallstrom/G. Haggbom—Lancia Fulvia
	3 J. Vinatier/J. Jacob—Alpine-Renault
1971	1 O. Andersson/A. Nash—Alpine-Renault
	2 A. Ballestriere/A. Bernacchini—Lancia Fulvia
	3 S. Barbasio/P. Sodano—Lancia Fulvia
1972	1 A. Ballestriere/A. Bernacchini—Lancia Fulvia HF 1-6
	2 S. Barbasio/P. Sodano—Lancia Fulvia HF 1-6
	3 H. Lindberg/E. Carlstrom—Fiat Spyder 124

EAST AFRICAN SAFARI

1960	1 W. Fritschy/J. Ellis—Mercedes 219
	2 M. Temple-Boreham/Mrs Temple-Boreham—Citroen ID19
	3 V. Preston/J. Harrison—Ford Zephyr
1961	1 C. Manussis/W. Coleridge—Mercedes 220SE
	2 W. Fritschy/K. Mandeville—Mercedes 220SE
	3 A. Hall/L. Cardwell—Ford Zephyr
1962	1 T. Fjastad/W. Schmider—Volkswagen
	2 N. Nowicki/P. Cliff—Peugeot 404
	3 P. Moss/A. Wisdom—Saab
1963	1 N. Nowicki/P. Cliff—Peugeot 404
	2 P. Hughes/W. Young—Ford Anglia
	3 J. Cardwell/W. Lead—Mercedes 220SE
1964	1 P. Hughes/W. Young—Ford Cortina GT
	2 E. Carlsson/G. Palm—Saab 96
	3 M. Armstrong/C. Bates—Ford Cortina GT
1965	1 J. Singh/J. Singh—Volvo
	2 I. Jaffray/S. Bathurst—Peugeot 404
	3 V. Preston/E. Syder—Ford Cortina
1966	1 R. Shankland/C. Rothwell—Peugeot 404
	2 V. Preston/R. Gerrish—Ford Cortina
	3 J. Singh/B. Chardway—Volvo
1967	1 R. Shankland/C. Rothwell—Peugeot 404
	2 V. Preston/R. Gerrish—Ford Lotus Cortina
	3 P. Hughes/R. Syder—Ford Cortina GT
1968	1 N. Nowicki/P. Cliff—Peugeot 404
	2 P. Huth/I. Grant—Ford Lotus Cortina
	3 K. Mandeville/S. Allison—Triumph 2000
1969	1 R. Hillyar/J. Aird—Ford Taunus
	2 J. Singh/B. Bhardwaj—Volvo 142
	3 J. Din/M. Minas—Datsun P510
1970	1 E. Herrmann/H. Schuller—Datsun 1600SSS
	2 J. Singh/K. Ranyard—Datsun 1600SSS
	3 B. Shankland/C. Rothwell—Peugeot 504
1971	1 E. Herrmann/H. Schuller—Datsun 240Z
	2 S. Mehta/M. Doughty—Datsun 240Z
	3 B. Shankland/C. Bates—Peugeot 504

1972	1 H. Mikkola/G. Palm—Ford Escort RS 1600
	2 S. Zasada/M. Bien—Porsche 911S
	3 V. Preston Jnr./B. Smith—Ford Escort RS 1600

MOROCCO RALLY

1971	1 J. Deschazeaux/J. Plassard—Citroen SM
	2 G. Chasseuil/C. Baron—Peugeot 504
	3 B. Consten/S. Motte—Citroen DS21
1972	1 S. Lampinen/S. Andreasson—Lancia Fulvia 1600
	2 R. Neyret/J. Terramorsi—Citroen DS21
	3 R. Ponnelle/P. de Serpos—Citroen DS21

ACROPOLIS RALLY

1960	1 W. Schock/R. Moll—Mercedes 220SE
	2 E. Carlsson/W. Karlsson—Saab 96
	3 W. Levy/Linzenberger—Auto Union
1961	1 E. Carlsson/W. Karlsson—Saab 96
	2 G. Andersson/C. Lohmander—Volvo 544
	3 P. Riley/A. Ambrose—Austin-Healey 3000
1962	1 E. Bohringer/P. Lang—Mercedes 220SE
	2 E. Carlsson/K. Svensson—Saab 96
	3 R. Trautmann/L. Herve—Citroen DS19
1963	1 E. Bohringer/R. Kroll—Mercedes 300SE
	2 G. Andersson/W. Karlsson—Volvo 122
	3 C. Skogh/L. Berggren—Volvo 122
1964	1 T. Trana/G. Thermenius—Volvo 544
	2 J. Ogier/B. Groll—Citroen DS19
	3 P. Moss/V. Domleo—Saab 96
1965	1 C. Skogh/L. Berggren—Volvo 122S
	2 E. Carlsson/T. Ahman—Saab 96 Sport
	3 R. Trautmann/C. Bouchet—Lancia Flavia
1966	1 B. Soderstrom/G. Palm—Ford Lotus Cortina
	2 R. Clark/B. Melia—Ford Lotus Cortina
	3 P. Hopkirk/R. Crellin—Mini-Cooper S
1967	1 P. Hopkirk/R. Crellin—Mini-Cooper S
	2 O. Andersson/J. Davenport—Lancia Fulvia
	3 B. Soderstrom/G. Palm—Ford Lotus Cortina
1968	1 R. Clark/J. Porter—Ford Escort TC
	2 S. Zasada/J. Dobranski—Porsche 911T
	3 P. Toivonen/M. Kolari—Porsche 911T
1969	1 P. Toivonen/M. Kolari—Porsche 911S
	2 R. Clark/J. Porter—Ford Escort TC
	3 C. Laurent/J. Marche—Daf 55
1970	1 J. Therier/M. Callewaert—Alpine-Renault
	2 J. Vinatier/D. Stone—Alpine-Renault
	3 O. Andersson/J. Porter—Ford Escort TC
1971	1 O. Andersson/A. Hertz—Alpine-Renault 1600
	2 J. Nicolas/G. Vial—Alpine-Renault 1600
	3 S. Lampinen/J. Davenport—Lancia Fulvia
1972	1 H. Lindberg/H. Eisendle—Fiat Spyder 124
	2 S. Lampinen/B. Reinicke—Lancia Fulvia 1600
	3 A. Wambold/J. Dorfier—BMW 2002M

SCOTTISH RALLY

1965	1 R. Clark/J. Porter—Ford Cortina GT 2 I. Lewis/R. Turvey—Hillman Imp 3 L. Morrison/J. Syer—Rover 2000
1966	1 A. Fall/M. Wood—Mini-Cooper S 2 J. Larsson/L. Lundblad—Saab Sport 3 R. Smith/V. Domleo—Hillman Imp
1967	1 R. Clark/J. Porter—Ford Lotus Cortina 2 L. Ytterbring/L. Persson—Mini-Cooper S 3 C. Orrenius/G. Schroderheim—Saab V4
1968	1 R. Clark/J. Porter—Ford Escort TC 2 L. Ytterbring/L. Persson—Mini-Cooper S 3 C. Malkin/J. Brown—Sunbeam Imp
1969	1 S. Lampinen/A. Hertz—Saab V4 2 A. Cowan/B. Coyle—Hillman Imp 3 M. Hibbert/I. Withers—Ford Escort TC
1970	1 B. Culcheth/J. Syer—Triumph 2.5PI 2 P. Hopkirk/.A Nash—Mini Clubman 1275 3 R. McBurney/N. Smith—BMW 2002TI
1971	1 C. Sclater/J. Davenport—Ford Escort RS 1600 2 M. Hibbert/H. Scott—Ford Escort TC 3 R. Fidler/B. Hughes—Ford Escort RS 1600
1972	1 H. Mikkola/H. Cardno—Ford Escort RS 1800 2 R. Clark/J. Porter—Ford Escort RS 1800 3 C. Sclater/J. Davenport—Ford Escort RS 1800

RAC RALLY

1960	1 E. Carlsson/S. Turner—Saab 96 2 J. Sprinzel/R. Bensted-Smith—Austin-Healey Sprite 3 D. Morley/E. Morley—Austin-Healey 3000
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1961	1 E. Carlsson/J. Brown—Saab 96 2 P. Moss/A. Wisdom—Austin-Healey 3000 3 P. Harper/I. Hall—Sunbeam Rapier
1962	1 E. Carlsson/D. Stone—Saab 96 2 P. Hopkirk/J. Scott—Austin-Healey 3000 3 P. Moss/P. Mayman—Austin-Healey 3000
1963	1 T. Trana/S. Lindstrom—Volvo 544 2 H. Kallstrom/G. Haggbom—Volkswagen 1500S 3 E. Carlsson/G. Palm—Saab Sport
1964	1 T. Trana/G. Thermenius—Volvo 544 2 T. Makinen/D. Barrow—Austin-Healey 3000 3 V. Elford/D. Stone—Ford Cortina GT
1965	1 R. Aaltonen/A. Ambrose—Mini-Cooper S 2 T. Makinen/P. Easter—Austin-Healey 3000 3 J. Larsson/L. Lundblad—Saab Sport 96
1966	1 B. Soderstrom/G. Palm—Ford Lotus Cortina 2 H. Kallstrom/R. Hakansson—Mini-Cooper S 3 T. Trana/S. Andersson—Volvo
1967	Not held
1968	1 S. Lampinen/J. Davenport—Saab V4 2 C. Orrenius/G. Schroderheim—Saab V4 3 J. Bullough/D. Barrow—Ford Escort TC
1969	1 H. Kallstrom/G. Haggbom—Lancia Fulvia 2 C. Orrenius/D. Stone—Saab V4 3 A. Fall/H. Liddon—Lancia Fulvia
1970	1 H. Kallstrom/G. Haggbom—Lancia Fulvia 2 O. Eriksson/H. Johansson—Opel Rallye Kadett 3 L. Nasenius/B. Cederberg—Opel Rallye Kadett
1971	1 S. Blomqvist/A. Hertz—Saab 96 V4 2 B. Waldegaard/L. Nystrom—Porsche 911S 3 C. Orrenius/O. Person—Saab 96 V4
1972	1 R. Clark/A. Mason—Ford Escort RS 1600 2 S. Blomqvist/A. Hertz—Saab V4 3 A. Kullang/D. Karlsson—Opel Ascona

Extracting the Maximum – Harold Morley won no fewer than seven rounds of the Castrol/Motoring News Rally Championship to take the title



NATIONAL RALLIES 1972

Roger Willis

To say the 1972 National Rally Championship was dominated by Roger Clark and his Team Esso Uniflo Ford Escort RS is something of an understatement. With outright wins in eight events, one second place and two retirements in his Boreham built and maintained car he was never really pressed to his limit. Chris Sclater and Mike Hibbert were Roger's main challengers.

However, this doesn't mean that the year's national rallies were without interest. Although General Motors have a 'no competition' policy, their Vauxhall Dealers felt it advantageous to have a sporty image, so Dealer Team Vauxhall was formed. The rally side, run by Chris Coburn from his Banbury premises, prepared a Group Five and a Group One Firenza, both of which contested most of the U.K. national events with a fair degree of success. Another interesting appearance was made by Andy Dawson who drove a Clan Crusader towards the end of the season. This glass-fibre, two-seater sports car used a 998 cc Imp engine and proved both strong and reliable. Much interest has been shown in these cars by other rally drivers and more will doubtless be seen in action this year. Roy Fidler enjoyed mixed fortunes with his ex-works 240Z Datsun owned by Withers of Winsford but again, these cars are gaining in popularity.

The Castrol/*Motoring News* Championship was, if anything, even more popular with both competitors and spectators. The latter started to appear in their hundreds not only at starts and petrol halts where they were often entertained by commentaries—courtesy of Castrol—but also at interesting points en route. Despite the ever increasing difficulties of

organising this type of event, the standard of rallies run was high and public nuisance kept to a minimum. Escorts again dominated the results but the battles between Harold Morley, Bob Jeffs and Frank Pierson were often the highlights.

By far the most interesting feature of the 1972 British rally scene, however, was the newly created Ford Escort Rally Championship, devised by Stuart Turner, now head of the Ford Advanced Vehicle Operation, in an attempt to sell more of their Mexico and Sport models. The qualifying events for this Championship were all existing restricted rallies, generally of below *Motoring News* status—although there were a few clashes—and the first Mexico or Sport driver in general classification received ten points, the second nine points and so on down to one point for the tenth man.

As the Mexicos and Sports had to remain Group One, i.e. virtually standard, to qualify, scrutineering was all important. This difficult aspect was carried out before every round by members of Ford's Competitions Department Staff from Boreham and, at the end of each event, successful cars were re-scrutineered in greater detail. Somewhat surprisingly, no major 'fiddles' were found, and where rolling roads were used to check engine performance the figures were often within 4 b.h.p. of a 'genuine' Group One car.

Besides trying to sell more motor cars Stuart Turner also hoped to discover a bright new rally star of the future. Unfortunately, the results haven't helped him very much as both George Hill and Will Sparrow (winners and runners-up of the 1971 Castrol/*Motoring News* Championship) continued their previous

year's battles into this Championship. Sparrow, in fact, emerged as outright winner in 1972.

Although this series doesn't yet receive the acclaim of its Castrol/*Motoring News* and RAC National counterparts, the overall rewards are more attractive. The winners of the Mexico Section have received the loan of a works car for the 1973 RAC Rally, the second placed crew a works car for the '73 Scottish and the third placed pair a works car for the Welsh. And the winner of the Sport Section has earned the loan of a Group One Mexico for the whole of 1973.

Although the Ford Escort Championship was the only organised attempt to rally Group One cars, much interest was shown in the area of near standard cars and this category can only gain momentum this year.

1972 Castrol/*Motoring News* Rally Championship

Again proving the most popular Rally Championship for clubmen, the 1972 Castrol/*Motoring News* Series was completely dominated by Ford Escorts. The main battle for honours lay between 27-year-old Harold Morley, a Manchester dentist, who was navigated by garage proprietor Peter Bryant, from Oldham. They used an RS 1600 version of the Escort but an aluminium two-litre unit was acquired towards the end of the season. As in most forms of motor sport today, sponsorship is both obvious and necessary in the rally world and Morley's car was prepared and entered by Lloyds of Stafford, the Ford Rally Sport Dealers, with additional help from Duckhams, which resulted in the car appearing in a striking yellow and blue livery.

Never very far behind once the series got under way, were Bob Jeffs, a 29-year-old electronics engineer from Frodsham, Cheshire,

and his navigator Neil Wilson, a 28-year-old estate agent from Corwen. Bob used a conventional RS 1600 engine but increased this to 1700 cc towards the end of the year. Many fine performances were put in by the very experienced *Motoring News* Championship crew, Frank Pierson and Colin Francis, who started the season with a well used twin-cam unit in their Escort but then changed this to a two-litre. The most frustrating year was experienced by Paul Faulkner and Martin Holmes who shared Paul's *Cars and Car Conversion*/Team Castrol-sponsored RS 1600. Their main problems were mechanical but when the car was running well they won easily.

Another interesting feature of the 1972 Championship was that in some cases the rounds were also rounds of the new Ford Escort Rally Championship. This series was introduced by Fords with the prime object of selling their Mexico and Sport models to the club enthusiasts. A 10-9-8-7-6-5-4-3-2-1 point scoring system was used but the points depended on positions according to the model of car not the overall results (e.g. if the first Mexico driver home finished sixth overall then he received five points in the Escort Championship).

ROUND 1/THE RED DRAGON 29th-30th January

Port Talbot Motor Club chose Saundersfoot for the start and finish of their contribution to the series. After a hectic night's work, in which crews were asked to visit 50 time controls and tackle two selectives, Harold Morley and Peter Bryant scored a comfortable win from Tredegar Ford Dealer, Malcolm Gibbs, navigated by fellow Welshman, Randall Morgan, in a similar RS 1600, despite suffering from gearbox trouble towards the end. Frank Pierson/Colin Francis showed some of their promise with a fine third place despite using a twin-cam engine.

Commendable Capris – In a joint effort that anticipated the Common Market, Ford's Competitions Departments in Germany and Britain worked together to prove that their Capris could fulfil the promise of their exciting shapes. They underlined that they had reliability as well as pace in Europe's two big 24-hour marathons. Gerry Birrell (right) and Claude Bourgoignie won the Group Two section at Le Mans, and the Capris annihilated all opposition at Spa, as Hans Stuck (below) and Jochen Mass led them to a one-two-three triumph



FORD





Safari Tamers – 1972 will be remembered as the year that British Escorts conquered the Safari and finally scotched the myth that overseas drivers could never win the East African marathon. Hannu Mikkola and Gunnar Palm (right) switched on their World Cup-winning form to claim an historic victory and Ford took the team prize, as Vic Preston Jun. and Bev Smith (below) took third place, and Robin Hillyar and Mark Birley (left) came home fourth



FORD





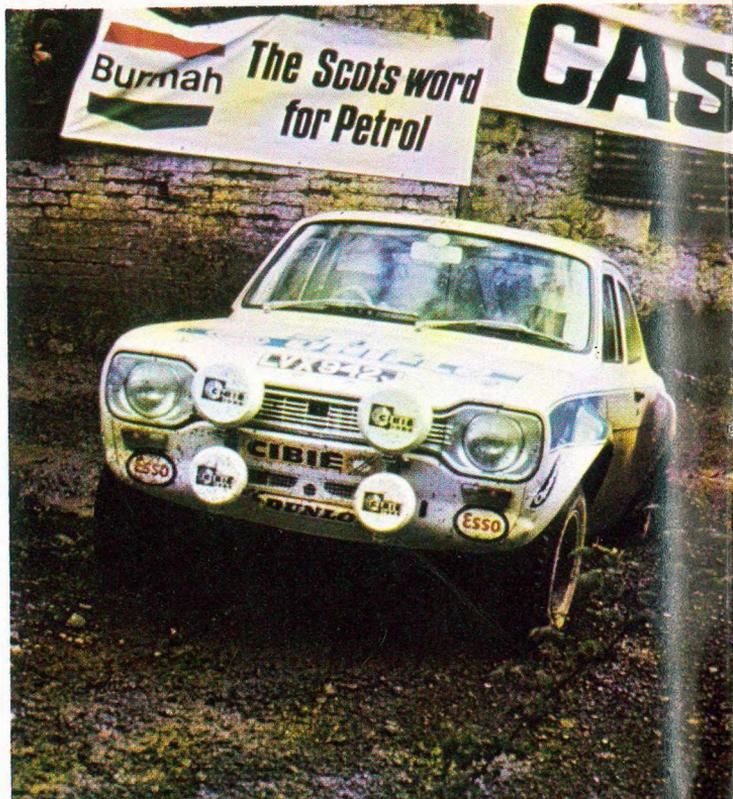
FORD

Right: Roger's Return – Roger Clark monopolised the Home Championship. After his RAC win (above) Ford Team Boss, Stuart Turner, confessed "Roger's was the greatest single driving performance by any competitor in any form of motor sport in 1972"

Below: Glamorous Debutant – Lancia and Marlboro's new partnership produced the exciting 240 b.h.p. Ferrari-powered Stratos, campaigned by Sandro Munari on the Tour de Corse



PHILIP MORRIS



RESULTS

1st	Harold Morley/Peter Bryant Escort RS 1600	22min 47sec
2nd	Malcolm Gibbs/Randall Morgan Escort RS 1600	28min 00sec
3rd	Frank Pierson/Colin Francis Escort Twin-Cam	39min 26sec
4th	John Price/John Payne Escort RS 1600	50min 52sec
5th	Gareth Evans/Bryan Thomas Escort RS 1600	54min 20sec

ROUND 2/THE BRISTOW RALLY

19th-20th February

Tavern Motor Club's Bristow Rally was the first event qualifying both for the Castrol/*Motoring News* Championship and the Ford Escort Rally Championship, and very interesting the results proved.

On paper, the faster and more highly developed RS 1600 Escorts used by the majority of the *Motoring News* circus should have been way ahead of the slower and more standard Mexicos. But although Morley/Bryant scored their second outright win, it was a Mexico driven by London car salesman, Tony Pond, and navigated by former Rootes works co-driver, Julian Chitty, which came home in second place. Other well placed Mexicos were 1971 Castrol/*Motoring News* champions, George Hill and Keith Wood, fifth overall, Nigel Rockey/Clive Plummer, sixth overall, Russell Brooks/John Brown, eighth overall, and 1971 Castrol/*Motoring News* runners-up, Will Sparrow and Nigel Raeburn, ninth overall.

RESULTS

1st	Harold Morley/Peter Bryant Escort RS 1600	3229 marks
2nd	Tony Pond/Julian Chitty Escort Mexico	3398 marks
3rd	John Price/John Payne Escort RS 1600	3689 marks
4th	Bob Jeffs/Don Davidson Escort RS 1600	3724 marks
5th	George Hill/Keith Wood Escort Mexico	3762 marks

ROUND 3/RALLYE DUBONNET

4th-5th March

The Sporting Owner Drivers Club (SODC) moved away from the much used Welsh countryside to the less popular but still interesting Northamptonshire and Leicestershire area for their event. Another novel idea was the issuing by the organisers of route cards which were printed from Ordinance Survey Maps. These route cards were handed to competitors at nine points along the 200-mile route, which meant the navigators had a long hard night's work. However, Peter Bryant proved his worth to Harold Morley and the crew scored their third successive victory to give them a commanding lead and maximum points in the series. Paul Faulkner and Martin Holmes came into their own on this event and finished in second place despite noise problems at the start. The Illiffe brothers in an Escort twin-cam finished in a creditable third place.

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RESULTS

1st	Harold Morley/Peter Bryant Escort RS 1600	537 marks
2nd	Paul Faulkner/Martin Holmes Ford Escort RS 1600	555 marks
3rd	Richard Illiffe/Stuart Illiffe Escort Twin-Cam	669 marks
4th	Laurie Richards/Terry Thorp Escort RS 1600	672 marks
5th	John Strangle/Ian Cooper Mini Cooper S	761 marks

ROUND 4/CYTAX RALLY

18th-19th March

Harold Morley's domination ended on the newly introduced Cytax Rally run in North Wales by the Oldham-based, High Moore Motor Club. With the event in the experienced hands of navigator, Keith Wood, competitors expected a good night's rallying and that was exactly what they got. There were 91 time controls in the 200-mile route and, despite an ailing car, Bob Jeffs and Neil Wilson managed to visit every one of them some seven minutes quicker than Morley/Bryant. Finishing in a

very creditable sixth place was the super-charged Escort of Linda Jackson, who was navigated by Will Sparrow's regular 'map reader', Nigel Raeburn.

RESULTS

374	1st	Bob Jeffs/Neil Wilson Escort RS 1600	32min
	2nd	Harold Morley/Peter Bryant Escort RS 1600	39min
	3rd	Peter McIlveen/Ray McGivern Capri 3-litre	43min
	4th	Russell Brooks/John Brown Escort Mexico	53min
	5th	Ian Lawless/Martin Coleman Escort RS 1600	53min

The Cytax Rally marked the end of the first part of the Castrol/*Motoring News* Championship. As Harold Morley had scored a total 39 points his lead was certainly comfortable, but Bob Jeffs's 17 points still kept him in with a chance and, with the possibility of a more powerful engine in the latter's car, the series was by no means over.

ROUND 5/PEAK REVS RALLY 13th-14th August

Ludlow Castle Motor Club had the job of organising the first event of the second half and, although the organisation was basically good, no one could have foreseen the problems and drama that were to surround the event.

Bob Jeffs had built himself a 1700 BDA engine but Harold Morley had gone one better in his quest for success and acquired a two-litre aluminium unit for his still immaculate Escort.

The event was run in mid-Wales on the conventional time controls and selective basis and soon developed into a battle between Morley, Jeffs and Martin Clark who was navigated in his 1650 Escort twin-cam by Clive Plummer.

There was little to choose between these crews until about ten miles from the finish when the steering on Bob Jeffs's car broke while he

was tackling a narrow lane and the car embedded itself in the bank and blocked the road. Following crews soon piled up, but after much trouble and reversing they all got going again as did Bob Jeffs, but he had been delayed nearly an hour. As there were still controls to be visited after the place where Jeffs had blocked the road, and as only the two crews running ahead of Bob had reached them on time, the organisers decided to finish the event at the control before the incident. This meant that Bob Jeffs and Neil Wilson were the winners. However, protests followed from crews who had visited these later controls and the finish control—which Jeffs had not reached—so the whole matter was referred to an RAC Tribunal which met in December and declared Harold Morley and Peter Bryant as winners.

ROUND 6/THE GREMLIN RALLY 19th-20th August

If Bob Jeffs couldn't win the Peak Revs he certainly made no mistake the following weekend on Brecon Motor Club's Gremlin Rally. Starting from Tredegar the route took in much well-used rally country, on a conventional time control basis up until the half-way halt. After the re-fuel, competitors tackled the infamous Abergwesyn Road where Harold Morley proved to be quickest by some six seconds, ahead of Russell Brooks in a Group One Mexico who was eight seconds ahead of the Mexico of Malcolm Gibbs/Randall Morgan. Then came Bob Jeffs/Neil Wilson, some ten seconds behind them. However, the event was by no means over, for competitors had to tackle a number of stages of the well-used Epynt Ranges. Epynt is testing enough at any time, but the fog which hung over it that morning turned it into a sting in the tail of the rally which no one really enjoyed. However, Bob Jeffs and Neil Wilson coped best with the conditions and were worthy winners.

RESULTS

1st	Bob Jeffs/Neil Wilson Escort RS 1600	24min 51sec
2nd	Harold Morley/Peter Bryant Escort RS 2-litre	26min 02sec
3rd	Frank Pierson/Colin Francis Escort RS 2-litre	26min 36sec
4th	Malcolm Gibbs/Derek Tucker Escort Mexico	29min 26sec
5th	Laurie Richards/Nigel Raeburn Escort RS 1600	30min 46sec

ROUND 7/THE STOCKTONIAN

2nd-3rd September

The 'Circus' moved up to the little-used but nevertheless, popular North East for Stockton & D.M.C.'s Stocktonian Rally and Harold Morley and Peter Bryant proved that they can win anywhere when things are going well for them.

The rally used 12 selectives in the 200-mile route and crews who thought that Wales has the best rallying country soon had other ideas after this event. Not only were the roads tricky but so was the navigation. After early troubles with a non-competing car, Morley pulled steadily away from Jeffs. Yorkshireman, Jack Tordoff, was always a threat in his Saab V4, and never far behind were Bernard Bonning/Dave Stephenson in their Chrysler Imp.

RESULTS

1st	Harold Morley/Peter Bryant Ford Escort 2-litre	26min 59sec
2nd	Bob Jeffs/Neil Wilson Ford Escort RS 1600	28min 40sec
3rd	Jack Tordoff/Brian Marchant Saab 96 V4	29min 23sec
4th	Paul Faulkner/Martin Holmes Ford Escort RS 1600	30min 02sec
5th	Laurie Richards/Dave Taylor Ford Escort RS 1600	31min 26sec

ROUND 8/THE CILWENDEG

16th-17th September

No matter how good a crew is and how well the car is prepared, sometimes trouble strikes and, after making the long trip to Newcastle Emlyn for the Tiffy Valley Motor Club's Cil-

wendeg Rally, both Harold Morley and Bob Jeffs failed to finish this event. This did not detract from the achievement of the winners, however, who were the ever popular and consistent pair, Frank Pierson and Colin Francis. It seems surprising that in all the years these two have been rallying, they had never before won a *Motoring News* event!

By holding the rally in a little-used part of West Wales, the organisers produced, what many crews considered to be the most testing event of the series, incorporating a mixture of time controls and selectives. Both Jeffs and Morley started well, but mechanical trouble caused Bob's retirement at the half-way halt and, although Harold and Peter finished, they were forced to cut some controls and added no points to their total. Will Sparrow and Nigel Raeburn made a welcome return to the series driving a Vauxhall Firenza and were rewarded with third place.

RESULTS

1st	Frank Pierson/Colin Francis Ford Escort RS 1600	32min 47sec
2nd	Laurie Richards/John Henderson Ford Escort RS 1600	33min 23sec
3rd	Will Sparrow/Nigel Raeburn Vauxhall Firenza	34min 48sec
4th	Paul Faulkner/Martin Holmes Ford Escort RS 1600	36min 54sec
5th	Nigel Rokey/Paul White Ford Escort Mexico	37min 37sec

ROUND 9/THE ILLUMINATIONS

7th-8th October

One could almost call Morecambe Car Club's Illuminations an enlightening experience because the start takes place on the sea-front of this Lancashire seaside resort, under the glare of the fairy lights from which it gets its name.

The route was in the capable hands of Tony Mason who seemed to have overcome the many problems of routing on an event through the Lake District. The rally was also a round of the Ford Escort Championship, so the 90

places—limited by problems with the Lake District Planning Board—were soon snapped up.

The outcome was very much like that of the Cilwendeg, with both Morley and Jeffs failing to finish. Morley's engine blew up when he was in the lead by five minutes and Jeffs lost out when he missed a control early on and collected a fail. But Neil Wilson was not the only navigator to miss this one.

Despite considerable pressure from Will Sparrow and Nigel Raeburn in the Hodgsons of Retford Mexico, Frank Pierson and Colin Francis were again popular winners. Making a nice change from the Ford-dominated results were local men Roy Mapple/Peter Ward in a B.M.W. 2002 in fifth place and Jack Tordoff's Saab V4 in fourth.

RESULTS

1st	Frank Pierson/Colin Francis Ford Escort RS 1600	1287 marks
2nd	Will Sparrow/Nigel Raeburn Escort Mexico	1442 marks
3rd	Kevin Videan/Peter Valentine Ford Escort Twin-Cam	1459 marks
4th	Jack Tordoff/Brian Marchant Saab V4	1592 marks
5th	Roy Mapple/Peter Ward B.M.W. 2002	1653 marks

**ROUND 10/THE TOUR OF MULL
14th-15th October**

For the past three years, many rally crews have made the long pilgrimage to the Isle of Mull for the 2300 Motor Club's contribution to the Castrol/*Motoring News* Championship. Every year George Hill and Keith Wood have won this interesting event which, for two of those years, has been sponsored by Castrol.

In 1972 the rally was not only a round of the Castrol/*Motoring News* series but also of the Shell Scottish Rally Championship. Although many of the *Motoring News* circus didn't turn out, there was a good representation from the Scottish section.²

The event itself followed the familiar format

of special stages on the Saturday afternoon and selectives on the Saturday night/Sunday morning. Harold Morley and Peter Bryant were firm favourites but they suffered a variety of mechanical problems and failed to finish, and Bob Jeffs had an uncharacteristic 'off'. Victory went to Alan Conley and Crawford Dunn driving a Clan Crusader—a strong fibreglass two-seater sports car, powered by a 998 cc Hillman Imp engine—after a rally long battle with Scottish Champions, Jimmy Rae and Mike Malcolm in their immaculate 'Frews of Perth' RS 1600. In fourth place, and adding a touch of glamour to the event were Rosemary Smith and Pauline Gullick in the Withers of Winsford/Team Castrol RS 1700.

RESULTS

1st	Alan Conley/Crawford Dunn Clan Crusader	12min 50sec
2nd	Jimmy Rae/Mike Malcolm Ford Escort RS 1600	16min 59sec
3rd	Donald Heggie/George Dean Ford Escort Twin-Cam	20min 35sec
4th	Rosemary Smith/Pauline Gullick Ford Escort RS 1700	23min 18sec
5th	Stuart Brown/Ian Muir Cooper S	24min 36sec

**ROUND 11/THE RALLY OF THE PLAINS
21st-22nd October**

After a season of ill luck, Paul Faulkner and Martin Holmes found everything went well for them on Knutsford M.C.'s Plains Rally and they brought their *Car & Cars Conversion/Team Castrol Escort RS* home some five minutes ahead of Harold Morley/Peter Bryant, with Frank Pierson/Colin Francis a further five minutes behind in third spot.

The organisers had a difficulty in getting the route authorised in the part of Wales they wanted to use, but they managed to put on an excellent event comprising time controls and selectives. B.L.M.C. dealer, Philip Cooper, finished a superb fourth in his ex-works World Cup Rally Mini Clubman.

RESULTS

1st	Paul Faulkner/Martin Holmes Ford Escort RS	12min 11sec
2nd	Harold Morley/Peter Bryant Ford Escort RS	17min 54sec
3rd	Frank Pierson/Colin Francis Ford Escort RS	22min 31sec
4th	Philip Cooper/Tony Viles Mini Clubman	31min 12sec
5th	David Kettleborough/David Osborne Mini 1275 GT	33min 37sec

ROUND 12/THE TORBAY 28th-29th October

With two rounds still to go Harold Morley and Peter Bryant assured themselves of the 1972 Castrol/*Motoring News* Rally Championship when they won the Torbay Rally by nearly two minutes from Bristol driver, Nigel Rockey driving an Escort Mexico.

The event was run in the West Country on one of the wettest nights of the year, which probably accounts for the high placings of some of the Escort Mexicos, for engine power became almost an embarrassment in the wet lanes.

The organisers, The Torbay Motor Club, used 13 selectives to sort out the crews, and Harold Morley was fastest on eight of them, although at the half-way halt Nigel Rockey led by one second. Bad luck again struck Paul Faulkner/Martin Holmes when they were told by someone, whom they believed to be in authority, that there was no letter to record as proof of visiting a passage control. In fact, there was, and the resultant penalty dropped them to seventh place. Frank Pierson only managed sixth place after fuel problems and Bob Jeffs/Neil Wilson failed to make the top ten.

RESULTS

1st	Harold Morley/Peter Bryant Ford Escort RS 2-litre	26min 13sec
2nd	Nigel Rockey/Paul White Ford Escort Mexico	28min 09sec

3rd	Russell Brooks/John Brown Ford Escort Mexico	33min 11sec
4th	Kevin Videan/Peter Valentine Ford Escort Twin-Cam	35min 00sec
5th	Martin Clark/Dave Stephenson Ford Escort Twin-Cam	35min 10sec

ROUND 13/THE SHENSTONE 25th-26th November

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South Derbyshire Motor Club, in conjunction with Shenstone and District Car Club, chose the muddy, icy roads of the Peak District to run the penultimate round of the Castrol/*Motoring News* Championship. The event was also a counter for the Ford Escort Championship, and in fact, the less powerful Group One cars were better suited to the difficult conditions.

Harold Morley and Peter Bryant decided to give this event a miss and get their Escort RS ready for the RAC Rally. Victory, after much deliberation over the results, went to Midland driver Rod Badham driving a Chrysler Imp and navigated by Dave Stephenson. It was fitting that an Imp should win this event as only that week Chrysler had announced their return to motor sport in the United Kingdom.* Second place, by being fastest on the tie-deciding selective, and first Mexico, went to Bristol driver Nigel Rockey with Paul White in the 'hot seat' and Frank Pierson/Colin Francis (Escort RS) finished third and thus assured themselves of the runners-up title in the Castrol/*Motoring News* Series. Will Sparrow and Nigel Raeburn's fourth place put them back in the lead in the Escort Championship.

RESULTS

1st	Rod Badham/Dave Stephenson Imp	57 min
2nd	Nigel Rockey/Paul White Escort Mexico	58 min
3rd	Frank Pierson/Colin Francis Escort RS	58 min
4th	Will Sparrow/Nigel Raeburn Escort Mexico	59 min
5th	Kevin Videan/Peter Valentine Escort RS	60 min

ROUND 14/THE NUTCRACKER

9th-10th December

Aberdare M.C. were forced to change the date of their Nutcracker Rally from mid-April to December. And as the new date was the weekend immediately after the RAC Rally they only received 75 entries.

Harold Morley and Peter Bryant, despite some body damage sustained on the RAC made the Merthyr Tydfil start. They left no-one in any doubt as to why they are 1972 Castrol/*Motoring News* Rally Champions, with a three-minutes-plus victory—their seventh last year—in their Lloyds of Stafford RS 1700.

Laurie Richards, driving the ex-Will Sparrow Mini-Cooper S navigated by John Henderson, made it a Lloyds of Stafford one-two win, with Frank Pierson in third spot after consistent performances on the 11 selectives. When Bob Jeffs failed to start, Neil Wilson joined newcomer to the *Motoring News* series Graham Beardmore in his Bentley Bros Vauxhall Firenza.

RESULTS

1st	Harold Morley/Peter Bryant Escort RS 1700	1794 sec
2nd	Laurie Richards/John Henderson Mini-Cooper S	2002 sec
3rd	Frank Pierson/Colin Francis Escort RS 1700	2139 sec
4th	Graham Beardmore/Neil Wilson Vauxhall Firenza	2153 sec
5th	Kevin Videan/Peter Valentine Hillman Avenger	2174 sec

So the 1972 Castrol/*Motoring News* Series ended and proved Morley and Bryant worthy champions. What of 1973? Well, Frank Pierson and Colin Francis seem to have 'clicked' at last and if they contest the Championship seriously in a Dealer Team Vauxhall Firenza these two could very well achieve their ambition. Laurie Richards could well prove that the day of the Mini is not yet over but an outsider could be Alan Conley driving a Clan Crusader and partnered by Martin Holmes.

Escort Champions – Will Sparrow and Nigel Raeburn, winners of the Mexico Championship, seen on the Oslo Trophy Rally



DAVE GRAY

CASTROL/MOTERING NEWS RALLY CHAMPIONSHIP 1972

DRIVERS

	Red Dragon Jan 29th	Bristowe Feb 19th	Dubonnet Mar 4th	Cytax Mar 18th	Peak Revs Aug 12th	Gremlin Aug 19th	Stocktonian Sept 2nd	Cilwendeg Sept 16th	Illuminations Oct 7th	Tour of Mull Oct 14th	Plains Oct 21st	Torbay Oct 28th	Shenstone Nov 25th	Nutcracker Dec 9th	TOTALS
H. MORLEY	10	10	10	9	10	9	10				9	10		10	97
F. PIERSON	8				6	8		10	10		8	5	8	8	71
B. JEFFS		7		10		10	9				5				41
P. FAULKNER		4	9				7	7			10	4			41
L. RICHARDS			7			6	6	9					1	9	38
K. VIDEAN			4					4	8			7	6	6	35
N. ROCKEY		5						6				9	9		29
W. SPARROW		2						8	9				7		26
M. CLARK					9	5		5				6			25
R. BROOKES		3		7	7							8			25

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NAVIGATORS

	Red Dragon Jan 29th	Bristowe Feb 19th	Dubonnet Mar 4th	Cytax Mar 18th	Peak Revs Aug 12th	Gremlin Aug 19th	Stocktonian Sept 2nd	Cilwendeg Sept 16th	Illuminations Oct 7th	Tour of Mull Oct 14th	Plains Oct 21st	Torbay Oct 28th	Shenstone Nov 25th	Nutcracker Dec 9th	TOTALS
P. BRYANT	10	10	10	9	10	9	10				9	10		10	97
C. FRANCIS	8				6	8		10	10		8	5	8	8	71
M. HOLMES		4	9				7	7			10	4	1	1	43
N. WILSON				10		10	9				5			7	41
N. RAEBURN		2		5		6		8	9				7		37
P. VALENTINE				3					8			7	6	6	30
J. BROWN		3		7	7							8			25
D. STEPHENSON					3		5					6	10		24
P. WHITE								6				9	9		24
C. PLUMMER		5			9		5	5							24

MOTERING NEWS RALLY CHAMPIONSHIP

	Drivers	Navigators		Drivers	Navigators
1961	W. Bengry	B. Melia	1967	J. Bullough	D. Barrow
1962	A. Fisher	B. Melia	1968	C. Malkin	J. Brown
1963	R. McBride	D. Barrow	1969	J. Bloxham	R. Harper
1964	R. McBride	D. Barrow	1970	J. Bullough	D. Barrow
1965	G. Bloom	A. Taylor	1971	G. Hill	K. Wood
1966	M. Gibbs	R. Morgan	1972	H. Morley	P. Bryant

1972 RAC UNIROYAL Autosport National Rally Championship

If the 1972 Castrol/*Motoring News* Rally Championship was dominated by Ford, then the RAC National series was dominated by one man, Roger Clark, who drove a Boreham prepared and maintained, but Esso Uniflo sponsored, Escort RS to no fewer than eight outright wins in this 12-round series.

This Championship which enjoyed greater acclaim, thanks to *Autosport's* co-sponsorship, was again run as a special stage championship, placing more emphasis on the driver than the navigator. But—so that the chap in the 'hot seat' wouldn't feel left out—Optrex presented a trophy to the highest placed co-driver. Not surprisingly the winner was Roger Clark's regular companion, Jim Porter.

ROUND 1/SNOWMAN RALLY 5th-6th February

Most of the top British rally names congregated in Fort William for the Highland Car Club's Snowman Rally, which was a one-night event using some of the best forests in that part of Scotland. As it was also a round of the Shell Scottish Championship, it was not surprising that reigning Scottish champion, Bob Watson, led the 96 car field away. Roger Clark, partnered by motoring journalist, Hamish Cardno—paying one of his rare visits to his native land!—soon set the pace but their efforts came to a sudden end, when, as a result of a puncture, the Escort took to the trees for a considerable time. Reigning RAC champion, Chris Sclater, partnered by former BMC works co-driver, Ron Crellin, retired his Escort with gearbox trouble, so the running was left to Drew Gallacher (RS 1600), Roy Fidler (Datsun 240Z), Nigel Hollier (Renault Alpine) and Andy Dawson (Imp). However, all their efforts were to no avail as it was found that the organisers

had completely miscalculated the timing for the event and, after many protests, the whole thing was sent to an RAC Tribunal, who then declared the event to be illegal. No results were therefore issued.

ROUND 2/THE MINTEX SEVEN DALES 26th-27th February

Although the RAC Championship events are all stage rallies, the De Lacy Motor Club of Pontefract decided to add some conventional navigational selectives to their event which was enjoying generous sponsorship and promotion from Mintex, the brake lining people.

Again, a good entry assembled for the start on the Saturday morning and the 1971 winners, Eric Jackson and Ken Joseph, led the field away, appropriately enough, to the Mintex Test Track which was the first stage.

Roger Clark, this time partnered by map reading 'ace' Tony Mason, was fastest on the first stage and soon built up a lead which not even Chris Sclater could do much about. Tony Fall/Mike Wood (Datsun 240Z) looked likely challengers but a 100 m.p.h. roll on the sixth stage put paid to their hopes.

Clark, Sclater and Jackson were in the first three places at the end of all the special stages and Roger's 'investment' in Tony Mason certainly paid dividends on the navigational part. Martin Holmes wasn't so familiar with the Yorkshire area and made one mistake which dropped Sclater and him to fifth place.

RESULTS

1st	Roger Clark/Tony Mason Ford Escort RS 1600	2987 marks
2nd	Eric Jackson/Ken Joseph Ford Escort RS 1600	3755 marks
3rd	Jack Tordoff/Brian Marchant Saab V4	3887 marks
4th	Robin Eyre-Maunsell/John Brown Imp	3934 marks
5th	Chris Sclater/Martin Holmes Ford Escort RS 1600	3956 marks

ROUND 3/THE GRANITE CITY

22nd April

The Circuit of Ireland was cancelled, due to the political situation, so the national circus headed back to Scotland for Aberdeen & District M.C.'s Granite City Rally. Again, as the event counted for the Scottish Championship, a good entry was received but despite an early challenge by Scotsmen Donald Heggie and George Dean, Roger Clark, accompanied this time by Jim Porter, was never really pressed. It was a clear victory, achieved with only one of his rear wheels driving towards the end of this daylight event, run over some of Scotland's best rally forests.

Chris Sclater's Escort suffered gearbox problems and after Heggie's engine broke it was left to former Scottish Champion, Mike Hibbert, Londoner Tony Fowkes and veteran Roy Fidler to follow Roger home.

RESULTS

1st	Roger Clark/Jim Porter Ford Escort RS 1600	411 marks
2nd	Mike Hibbert/Howard Scott Ford Escort RS 1600	493 marks
3rd	Tony Fowkes/Brian Harris Ford Escort Twin-Cam	584 marks
4th	Roy Fidler/Barry Hughes Datsun 240Z	593 marks
5th	Bob Watson/Hugh McNeill Ford Escort Twin-Cam	604 marks

ROUND 4/FRAM/CASTROL WELSH

12th-14th May

First of the 'home' Internationals, the Fram/Castrol Welsh, attracted a varied entry of top British national crews, enthusiastic British club drivers and dedicated foreign private entries to its start in the South Wales resort of Barry.

Roger Clark, again partnered by Jim Porter, led the 240 car field away and, after some 300 miles and 31 forest stages—of which they were fastest on 16—they returned to Barry, easy winners of this Friday night till Sunday

morning event. Chris Sclater had to be content with second place for most of the event but a rear damper broke on the last night and it was left to hot rod 'star' Barry Lee to try and catch Clark. Try as he may, the task was beyond him, although he proved yet again that he has an equal flair for rallying—and would probably have an equal enthusiasm if the money was as good as it is in hot rod racing!

Roy Fidler/Barry Hughes suffered fuel starvation, but it was damage to the rear suspension which finally caused their retirement. 1971 runners-up, Will Sparrow and Nigel Raeburn, put up a sterling performance in their Mini GT to finish in sixth place, as did former *Motoring News* champions, John Bloxham and Richard Harper who finished fourth with their Birmingham Post sponsored Saab 96 V4.

As a crowd-drawer the South Wales Automobile Club offer a £50 prize to the fastest driver round the Llandow racing circuit. Many people turned out to see Barry Lee beat Roger Clark by four seconds to take the money.

RESULTS

1st	Roger Clark/Jim Porter Ford Escort RS 1700	27min 32sec
2nd	Barry Lee/Howard Scott Ford Escort RS 1800	31min 03sec
3rd	Tony Fowkes/Brian Harris Ford Escort Twin-Cam	36min 24sec
4th	John Bloxham/Richard Harper Saab 96 V4	38min 41sec
5th	Jeff Churchill/Jeff Thomas Ford Escort RS 1700	41min 23sec

ROUND 5/THE INTERNATIONAL SCOTTISH RALLY

3rd-7th June

The Royal Scottish Automobile Club had a first-class list of entries for their 28th International Rally which started from Glasgow Airport on a wet Sunday morning. Drivers from England, Scotland, Ireland, Wales, Sweden, Finland, Denmark, Kenya and Uganda, driving an assortment of cars which included Fords, Datsuns, Opels, Volvos, Fiats, Imps, Triumphs



The Ravages of Rallying – Roy Fidler and Barry Hughes struggle on after a spectacular roll in their much dented Datsun



SMITHERS
SFORD

Team
Castrol

LUCAS

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and Minis all set out to enjoy what is, traditionally, a friendly event.

For once, Roger Clark was not going to have things all his own way. The strong Scandinavian contingent was headed by Hannu Mikkola who had only recently become the first outsider to win the gruelling East African Safari. Hannu was partnered by Hamish Cardno—hoping for a better time than on his previous visit to his native heath—in a Boreham-built Escort RS 1800. Roger Clark had a brand new RS for Jim Porter and himself, and former winner, Andrew Cowan, had been lent another Boreham-built car. Brian Culcheth was giving the Triumph Dolomite its International rally debut and Tony Fall/Mike Wood had a Japanese registered Datsun 240Z.

From the Glasgow Airport start, competitors tackled the forests in the South of Scotland before the supper halt at Dumfries. The one and only night on the road took crews back north of Glasgow and by Monday afternoon the Highland town of Nairn was waiting to receive the cavalcade. Mikkola had already established a lead over Clark and Sclater, but the problem of easily 'cleanable' stages was a very real one and it would be interesting to know just who would have been quickest had scratch times been used.

All but one of the 12 Tuesday stages were 'cleanable' by the top crews—and on this one Clark beat Mikkola by three seconds, but Hannu had no cause for alarm. On the Tuesday evening the lack of accurate results lower down the field was beginning to cause consternation, and heated exchanges between competitors and officials were frequent.

Only two of the six stages on the final day were 'cleanable' and despite a brave effort by the Swede, Anders Kullang, Mikkola ran out a comfortable winner from Clark, Sclater and Kullang.

Unfortunately, protests and arguments over results and eligibility followed the official scoring and as the organisers appeared unable

to cope with the problems it was not possible to have a prize distribution. In fact, Hamish Cardno received both Hannu's award and his own when an official of the RASC visited England for the British Grand Prix.

RESULTS

1st	Hannu Mikkola/Hamish Cardno Ford Escort RS 1800	316min 28sec
2nd	Roger Clark/Jim Porter Ford Escort RS 1800	318min 01sec
3rd	Chris Sclater/John Davenport Ford Escort RS 1800	321min 17sec
4th	Anders Kullang/Gerry Phillips Opel Ascona	321min 51sec
5th	Ingevar Carlsson/Ingemar Carlsson BMW 2002 TII	326min 03sec

ROUND 6/TEXACO RALLY 30th June

Because of the troubles in Northern Ireland, no English crews ventured over for this event. It was left to Cahal Curley and Austin Fraser in a BMW to collect Championship points, after Adrian Boyd/Beatty Crawford had retired their RS 1700 Escort with gearbox trouble when leading. New discovery, Sean Campbell, finished second in another RS 1600, and it was probably this result which encouraged the Irishman to make more journeys away from his native land to try and pick up some more Championship points.

Just to keep their hands in, Roger Clark and Jim Porter, along with most of the other National circus, competed in the Jim Clark Memorial Rally, held on the same night as the Texaco, and managed to beat Andrew Cowan/Bryan Coyle by one second.

ROUND 7/THE BURMAH 1st-2nd September

Lanarkshire Car Club staged a first class event for their Burmah rally and, once again, Roger Clark and Jim Porter proved unbeatable. Chris Sclater, partnered this time by Henry Liddon in a newly acquired ex-Boreham RS

1600, took some time to get used to the left-hand-drive, but eventually managed fifth place. Donald Heggie/George Dean again worked wonders with their Escort twin-cam and Sean Campbell found the Scottish terrain differed little from his native Ireland, recording a creditable fourth place. Considered by many to be the best organised event in the Shell Scottish Rally Championship, the event was won by an Esso sponsored car, even though the money was put up by the Burmah Oil Company—and people think the tobacco companies have problems with Formula One sponsorship!

RESULTS

1st	Roger Clark/Jim Porter Ford Escort RS 1600	109min 51sec
2nd	Donald Heggie/George Dean Ford Escort Twin-Cam	111min 31sec
3rd	Bill Taylor/Iain MacIver Ford Escort RS 1600	114min 22sec
4th	Sean Campbell/Peter Scott Ford Escort RS 1600	114min 29sec
5th	Chris Sclater/Henry Liddon Ford Escort RS 1600	115min 41sec

ROUND 8/THE MANX INTERNATIONAL TROPHY

8th-9th September

Largely because they are able to close the public highways, the Manx Auto Club staged one of the best rallies on the calendar. Starting in Douglas on the Friday evening, the rally used some classic sections and witnessed the International Rally debut of the incredible Clan Crusader in the hands of Andy Dawson. This two-seater, glass fibre, sports car used a 998 cc tuned Imp engine and stood up well to the not always, smooth roads.

But once again, big Roger Clark and Jim Porter dominated the event—although an early challenge from the ultra lightweight BMW of Cahal Curley must have been more than a little unnerving. Irishmen Adrian Boyd and Beatty Crawford were lucky to escape with their lives when their RS 1600 rolled and caught fire and Mike Hibbert/Howard Scott had the unenviable privilege of retiring on the first stage. Chris Sclater, partnered again by Henry Liddon, only lasted three stages.

A New 'Yumper' – The startling performance of the Clan Crusader took everyone by surprise on the Manx Rally, and Andy Dawson and John Foden thoroughly deserved their second overall position



Roger Clark was fastest on 19 of the 26 stages but, as on the Welsh, there was a special prize section at the end of the event. This one used a section of the Motor Cycle T.T. Course and although Clark was again quickest, Andy Dawson was the only person to catch and pass the man who started a minute in front of him.

RESULTS

1st	Roger Clark/Jim Porter Ford Escort RS 1600	835sec
2nd	Andy Dawson/John Foden Clan Crusader	1207sec
3rd	Frank Pierson/David Stephenson Ford Escort RS 1600	1336sec
4th	Malcolm Patrick/Roger Rodrick-Jones Ford Escort RS 1600	1395sec
5th	John Hyton/Alan Skinner Ford Escort Twin-Cam	1411sec

ROUND 9/THE LINDISFARNE

7th October

Roger Clark's run of victories came to an end on the Tynemouth & D.M.C's Lindisfarne Rally when all four wheel nuts on one of his Escort's rear wheels failed and even he couldn't handle a three-wheel motor car and remain competitive!

This left the event wide open and after a rally-long scrap, during which he lost a lot of time when his Escort stalled on a stage and wouldn't restart, Mike Hibbert, partnered by Henry Liddon came home some 50 seconds ahead of the similar car of Peter Clark/Tony Mason.

RESULTS

1st	Mike Hibbert/Henry Liddon Ford Escort RS 1800	1540sec
2nd	Peter Clark/Tony Mason Ford Escort RS 1700	1596sec
3rd	Sean Campbell/Peter Scott Ford Escort RS 1700	1618sec
4th	Tony Drummond/A. N. Other Ford Escort	1703sec
5th	Alan Conley/Mrs. S. Robertson Clan Crusader	1729sec

ROUND 10/THE DUKERIES

28th October

Dukeries Motor Club received sponsorship from Esso for their national rally of the same name. Appropriately enough that oil company's car, driven by Roger Clark, won the event outright and thus assured the laconic Clark of the 1972 RAC Uniroyal Autosport National Rally Championship.

The event, run through some of the most picturesque forests in South Yorkshire and Nottinghamshire, always attracts a large crowd and a good entry. Clark never looked too worried, despite the handicap of using an old Escort, after rolling his usual one on a filming exercise! However, behind him raged a furious battle between Mike Hibbert, Chris Sclater and Andy Dawson, the latter giving his Clan its first real taste of rough forest stages. Hibbert just pipped Sclater for second spot, but Dawson went off on the last stage and the delay put him out of the top ten.

RESULTS

1st	Roger Clark/Jim Porter Ford Escort RS 1800	388sec
2nd	Mike Hibbert/Howard Scott Ford Escort RS 1800	411sec
3rd	Chris Sclater/Martin Holmes Ford Escort RS 1800	449sec
4th	Reg Mullenger/Tony Thorne Ford Escort RS 1800	540sec
5th	Pat Ryan/Mike Nicholson Mini Cooper S	572sec

ROUND 11/THE HACKLE

11th November

As was to be expected, Roger Clark and Jim Porter won the last national rally of the year when they won the Hackle rally with customary ease. The event was also the final round of the Shell Scottish Rally Championship and this title went to Jimmy Rae who had had considerably more opposition on the way to his title than Clark.

Starting in Stonehaven, the rally used an interesting selection of forests, all of which

were to Clark's liking, as he proved by putting up fastest time on 13 of the 14 stages. The prize for fastest on each stage was a bottle of Scotch Whisky! Cheers Roger!

Despite a creditable second place, Bill Taylor was unable to wrestle the Scottish Championship from Rae.

RESULTS

1st	Roger Clark/Jim Porter Ford Escort RS 1600	87min 29sec
2nd	Bill Taylor/Ian MacIver Ford Escort RS 1600	92min 20sec
3rd	Tony Fowkes/Brian Harris Ford Escort RS 1600	92min 20sec
4th	Adrian Boyd/Beatty Crawford Ford Escort RS 1600	92min 33sec
5th	Jimmy Rae/Mike Malcolm Ford Escort RS 1600	92min 48sec

ROUND 12/THE RAC RALLY

2nd-5th December

Obviously the story of the 1972 Daily Mirror RAC Rally of Great Britain must centre round Roger Clark—but what of the other British entries?

Roger's main rival in the British Championship, Chris Sclater accepted an offer from Clarke and Simpson to drive their Escort RS and got the car into a creditable third place, before engine trouble forced him to retire on the Sunday morning. Mike Hibbert chose to

drive a Daf but he was one of the very early retirements. Brian Culcheth drove a 1.3 Marina entered by Dunlop to promote their Total Mobility tyres, but engine trouble forced him out on the Monday afternoon after a disappointing run. The irrepressible Tony Fall and Mike Wood also went well in their 240Z Datsun and were in fifth place until fuel starvation and then a broken diff dropped them to 18th. Tony Fawkes and Brian Harris driving the former's Escort Twin-Cam were second British crew home in 16th place, and Castrol/*Motoring News* stalwarts Frank Pierson and Harold Morley continued their encounters to finish 25th and 26th respectively. Will Sparrow, using the Martin Group sponsored Vauxhall Firenza which he will drive this season, was 12th until suspension problems forced him out and Adrian Boyd/Beatty Crawford were unlucky to lose their clutch a few stages from the end.

RESULTS

1st	Roger Clark/Tony Mason Ford Escort RS	410min 07sec
2nd	Stig Blomqvist/Arne Hertz Saab 96V4	413min 32sec
3rd	Anders Kullang/Donald Karlsson Opel Ascona	419min 57sec
4th	Harry Kallstrom/Gunnar Haggbom Lancia Fulvia	421min 38sec
5th	Simo Lampinen/Solve Andreasson Lancia Fulvia	422min 30sec

UNIROYAL AUTOSPORT RAC RALLY CHAMPIONSHIP 1972

1st	Roger Clark	63 pts	5th	C. B. Curley	9 pts
2nd	Mike Hibbert	21	6th	Sean Campbell	9
3rd	Anthony Fowker	14	7th	Tony Fall	7
4th	Chris Sclater	14	8th	Frank Pierson	7

RAC RALLY CHAMPIONS

1960	W. Bengry	1965	R. Clark	1970	W. Sparrow
1961	W. Bengry	1966	R. Fidler	1971	C. Sclater
1962	A. Fihser	1967	J. Bullough	1972	R. Clark
1963	A. Fisher	1968	C. Malkin		
1964	E. Jackson	1969	J. Bloxham		



THE RALLYING GREATS

Roger Willis

RAUNO AALTONEN Finnish. Born 7th January 1938, Turku, Finland. Married with two children, Rauno has returned to live in his native land after a spell in Geneva. Probably the most professional rally driver of them all. Deep thinking, determined but with a dry sense of humour, this Finnish ace always seems one step ahead of the opposition.

After a distinguished career in speedway riding (he represented his country) and powerboat racing (winning the Finnish Championship seven times) Rauno turned to motoring in 1956 with a Mercedes. In 1957 he bought a Saab and used a car of this make and a Mercedes to win the 1961 Finnish Rally Championship. In the same year he co-drove for Eugen Bohringer in a works Mercedes when they won the Polish Rally and finished fourth on the Liège-Sofia-Liège.

First drove a Mini Cooper on the 1962 Monte Carlo Rally but disaster struck when the car crashed and burst into flames. Fortunately he was pulled clear by co-driver Geoff Mabbs. It was back to Mercedes for that year's East African Safari; then 1963 brought a contract with B.M.C. This was renewed the following year when Aaltonen achieved one of his rally ambitions—he won the Liège-Sofia-Liège outright in an Austin Healey with Tony Ambrose.

For 1965 Rauno and Ambrose had a works Mini Cooper S to try to win the European Rally Championship. With outright victories on the Geneva, Czech, Polish, Three Cities and RAC and a second place on the 1000 Lakes, the mission was successful.

1966 began with the controversial 'lights' Monte and Rauno would have finished second to team-mate Timo Makinen had not all four



AALTONEN

B.M.C. Cooper S's been disqualified. Outright wins on the Tulip and Czech were some small compensation.

This year also saw 'Rauno the Racer', usually in an Austin Healey Sprite, in which he scored class wins at Sebring, Le Mans and the Targa Florio. In 1967 Aaltonen achieved another ambition when he won the Monte Carlo Rally in a Mini Cooper S with Henry Liddon. Third on both the Swedish and Tulip, he was leading the Acropolis until he crashed with a non-competing car.

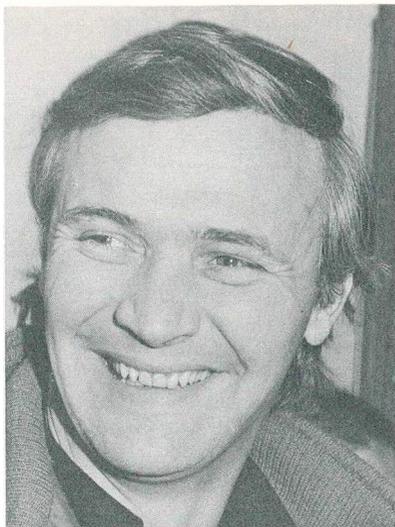
By 1968 the Cooper S was getting a bit long in the tooth for rallying but Rauno managed third place on the Monte behind two Porsches. '68 was London-Sydney Marathon year so the Finn began meticulous preparation for his longest and toughest event yet. Sharing a B.L.M.C. Austin 1800 with navigators Henry Liddon and Paul Easter he finished fifth.

B.L.M.C. withdrew from active competitions in 1969 but, foreseeing this, Aaltonen had arranged to drive some events for Lancia. He rewarded them with a class win on the East African Safari and a second overall on the Tour de Corse. Datsun and B.M.W. also offered Rauno drives that year and his eighth place on the RAC in a Datsun helped them win the Manufacturers' Team Prize.

1970 saw a Ford contract. In the London-Mexico World Cup Rally that year he finished third overall in an Escort with Henry Liddon. Rauno also drove a prototype B.M.W. on the Tour de Corse and a 240Z Datsun on the RAC. B.M.W. also entered him in the 1971 Tour de France where a win in the Touring Car category looked certain until the brakes failed and a bad crash wrecked his chances. 1972 started well with third place overall on the Monte Carlo Rally in a Datsun 240Z. A second place on the Southern Cross Rally in Australia followed.

OVE ANDERSSON Swedish. Born 3rd January 1938, Dannemora, near Uppsala, Sweden. Now living in Uppsala with his wife, Liz Nystrom (who used to co-drive with Pat Moss-Carlsson). Quiet, bespectacled Andersson has had more than his share of bad luck but has proved, over the last two years, just how under-rated he has been. The son of a farmer, Ove learned to drive at an early age. After gaining experience on tractors and motorcycles he turned to cars at the age of 18. After military service he stayed on in the UN force in Gaza in order to buy a car when he returned to civilian life. He bought a Saab and soon started to rally and ice-race (fitting tyres with large studs to the car and racing on a freezing lake).

Andersson first made his name T-racing in 1962 when he won six out of seven events, sufficient for B.M.W. Sweden to give him a car for the 1963 Swedish Rally—his first International event. He rewarded them with fifth place overall and a class win.



ANDERSSON

Saab provided Ove's cars for 1964–65 and Lancia offered him a contract in 1966. He had better luck with the Italian cars, finishing third on the Monte, San Remo and Acropolis and seventh on the RAC.

He drove Lancias again in '67, but it was for Ford of Sweden that he won the Gulf London International Rally that year in a Lotus Cortina with John Davenport. After bringing a Lancia home in second place on the Monte, third place on the San Remo and second place on the Acropolis, he gave the Italians an outright win on the Spanish Rally.

Ford offered Andersson a contract for 1968 but he could only manage second place on the Tulip and third on the San Remo. Ford Competitions Manager, Henry Taylor, then took the unconventional step of pairing Ove with fellow driver Roger Clark in a Lotus Cortina for the London-Sydney Marathon. Despite remarks like, "they'll get lost before they reach Dover" and, "they'll spend all the time scaring each other to death" the pair were well in the lead at Bombay. The rugged Australian terrain suited their driving and victory looked certain

until mechanical trouble struck when they were miles from anywhere and they limped home in tenth place.

1969 was little better for Ove but he did manage to win the Welsh International Rally with Gunnar Palm in an Escort twin-cam. 1970's only decent result was third overall on the Acropolis, again in an Escort twin-cam.

Ford decided not to renew Andersson's contract for 1971 but Alpine-Renault offered him a car for the Monte. After a brilliant drive Ove and his British co-driver David Stone won the French classic outright and, when fellow British map exponent Tony Nash guided him to victory on the San Remo-Sestrières, the likeable Swede suddenly shot right to the top of the rally scene. Outright wins on the Austrian Alpine and Acropolis gave Alpine-Renault a good lead in the Manufacturers' Rally Championship. Although Ove retired on the first night of the RAC, Alpine went on to win the Manufacturers' Championship and Andersson the unofficial Rally Driver of the Year award.

It looked as though his 1971 Monte victory was going to be repeated last year but the Alpine-Renault's gearbox failed on the vital Monaco-Monaco loop and Ove and John Davenport returned to the Principality on the end of a rope. The rest of 1972 was mixed but he did manage 9th overall on the RAC in his first drive in a 1600 Toyota Celica.

JEAN-CLAUDE ANDRUET French. Born 1940, Paris. A lawyer, Andruet is one of those rare people who can combine a highly successful sporting career with an equally successful profession.

He first started rallying in 1965 when he won the French National Novice Championship. In 1966 he had much success both racing and rallying his own Renault Gordini R8. Early in 1967, Alpine realized his potential and offered him a works car. He rewarded them with

seven category wins including the Coupe des Alpes and these results, combined with his racing successes, were sufficient for him to win the richly endowed Challenge Shell-Berre. Andruet stayed with Alpine-Renault for 1968, winning the French National Rally Championship as well as outright victory on the Lyons-Charbonnières and Tour de Corse. His racing successes that year included winning the Index of Performance at Le Mans.

1969 was not Jean-Claude's luckiest season and he was soon nicknamed 'le Champion sortant'. 1970 saw a change of fortune and by the end of the year he had won the European Rally Championship. Last year he won the Lyons-Charbonnières, and finished fourth in the Drivers' Championship.



BLOMQVIST

STIG BLOMQVIST Swedish. Born 29th July 1946, Lindesberg, Sweden. Owner of a successful driving school, Stig inherited his interest in motor sport from his father who was a successful rally driver in the mid '50s. Navigating for him at the age of 12 gave Stig his taste for rallying. As soon as he was 18, Stig

started driving himself and after four years of using his own cars, Bo Hellberg, Competitions Manager of Saab, gave him a works drive.

Second place on the 1970 Swedish Rally was Blomqvist's first major success for the factory. Wins on the 1971 event and the '71 Finnish Hanki Rally soon followed. The 1971 RAC Rally was run in the worst conditions for many years with heavy snow on the first night causing chaos. Timo Makinen set the pace but Stig Blomqvist driving the distinctive red Saab 96 V4 was never far behind. With a masterpiece of planning, he took the lead just before the halfway stage and went on to win with ease. Upon returning to Sweden he won the Scandinavian Snow Championship to make 1971 the best year yet in his short career. He won the Swedish Rally in 1972 and finished second overall on the RAC.

ROGER CLARK British. Born 5th August 1939, Narborough, Leics. The son of a garage owner, Clark was educated at Hinckley Grammar School where he swam for both school and county as well as enjoying success at water polo and rugby. Roger was able to drive long before he left school and was soon seen 'hanging the tail out' of the garage van in the field behind his parents' home. Two days after his 17th birthday he passed his driving test and, before the end of that year, took part in his first rally—in a Ford Thames van with a young man by the name of Jim Porter as his navigator. The rally bug had bitten and in 1961 Clark and Porter won the East Midlands Rally Championship, the first of many successes the pair have enjoyed.

The 1963 Tulip was Roger's first International rally and although the car broke he gained much useful experience. The following year he co-drove on several Internationals in Sabres for Reliant Cars, also finding time to win the

Welsh, Scottish and Gulf London Rallies outright in his own GT Cortina. An offer to take a works Rover 2000 on the Monte was accepted, as was Ford's offer to take a Cortina on the Tulip, then back to his own GT Cortina for the Scottish. It was this victory which persuaded Ford to offer him a contract for 1966.

Although wins eluded him during the next two years (he did manage to win the '67 Scottish) Clark was rapidly becoming one of the world's top rally drivers and his now familiar "sideways" driving entertained crowds all over the world. And 1968 was very successful indeed. Outright wins on the Circuit of Ireland, Shell 4000, Acropolis and Scottish all went Roger's way. Victory on the London-Sydney Marathon with Ove Andersson looked certain until transmission failure cost them much time, after they had led the event up to Bombay and half-way across Australia. Since then Roger has driven a variety of Ford vehicles in events throughout the world, including an Escort on the London-Mexico World Cup Rally and another Escort on the 1971 East African Safari.

1971 saw Clark win the Castrol-ITV Rallycross Series driving an experimental four-wheel drive, three-litre Capri and return to British National rallies with an Escort RS 1600. In 1972, he was left at home by Ford to concentrate on winning the British Rally Championship with Jim Porter. The two 'veteran' campaigners tackled their task cheerfully and completely dominated the title chase. But Roger hadn't really been stretched. He was at last given the chance to prove his enormous talent in the RAC Rally. While Ford's Scandinavian stars fell from the fray before the first breakfast halt, Roger stormed into an early lead and then held the whole Viking pack at bay to become the first Briton to win the RAC Rally since 1959. It was a magnificently, cool drive and he must surely be given the opportunity to repeat his 1968 *international* form this season.

ANDREW COWAN Scottish. Born 13th December 1936, Duns, Berwickshire. Now living in Australia, this quiet, likeable Scot runs an advanced driving school. The late Jim Clark had much to do with Cowan's start in motoring sport as they were neighbours for many years. The second son of a Border farmer, Andrew started driving at a very early age, passing his driving test soon after his 17th birthday. He was 19 when he competed in his first rally in a V.W., with brother Willie navigating. A Sunbeam Rapier was bought soon after this and rallied successfully in local events for three years.

In 1960 a Mk II Rapier replaced 'Old Faithful' and it was in this that Andrew did his first International rally—the RAC. This car also saw his first International rally win—the 1962 Scottish. As a result of this victory, Rootes offered him a works-engine for the car for the RAC. This was also the first event he did with Brian Coyle—they rolled!

Second private entry on the Tulip, another win on the Scottish and a good run on the RAC made 1963 a notable year. 1964 saw a works co-drive on the Monte in an Imp with Keith Ballerat, a drive with Peter Proctor in a Ford Falcon Sprint on the Alpine, a win on the Tour de France, Touring category (also with Proctor) in a Falcon, and a full works Rapier for the RAC. In 1965, Andrew drove a Tiger on the Monte and Scottish, a works Rover on the Acropolis and Alpine, and an Imp on the RAC. At the end of that year, Rootes offered him a contract and he stayed with them until their withdrawal from competitions in 1969.

Cowan's greatest success by far was winning the 10,000-mile London-Sydney Marathon in a Hillman Hunter in 1968. With co-driver Brian Coyle and Colin Malkin they were 6th at Bombay. Careful reconnaissance in Australia paid off and they brought the car home almost unmarked.

In 1969, Andrew joined British Leyland to drive an 1800 to victory in the Australian

Southern Cross Rally and a 2.5 P.I. to a class win on the RAC. On the 1970 London-Mexico World Cup Rally he drove another 2.5 P.I. Triumph with Brian Coyle and Peruvian Ulderico Ossio; the car left the road on a 'prime' in South America and Andrew's severe injuries prevented him from driving for several months.

For 1971, *The Scotsman* newspaper entered Andrew and fellow Scot, Johnstone Syer, in a Mini Cooper S on the Monte. A class win was enough to encourage another entry, this time on the Scottish in an Alpine-Renault with Brian Coyle. Then it was a Ford Escort twin-cam with Johnstone again for the RAC in which they finished 13th overall and second British crew. In 1972 he returned to Australia to win the Southern Cross Rally driving a Mitsubishi Colt.

BRIAN CULCHETH British. Born 3rd August 1938, London. Unmarried. This quiet, dedicated driver started club rallying in the late 'fifties and international rallying as a co-driver in the early 'sixties. In 1962 he co-drove with Eugen Bohringer in a works Mercedes-Benz on the RAC but crashed. In '63 he co-drove with Logan Morrison in a Mini Cooper on the Monte where they won their class. Later that year he co-drove a similar car on the Alpine for Sir Peter Moon to win the G.T. category.

For club events, Brian had used a Sebring Sprite which he sold at the end of '63 and bought a 1071 Cooper S. Good results on the Tulip, Lyon-Charbonnières, Welsh, Geneva, Polish and Italian Flowers Rallies over the next three years resulted in his first works drive, in an Austin 1800 on the 1967 Alpine. A class win was enough to secure him a number of other drives, including rallycross, with both 1800s and an experimental four-wheel drive Triumph 1300 during 1968 and 1969.

For the London-Sydney Marathon, Culcheth shared a British Leyland-entered 1800

with Tony Fall and Mike Wood and after a number of mishaps they finished 23rd. The following year he used a 2.5 P.I. Triumph, and was in third place on the Scottish until the differential broke, but the RAC saw a third in class. Brian and his Scottish co-driver Johnstone Syer did a long, careful recce of the 1970 London-Mexico World Cup Rally route, decided they didn't need a third person in their 2.5 P.I. Triumph and finished in second place overall. Within a month the pair had won the Scottish in another 2.5 P.I. but changed to an Escort twin-cam for the RAC.

Under the 'Brian Culcheth—Team Castrol' banner he did the 1971 Welsh, Scottish and Rothmans Cyprus Rallies. Brian also drove a locally prepared 2.5 P.I. to victory in the Jamaica 1000 Rally, but the highlight of the year came on the RAC when he won his class driving a British Leyland Special Tuning prepared, but BBC 'Wheelbase' entered, Morris Marina to a class win.

1972 was a frustrating year for Brian. He drove a 2.5 P.I. Triumph on the Safari and finished despite a lot of trouble. He should have had a Dolomite for the Welsh but the car was not ready so he used it on the Scottish, but suspension trouble robbed him of any reasonable placing, as it did on the TAP. He did manage second place on the Cyprus Rally, however, driving a locally prepared Marina.

TONY FALL British. Born 23rd March 1940, Bradford, Yorks. Lives in Shipley, Yorks., with wife Pat and son Richard. A professional driver who realises the commercial possibilities of the sport, Fall is acclaimed throughout the world—from South America to Australia and from East Africa to Ethiopia.

Educated at Bradford Grammar School. Spent short periods in a research laboratory and running a car-hire firm, before joining Appleyards of Bradford as a car salesman. Chairman, Ian Appleyard, had enjoyed much success as a



FALL

rally driver immediately after the war so Tony didn't have to be unduly persuasive to get his rallying paid for by the firm. After a number of successes in club events in 1964, he won his class on the RAC Rally that year. 1965 saw more club and national successes but the climax came on the Alpine when, with B.M.C. works co-driver Mike Wood, he won a Coupe des Alpes. This was enough for B.M.C. Competitions Manager, Stuart Turner, to offer Fall a contract for 1966.

Wins on the Circuit of Ireland, Scottish and Polish Rallies driving a Mini Cooper S were recorded and although 1967 was somewhat unlucky, Tony and Mike did win the Castrol Danube Rally in an 1800. For the 1968 London-Sydney Marathon, the two were joined by Brian Culcheth in an 1800 but they had many, many troubles and could only manage 23rd place. Before the end of the year Tony had won the TAP Rally for Lancia which resulted in more drives for the Italian manufacturers the following year. These included the Targa Florio and East African Safari, on both of which he won his class, and the 84 hours 'Marathon de la Route' where he shared the winning car. An offer from Ford to drive a twin-cam Escort

on the 'Caminos del Inca' road race in Peru not only saw an outright win but much valuable experience was gained for the following year's London-Mexico World Cup Rally. Before the end of 1969, Tony brought a Lancia home in third place on the RAC. He would have won the TAP again had he not been disqualified when he allowed his wife to join himself and Henry Liddon inside their Lancia to protect her from the excited crowd at the end of the event.

For 1970 Fall was given a Ford Escort twin-cam and obtained sponsorship from Autobars. He shared an Escort with Jimmy Greaves on the World Cup Rally and, thanks largely to Tony's skill and tenacity, they finished in sixth place.

Sponsorship saw 'Tony Fall Rallying with Bio-Strath and Castrol' in 1971. He gained outright wins on the Fram/Castrol Welsh and Ethiopian Highland Rallies with Datsuns. A category win in a B.M.W. on the Tour de France, fifth in another B.M.W. on the Austrian Alpine and tenth in a Datsun 240Z on the Monte were also recorded.

Tony drove 240Z Datsuns, B.M.W.s, and Peugeots in 1972 with mixed results, which included 4th overall on the TAP and fifth place on the RAC until mechanical problems dropped him to 18th.

EDGAR HERMANN German. Born 20th February 1932, Bavaria, Germany. Now living in Malindi, Kenya with his wife and three children, Edgar Hermann is also a hotelier and travel operator. Having lived in Kenya for over ten years, Hermann naturally specializes in the East African Safari. He first entered this classic event in 1962 driving a Mercedes and has competed every year since in Fords, Porsches and Datsuns. He has had most success in the latter, winning the event outright in 1970 and 1971. In the 1968 London-Sydney Marathon,

Edgar drove a Porsche 911 and won the Private Entry Award. He also won the 1970 Ampol Trial in Australia outright.



LAMPINEN



KALLSTROM

HARRY KALLSTROM Swedish. Born 30th June 1939, Sodertalje, Sweden. 'Sputnick' Kallstrom, who runs a driving school, is one of the few Scandinavian rally drivers who can go quickly on tarmac as well as snow and ice. The son of a former Swedish T-race champion, Harry started rallying at an early age and, when he beat his father in his first event, driving the 'old man's' old rally car, there was much jubilation in the Kallstrom household. He finished third on his second-ever event, won the Swedish T-race Championship in 1959 and 1963—the same year he finished second on the RAC Rally.

In 1964, B.M.C. Sweden gave him a car in which he again won the T-race Championship and also the Nordic Championship. He drove B.M.C. cars from Sweden for the next two years but in 1966 they closed their competitions

department—not before Harry had finished second again on the RAC however.

In 1967 he drove for Renault winning a Coupe des Alpes. The following year he moved to Lancia for whom he still drives. Outright wins on the 1969 Rally of the Flowers, Spanish, Marathon de la Route and RAC Rallies secured him the European Rally Championship. He repeated his RAC victory in 1970 but his hopes of a hat-trick were dashed in 1971 when the problems of being the first car through the stages on virgin snow became too great. Last year he finished fourth in the Viking chase after Clark.

SIMO LAMPINEN Finnish. Born 22nd June 1943, Provoo, Finland. Lives in his home-town with wife, Milli, herself a rally driver. The son of a ski manufacturer, the young Lampinen won the Finnish Junior Ski Championship at 13. Two years later he contracted polio which crippled him for the next three years. He spent much of this time in Nottingham where he learned to speak English. On returning to Finland Simo learned to ride a motorcycle and drive a car despite having little movement in his feet.

His first car was a Jaguar which he rallied with much success but he soon realised that a Saab was the car for Scandinavian events. His successes were soon noted at Trollhatten and Saab offered him a contract for 1962. He won the Finnish Championship for them in 1963 and 1964 and also the 1000 Lakes Rally both years. In 1965 he signed a contract with Triumph and did the Monte, Tulip and Alpine Rallies in a Spitfire and the Welsh and RAC in a 2000. When Triumph stopped rallying in mid-1966 he drove a DAF but returned to Saab in 1968. He won the RAC for them that year, the Scottish the following year and looked set to win the London-Sydney Marathon in a German Ford until he left the road in Australia.

Lancias offered Lampinen a very lucrative contract in 1970 which he took, finishing third

in the 1000 Lakes and winning the TAP. 1971 was not Simo's best year but he did manage third place on the Acropolis. He finished fourth in the 1972 Monte and then went on to boost Lancia's Championship chances with an outstanding drive in the Moroccan Rally. Driving the only Lancia against the might of the French manufacturers, he became the first non-Frenchman ever to win the event. He also finished fifth on the RAC Rally.

GERARD LARROUSSE French. Born 23rd May 1940, Lyon, France. Now married and living in Paris, Larrousse is equally at home racing and rallying.

His first sport was 'ski' but a friend persuaded him to enter the 1962 Rallye des Lions which started his interest in motor sport. Gerard drove successfully in French events for the next three years and, in 1966, the NSU importer offered him a car. He continued to do well in French events and the following year signed a contract with Alpine. He won eight events for the French team and continued his success in 1968, the year he started racing.

1969 saw a contract with Porsche and his second place on the Monte pleased the German company no end. Larrousse raced and hill-climbed all year and also co-drove the 908 which finished second at Le Mans. He ended 1969 with outright wins on the Tour de France and Tour de Corse. In a 911R for 1970, he repeated his second place on the Monte as well as enjoying considerable success on the world's racing circuits.

TIMO MAKINEN Finnish. Born 18th March 1938, Helsinki, Finland. Began driving early delivering newspapers all over Finland in his father's vans. He started rallying in 1960 with a variety of cars and soon received help from the B.M.C. agent in Helsinki.

In 1962 Stuart Turner, looking for drivers for the B.M.C. team, gave Timo a Mini Cooper



MAKINEN

for the RAC. A class win assured him of a full contract for 1963 and his first event was the Monte—in, of all cars, an Austin Healey 3000—where again he won his class. Timo so enjoyed driving the big car that he used one for most of that year.

He started 1964 driving a 1071 Cooper S on the Monte and a 1275 S on the Tulip which gave him his first International rally win. It was back to the big Healey for the Liège-Sofia-Liège and RAC—and a racing debut on the Tour de France in a 1275 S.

The 1965 Monte was run in the worst conditions the event has probably ever known but they suited Timo and, after a fantastic drive, Timo and Paul Easter won this classic.

Mäkinen won the Finnish 1000 Lakes later in the year. He looked like being the first driver to win the RAC in a big Healey but had to give best to his great rival, Rauno Aaltonen whose Cooper S found better traction on a particular hill.

1966 was the Monte 'lights' year when Timo was robbed of a second Riviera victory. Wins on the Three Cities and 1000 Lakes plus second place on the Polish were small

consolation. Mäkinen and Easter were also leading the 1967 Monte until their Cooper S was hit by a falling rock but he completed his hat-trick of 1000 Lakes wins.

1968 was not Timo's best rallying year as the Cooper S was getting too slow. The London-Sydney looked like being too long an event so he drove a private Escort twin-cam on the RAC and was leading until mechanical failure caused his retirement. So Timo turned his skill to powerboat racing, winning the Finnish Off-Shore Championship in 1968 and the Round Britain Power Boat Race the following year. His 1969 rally cars were provided by Lancia but he did not have much joy with the Italian manufacturers.

When Stuart Turner moved to Ford, it was only natural that he should employ Timo for 1970. Seventh place on the Monte, a win on the Finnish Snow and a fifth place on the World Cup were recorded. 1971 was yet another year of mixed fortunes although his drive on the first part of the RAC, when he led by minutes in conditions similar to the '65 Monte, was one of the classic rally drives for many years. Won the 1972 Hong Kong Rally for the local Ford Dealer in a Boreham-built car.

HANNU MIKKOLA Finnish. Born 24th May 1942, Joensuu, Finland. The son of a timber company director, Mikkola started rallying with a second-hand Volvo in 1963, continued in 1964 but stopped to concentrate on his studies. After gaining a degree in Economics he started driving again in 1966 when the Volvo importer offered him a car. He finished second in the Finnish Championship that year.

In 1967 Hannu drove a Lancia with some success. He still had a Volvo for Finnish events, but drove a Datsun on the 1968 Monte. After nearly beating the Ford team on the Austrian Alpine, Ford's Rally Manager, Bill Barnett, gave him an Escort twin-cam for the 1000 Lakes, which he won. He signed a contract for

Fords in 1969, winning the Austrian Alpine and 1000 Lakes for them.

After a tenacious drive Hannu and Gunnar Palm won the 1970 London-Mexico World Cup Rally in their Ford Escort. He also completed his hat-trick of Finnish 1000 Lakes victories that year. 1971 started with a retirement on the Monte, a win on the Arctic Rally and a very nasty accident on the 1000 Lakes when well in the lead. Injuries kept him out of the driving seat for some months but he did do the RAC in an Escort RS 1600, with mechanical trouble plaguing the car for the last part of the event. Fords were not going to renew Mikkola's contract for 1972, but after he became the first European ever to win the East African Safari they gave him a car for the Scottish, which he won. They also gave him a car for the RAC in which he was lying third until the engine blew a head gasket.

PAT MOSS-CARLSSON British. Born mid 1930s, Thames Ditton, Surrey. Married to Swedish driver Erik Carlsson, she now lives outside Vallauvis. One daughter, Susan. Most women rally drivers are content to win the Coupe des Dames on an International rally but Pat Moss not only wins events outright, she has the distinction of having won one of the world's toughest events.

With a history of motoring sport in the family, it was not surprising that Pat should start driving at an early age, but her first competition successes came in show jumping. Her first rally car was a Morris Minor, then a Triumph TR2. In 1955 B.M.C. gave her an M.G. TF for the RAC Rally. M.G. Magnettes, Austin Cambridges and Morris Minor 1000s followed until 1958 when Marcus Chambers, the then Competitions Manager of B.M.C., offered her a Riley 1.5 and later an Austin Healey 3000. It was in the latter model that Pat won the European Ladies' Rally Championship.

1960 was probably Pat's best year. Driving

a "Big Healey" she took on the cream of the world's rally drivers on the Liège-Rome-Liège (considered the roughest event in the world in those days), winning it outright to become the first woman driver to win a major International! She continued to drive B.M.C. cars in 1961 but also bought a Saab in which she finished third on the East African Safari.

Pat joined Ford in 1963 and won the Ladies' Awards on the Tulip and Acropolis Rallies. That year she married Eric Carlsson whose connections with Saab made it only natural for Pat to join them in 1964. She stayed with the Swedish manufacturer until the end of '67, scoring many Coupe des Dames wins.

In 1968 she moved to Lancia and won the Sestrières Rally for them. The following year she beat all her team-mates to finish sixth on the Monte. Soon after this, Pat retired to start a family but drove in the Sennien Rally last year. She made a welcome return to the sport in last year's Monte when she drove an Alpine-Renault with Liz Crelin into tenth place and her eighth Coupe des Dames award.



MUNARI

SANDRO MUNARI Italian. Born 27th March 1940, Cavarzere, Italy. A farmer's son, Sandro first learned to drive a tractor but soon built a go-kart which he raced with success in 1964.

The same year he bought an 850 Abarth which he rallied and hill-climbed. In 1965 he started co-driving for Cavallari in a Jolly Club Alfa-Romeo GTA. They won the Sardinian Rally, San Martino di Castrizza and many other Italian rallies. Sandro soon tired of co-driving, so when he heard Lancia was looking for drivers, he asked for a car and got one. He soon adapted himself to the Flavia, nearly winning the 1966 Monte. In 1967 he won every rally as well as winning the Tour de Corse outright and making his mark on the racing circuits.

Disaster struck for Munari on the 1968 Monte when he was involved in a crash on the way down to Monte Carlo. His co-driver was killed and Sandro's own injuries kept him out of rallying for a whole year. When he did start again he had lost none of his old skill and won the Italian Rally Championship for the second year as well as enjoying much racing success. He managed second place on the 1970 TAP but had to wait until 1972 to hit the headlines when he became the first Italian to win the Monte Carlo Rally. It was to be the start of a Championship-winning sequence for Lancia.

JEAN-PIERRE NICOLAS French. Born 1945, Marseilles, France. Another Frenchman who can drive rally cars and sports racing cars with equal success. His father drove for the Renault factory immediately after the war so it was natural that Jean-Pierre should be encouraged to rally from an early age. Indeed George Nicolas co-drove for his son on the 1963 Mistral Rally which they won!

More successes for J-P. in French events resulted in a contract with Alpine Renault in 1968. He finished second on the Criterium Neige et Glace. Nicolas continued with wins on the Ronde des Maures and Moroccan Rallies and, in his first circuit race, Le Mans, he won the Index of Performance. 1969 was an unlucky year for him, but the following year, he began well with a third place on the Monte

and then seconds on the Geneva, Munich and the Vienna-Budapest Rallies. The long overdue victory came on the Spanish Rally.

In 1971 Nicolas was an important member of the Alpine-Renault team which romped away with the Constructors' Championship. He also made a strong bid for the European Drivers' Championship with victories on the Lyons-Charbonnières, the Geneva Rally and, of course, he led everyone home in a brutally tough TAP (Portuguese) Rally. In 1972 he won the Olympia Rally driving a Renault-Alpine. He also won the Firestone Rally and finished third in the European Drivers' Championship.

CHRIS SCLATER British. Born 31st December 1945, Bolney, Sussex. The bright, young hope of British rallying who has a 'make or break' season ahead of him thanks to the 'Wheelbase Kleber Scholarship'. After a public school education and a year as a stage electrician, Chris undertook a Mechanical Engineering course at Brighton College. He spent a year in industry then joined the Allard Performance Centre from where he purchased his first rally car—the ex-Alan Allard Ford Anglia.

Success on club rallies encouraged Chris to tackle his first International, the 1968 Gulf London. The Anglia was not suitable so he borrowed a friend's Lotus Cortina, and, after finishing ninth overall, winning his class, Chris decided to buy the car. A good run on the RAC ended with mechanical trouble but a second place on the 1969 Welsh did much for his ego. The Lotus Cortina came to a sad end on the Ardgarten Stage when leading the Scottish but Ford sold Sclater a twin-cam Escort for the Alpine. Chris didn't finish this French classic but gained much valuable experience. Soon after the Alpine, he joined David Wood Engineering, a small London firm that specialises in building reliable engines.

The Escort (with David Wood engine) was used regularly in 1970. After second places

on the Tour of Dean, Circuit of Ireland and Welsh, came the all-important victory with the Manx Trophy. Chris then bought an RS 1600 from Fords. The new car was going well on both the TAP and RAC until mechanical trouble forced retirement on both events. Some consolation came in the form of second place in the RAC National Rally Championship.

1971 started on an icy note. A drive on the Monte for Fords then a really long battle with Adrian Boyd on the Circuit of Ireland. After changing broken rear springs and an excursion into the undergrowth, Chris had to be content with second place. A month later he was leading the Fram/Castrol Welsh when the engine broke. But in June, his long overdue International rally win came on the Scottish. This result, combined with wins on many major nationals, put Chris in a strong position in the RAC National Rally Championship and despite strong challenges from both Adrian Boyd and Roger Clark, Chris took the National title.

In 1972, he showed his form on special stages again and again—but his best placing was only a third on the Scottish. He was up with the leaders on the RAC Rally when his engine failed him. But he had done sufficient to prove to some very distinguished judges on the "Wheelbase/Kleber Scholarship" panel that he should be the first recipient of the prestigious award. Now it's up to him to prove their trust in his ability.

ROSEMARY SMITH Irish. Born 7th August, 1939, Dublin. Upon leaving school, Rosemary took up dress designing and it was through one of her customers that she did her first rally—navigating in a Mini. Feeling sick—and lost!—she swapped seats and nearly won the event outright.

This success prompted her to start driving herself and 1961 saw a contract with Rootes for whom she drove, until their withdrawal

from competition in 1969. After many Coupe des Dames awards, outright victory came on the 1965 Tulip when her Imp led team-mate Tiny Lewis home.

For the London-Sydney Marathon she drove a Lotus Cortina for Henry Ford of Cork, but engine trouble struck. She limped to Bombay on three cylinders and finally finished a disappointing 48th.

On the London-Mexico World Cup Rally she drove a British Leyland Austin Maxi with Alice Watson and Ginnette De Rolland to win the Ladies' Award. Soon after this event married Dermid McFeely, a Southern Irish motoring journalist.

Has won the Ladies' Award on the Scottish Rally for the sixth time to go with her five Circuit of Ireland, two Tour de France, two Canadian Shell 4,000, one Monte and one Acropolis wins in this category.

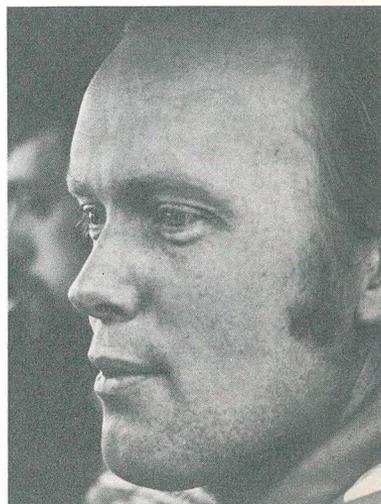
WILL SPARROW British. Born 1945, Solihull, Warwickshire. Started rallying in a Mini van in 1962 and has had a lot of success since then in British National and International events. In 1970 won the British Rally Championship and was runner-up in the Castrol/*Motoring News* series. The same year he won the Fram/Castrol Welsh outright as well as his class on the RAC. 1971 saw a serious attack on the Castrol/*Motoring News* Championship and after a year-long battle with George Hill, Will lost the Championship on the very last event. 1971 saw him tackle his first foreign event, the Lebanese Rally, in an Audi, but the car broke. Also drove a Datsun 1600 SSS on the Scottish but succumbed to engine trouble. Drove his own Mini Clubman in National and Home International events in 1971. Accepted the offer of a Ford Escort Mexico for the Mexico Rally Championship—which he won, earning himself a works drive in the TAP Rally.

JEAN-LUC THERIER French. Born 1945, Normandy. Started on his road to motoring fame via the 1966 Coupe Gordini, when he finished third overall in a Renault Gordini. In 1967 took up rallying and won a few French National events but still kept up circuit racing and won the Chinetti Trophy. Drove at Le Mans. In 1968 he was given a contract by the Gordini Factory and had many rally class wins. Drove an Alpine to a class win at Le Mans with Bernard Tramont. In 1969 he finished seventh overall on the Monte in a Group One Gordini and later that year won the Andernach-Nürburgring Rally in a similar car. Alpine offered him a contract for 1970 and after mechanical trouble on the Monte, he won the San-Remo and Acropolis Rallies for the French firm. On the 1971 Monte he finished in second place behind team-mate Ove Andersson.

TOM TRANA Swedish. Born 29th November 1937, Kristinehamn, Sweden. One of the original, quick, rallying Swedes. Both Tom's mother and father were keen motor sport enthusiasts so it is not surprising that Tom started circuit racing as soon as he was old enough to hold a licence in 1956, in a Volvo. He enjoyed great success with this car in both races and rallies and in 1959 finished second in the Swedish Racing Championship to Volvo's star driver Gunnar Andersson. The following year he beat Andersson in this Championship and was rewarded with a car from Volvo with which he completed a hat-trick of championship wins, together with wins in the Swedish Ice-Race Championship in 1961 and the Swedish Rally Championship the following year. Came over to England for the 1962 RAC and was leading the event until the car broke in Scotland but made no mistake the following year, when he drove a Volvo 544. His involvement with Volvo increased in 1964 and, after a good result on the Monte, he won the Swedish, Acropolis and RAC Rallies to win the European

Rally Championship. The next two years saw an outright win on the Swedish and the 1966 Swedish National Rally Championship. Joined Saab for 1967. Repeated his Swedish Championship win the following year and then decided to take up the offer of a full-time testing and development job with the Trollhatten firm.

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WALDEGAARD

BJORN WALDEGAARD Swedish. Born 12th November 1943, Ro, Sweden. After driving his own car with great success in Swedish T-races, Scania-Vabis, the Swedish Volkswagen importers, offered him a car and although the opposition was often much quicker Bjorn gained some useful experience, which led Scania to give him a Porsche for the 1968 Swedish Rally. Won the event easily and went on to win most Swedish events that year, securing the Swedish Rally Championship. Porsche gave him a car for the '69 Monte and he won the event outright. Repeated his previous year's win on the Swedish and, driving a car supplied by Scania, won the Swedish National Rally Championship for the second successive year. 1970 was probably his best year. He repeated his Monte and Swedish Rally

victories, added the Austrian Alpine and made his racing debut in a Porsche 908 on the Targa Florio, finishing in fifth place. Had to be content with a tied third place in the 1971 Monte, and second place on the RAC.

Was leading the 1972 Monte until he left the road and his Porsche was too badly damaged to continue, but he did finish second on the Swedish and third on the TAP.

SOBIESLAW ZASADA Polish. Born 1930. Krakow. Started rallying soon after the war and quickly made a name for himself. In 1960 was one of the first drivers from behind the Iron Curtain to rally a B.M.C. Mini. Used this marque in many Polish and Czechoslovakian events with great success, but in 1964 he formed an association with the Austrian Steyr-Puch firm. After winning the Polish Rally in a 650 he kept the car for '65, when he finished second on the same event but won his class on the Acropolis, Monte and RAC. 1965 was Sobieslaw's great year. Often co-driven by his wife Eva, he won the European Rally Championship. He repeated the performance the following year, in a Porsche. Zasada won the gruelling Gran Premio d'Argentina also in 1966, in a Porsche. In 1968 took a 911S on the London-Sydney Marathon and finished fourth overall and the following year took a works car on the East African Safari to finish sixth. Went back to East Africa in 1970, again with a Porsche, but got a hole in the sump. For the London-Mexico World Cup Rally he drove a Ford Escort with fellow Pole, Marick Wachowski, and the pair finished eighth overall.

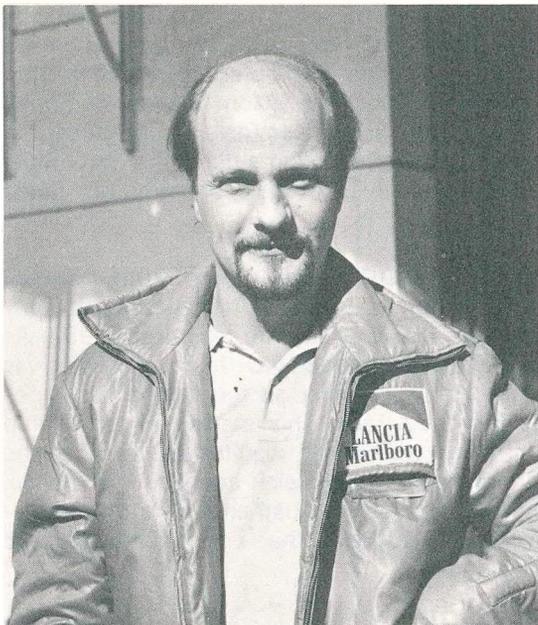
Porsche gave Sobieslaw a car for the 1971 Safari but a misunderstanding with team-mate Waldegaard resulted in both cars retiring. Took the European Rally Drivers' Championship for a third time in a B.M.W. 2002 TI. Last year he finished second on the Safari for Porsche, and in his semi-works car finished runner-up in the Drivers' Championship.

THE NAVIGATORS

JOHN DAVENPORT British. Born 21st November 1939, Swindon, Wiltshire. Whilst at Oxford University, John met John Brown, a young undergraduate making a name for himself as a rally navigator, and John Davenport soon became interested in the sport. Brown joined *Motoring News* on their rally column and Davenport inherited the column from Brown.

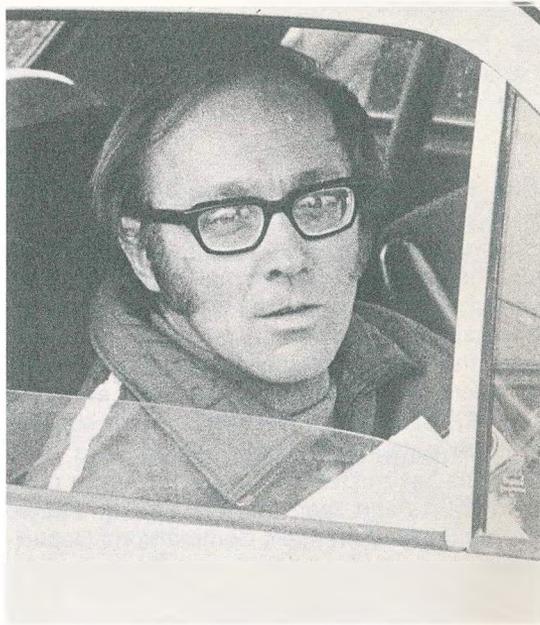
After innumerable successes in club rallies, and with private entries on Internationals, Vic Elford asked John to co-drive for him on the Tour de Corse at the end of 1965. This led to a regular partnership with Vic, driving Fords in 1966, and their successes included second on the Tulip. For 1967 he joined Ove Andersson in the Lancia Team and for 1968 Simo Lampinen and Saab. They won that year's RAC Rally in a Saab V4. In 1970 the pair joined Lancia and stayed with the Italian team until early this year when John moved to Alpine Renault to co-drive for Ove Andersson. They were leading the Monte until gearbox trouble forced them out. John often co-drives for Chris Sclater and played a big part in Chris's success in the 1971 British Rally Championship. John partnered the BMW driver Achim Warmbold to outright victory on the TAP in 1972.

GUNNAR HAGGBOM Swedish. Born 7th December 1935. Worked as an accountant for the B.M.C. agent in Sweden and started navigating in his native country. Did some events with Gunnar Andersson and then with Eric Carlsson, with whom he won the 1962 Monte, before joining Harry Kallstrom in 1963. Amongst his many successes are the 1969 European Rally Championship and outright wins on the 1969 Rally of the Flowers, Spanish and RAC and 1970 RAC Rallies, together with numerous second and third places on most major rallies, from the Austrian Alpine to the Scottish.



HAGGBOM

HENRY LIDDON British. Born 20th April 1932, London. Took up photography after leaving school but his interest in rallying forced him to turn to selling cars. In 1962 turned to full-time co-driving. After a few good results with B.M.C. his first big win came on the 1964 Monte with Paddy Hopkirk. Won the event again in 1967 with Rauno Aaltonen. Won the 1966 Circuit of Ireland with Tony Fall, and that year's Tulip and Czech with Aaltonen. In 1969 joined Lancia and finished second on the Flowers Rally with Aaltonen and third on the RAC with Fall. In 1970 joined Ford and paired with Rauno Aaltonen for the World Cup Rally, finishing third. Stayed with Ford and Timo Makinen last year but did some British National events with both Chris Sclater and Roger Clark. For the RAC he returned to Makinen. In 1972 Henry helped to organise the Acropolis Rally as well as co-driving for Makinen, Sclater and Mike Hibbert.



LIDDON

GUNNAR PALM Swedish. Born 25th February 1937, Kristinehamn. Started rallying in 1957 after considerable success in speedway riding, ski-jumping and ice hockey. Did his first International in 1961 and co-drove for Eric Carlsson in 1963 and 1964, winning the Monte and Rally of the Flowers together with many seconds and thirds. In 1966, joined Bengt Soderstrom in the Ford team and enjoyed wins on the following year's Acropolis and RAC Rallies.

In 1970, he was teamed with Hannu Mikkola for the longest rally ever held—the London-Mexico World Cup Rally. They proved the perfect combination, leading Ford to a sweeping victory.

Last year, they tackled the Safari together and won an even more convincing victory in this very daunting event. They were the first overseas drivers ever to win the event in 20 years and an ecstatic Palm decided to retire.

"There is nothing else to win", he said. But we firmly believe that he would make a 'come-back' should there be another World Cup Rally.

404 JIM PORTER British. Born 9th November 1939, Leicester. Met Roger Clark in a Leicestershire pub in 1956 and they started rallying together. His early experience was gained on English club rallies but he soon started doing Internationals and quick success made him leave the family meat business and join Rover's Competitions Department. Did some events in early Rover 2000s but had most of his success in Fords with Roger Clark. Joined Ford on a full-time basis in 1965. Has co-driven for most Ford drivers and spent most of 1971 in France setting up Ford France's Competitions Department.

In 1972 he divided his time between co-driving for Jean-François Piot, with whom he won the Touring Car Category on the Monte and Roger Clark, with whom he won the British Rally Championship. However, as Jim accepted a job on the organising side of the RAC Rally he was not with Roger to enjoy his finest victory.

MIKE WOOD British. Born 20th January 1934, Burnley, Lancs. A down-to-earth Lancastrian who started club rallying in 1953. As a member of the B.M.C. team in 1965 was Tony Fall's co-driver on the Coupe des Alpes which they won. This started a partnership with Fall which has resulted in wins on the Scottish, Danube, Welsh and Tour de France. In 1969 he won the Austrian Alpine with Hannu Mikkola. Dubbed the Eric Morecambe of Rallying.

For the Record

**Fantastic Year of Firsts
Charting the Championship
Fixtures**

1972—A FANTASTIC YEAR OF 'FIRSTS'

Alan Brinton

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January 8th

The first round of the Tasman Championship—the New Zealand International Grand Prix at Pukekohe—is won by Frank Gardner in the works Lola T300.

January 9th

The world's first racing car show aboard ship—Motor Racing Showboat, held on a Townsend Thoresen ferry moored in the Thames—comes to a successful end.

January 16th

The first race of the European season, at Brands Hatch, is won by Steven Soper in a Hillman Imp.

January 22nd

Graham McRae gives the Leda GM1 (later to be renamed the McRae) its first win in the second Tasman Cup round at Levin.

January 23rd

The Argentine Grand Prix, first round of the 1972 World Championship series, is won at Buenos Aires by Jackie Stewart in a Tyrrell-Ford. This race sees the first appearance of the John Player Special in its black-and-gold livery. It is also the first Grand Prix for 'local boy' Carlos Reutemann, who surprises everyone by grabbing pole position with his Brabham BT34; he held second place in the opening laps but was handicapped by a chunking tyre which forced a pit stop. Afterwards he climbed back up the field to finish seventh.

January 28th

Sandro Munari and Mario Mannucci win the Monte Carlo Rally with a Lancia Fulvia 1.6HF to become the first Italian crew to score a victory in this classic.

February 27th

First win for the Brabham BT38 driven by Bert

Hawthorne in its debut race at Bogota, Columbia.

March 4th

In the South African Grand Prix at Kyalami, New Zealander Denny Hulme chalks up his first World Championship victory since the Mexican Grand Prix in October, 1969. For Denny it marks an important personal breakthrough, for in the previous Grands Prix at Kyalami he finished fourth, fifth, third, second and sixth. It was the first win for a McLaren in Yardley colours. Carlos Pace, of Brazil, has his first Formula One race, with a March 711, and finishes 17th.

March 12th

The first Formula Two race under the new two-litre formula is won at Mallory Park by David Morgan in his first-ever Formula Two race with a year-old Brabham BT35. Jody Scheckter, of South Africa, has his first Formula Two outing, in the Impact McLaren M21, and finishes fourth.

March 19th

Emerson Fittipaldi scores his first win of 1972 with the John Player Special in the Race of Champions at Brands Hatch. Ronnie Peterson gives a first outing to the March 721X. The first round of the European Touring Car Championship—the Monza 4-Hours—goes to Jochen Mass and Gerard Larrousse in a Ford Capri.

March 30th

Carlos Reutemann scores his first Formula One win, driving the Brabham BT34 in the non-championship Brazil Grand Prix at Interlagos, São Paulo.

March 31st

Niki Lauda wins his first Formula Two race at Oulton Park with a March 722 in the second

round of the John Player Formula Two Championship.

April 3rd

Hannu Mikkola and Gunnar Palm, in a Ford Escort RS1600, become the first overseas crew to win the East African Safari Rally.

April 16th

French driver Jean-Pierre Jaussaud gains his first Formula Two victory at Hockenheim with a Brabham BT38.

May 1st

Emerson and Wilson Fittipaldi take part in the Spanish Grand Prix at Jarama—the first occasion on which brothers have competed in a world championship Grand Prix. Emerson wins with his John Player Special and Brabham-mounted Wilson is seventh.

May 7th

Peter Gethin scores his first Formula Two win, in the Pau Grand Prix, with the works Chevron B20.

May 14th

Jean-Pierre Beltoise pulls off his first Grand Prix victory at Monaco, driving a Marlboro-B.R.M. This means that for the first time brothers-in-law have won a Grand Prix—François Cevert gained his victory in the 1971 United States Grand Prix. Bobby Unser officially beats the 190 m.p.h. barrier for the first time during qualifying at Indianapolis. In his turbocharged Eagle-Offy he laps at 196.678 m.p.h., and averages 195.94 m.p.h. for four laps.

May 21st

Ferrari have their first victory in the Targa Florio since 1965, with a lone entry driven by Arturo Merzario and Sandro Munari.

May 27th

Mark Donohue gives McLaren their first win in the Indianapolis 500.

May 29th

First Formula Two win for Jody Scheckter, driving the Impact McLaren M21 at Crystal Palace.

June 4th

The Nivelles circuit is used for the first time for

the Belgian Grand Prix. The race sees the debut of the Tecno PA123, driven by Nanni Galli.

June 11th

Graham Hill and Henri Pescarolo, driving a Matra 670, give the French marque its first victory in the Le Mans 24-Hours. This is the first win at Le Mans by a French car for 22 years. Hill's winning drive gives him the unique record of having won the Formula One drivers' world championship, the Indianapolis 500, and Le Mans. Denny Hulme, driving the Gulf McLaren M20, wins the first round of the Can-Am Championship at Mosport.

July 2nd

French driver Patrick Depailler makes his Formula One debut in the French Grand Prix at Clermont-Ferrand with a Tyrrell-Ford. (The new Tyrrell 005 makes its first appearance in practice but is crashed by François Cevert.)

July 9th

The turbocharged Porsche 917/10 gains its first Can-Am victory, driven by George Follmer, at Atlanta.

July 15th

Arturo Merzario makes his Formula One debut with a Ferrari in the John Player Grand Prix, comes sixth and gains the Jo Siffert Award.

The Politoys-Ford makes its race debut in the John Player Grand Prix at Brands Hatch, but Henri Pescarolo crashes it.

July 30th

Jacky Ickx leads Ferrari to a crushing one-two triumph in the German Grand Prix at the Nurburgring. It was Ferrari's first one-two in the German Grand Prix since the Avus in 1959.

August 13th

Jackie Stewart gives the Tyrrell 005 its first race outing in the Austrian Grand Prix, and finishes seventh after leading initially.

The Connew-Ford makes its race debut in the Austrian Grand Prix but François Migault is forced to retire.

August 28th

Emerson Fittipaldi, with his John Player

Special, wins the first all-comers race for Europe's richest prize—the Rothmans 50,000 at Brands Hatch.

September 10th

Emerson Fittipaldi drives his John Player Special to victory in the Italian Grand Prix, to become, at 25, the youngest driver to win the World Championship, and the first from Brazil.

September 23rd

Gerry Marshall, driving a Lister-Jaguar, is first in the last motor race to be staged at the Crystal Palace before it closes after 37 years.

September 24th

Jackie Stewart gives the Tyrrell 005 its first victory in the Canadian Grand Prix at Mosport.

October 1st

Mike Hailwood finishes his Matchbox-Team Surtees TS10 in second place at Hockenheim, to clinch the European Formula Two Championship—his first championship title on four wheels.

October 15th

George Follmer wins the Can-Am round at

Laguna Seca to give Porsche their first Can-Am Championship.

October 22nd

Ulsterman John Watson makes his Formula One debut in the John Player Challenge Trophy at Brands Hatch and comes sixth in the ex-Eifelland March 721.

Australian Frank Gardner takes his Chevrolet Camaro to victory in the Wiggins Teape Paper-charge 1972 race at Brands Hatch and becomes the first driver to win the Tarmac British Racing Championship.

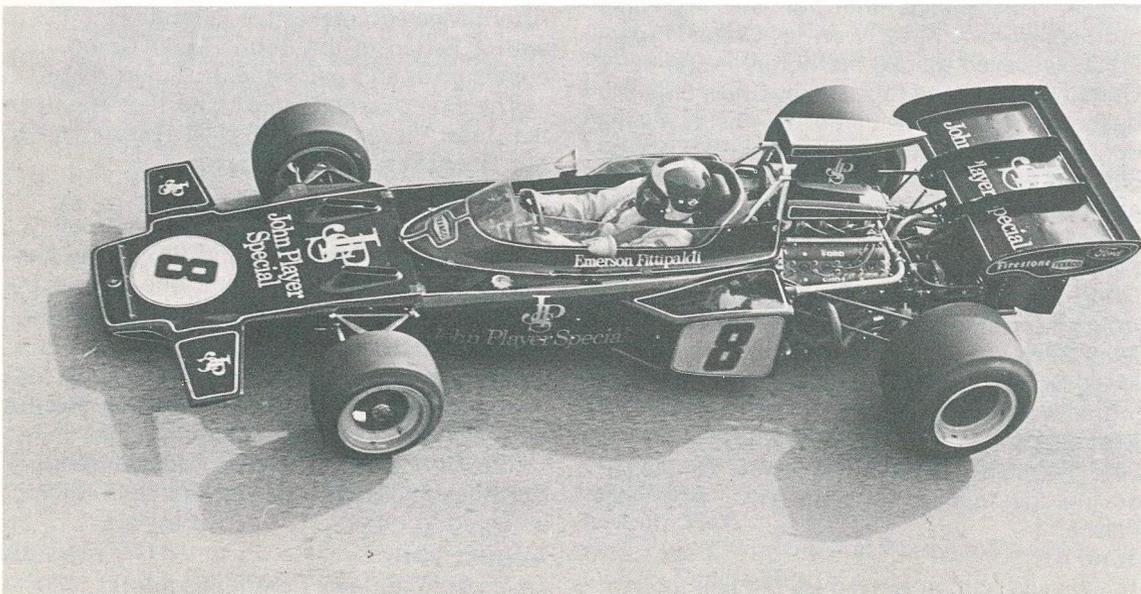
December 2nd

Gerry Birrell becomes the Springbok Champion for the first time—winning the Welkon 3-Hour race in his Team Gunston Chevron.

December 5th

Roger Clark, in an Escort, becomes the first British driver to win the RAC Rally since 1959. And Ford's new alloy two-litre engine gains a notable first major success.

Fittipaldi's Fantastic Year – The first-ever Brazilian World Champion, and the youngest in the history of the sport



CHARTING THE CHAMPIONSHIP

Doug Nye

The Facts Behind the World Championship

The Drivers' World Championship as we know it today began on 13th May 1950, when 21 cars streamed off the Silverstone grid to begin the British Grand Prix. That was the first of six Formula One World Championship-qualifying races held that year, and, with the completion of the 1972 season, the total of these races now stands at 209.

Thirty-eight drivers of 15 nationalities have gained victories in these races. Eight were Italians, seven, Englishmen, four, Americans, three, Scots, three, Frenchmen, two, Swiss, two, New Zealanders and two Argentinians. Single representatives have also come from Australia, Belgium, Austria, Brazil, Mexico, Germany and Sweden.

The tables in this section cover all the successful drivers. The winners, those who took pole position, and those who set—or shared—fastest lap, are shown, and a breakdown is given of the successful manufacturers and the engines they used. One of the most difficult of items to record accurately has been the

fastest lap information, for it has been shared several times.

It will be appreciated that if one driver has, say, two half shares in fastest laps, these will combine in the final addition to give a total of one against his name. In other words, one less than the actual number of fastest laps he shared. Therefore the number of races in which any driver set his quick times, as well as the mathematical total, is shown in these tables. The same rule applies to shared winning drives.

One final point . . . this kind of table has been compiled before, and it will be noticed that our totals—particularly of race starts—may vary from other compilers' figures. They have usually counted the number of cars driven, instead of starts made. A footnote details these totals. Only Championship-qualifying F1 and F2 races feature in our total of 209 events considered and the somewhat illogical inclusion of the 'Indianapolis 500' during the 'fifties has been disregarded.

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World Championship Breakdown—The Drivers

Driver (Total Starts)	Wins	Races before first win	Pole Positions	Fastest Laps (set in no. of races)	Championship Points Total	GP Career Seasons' Span
J. Clark (72)	25	Won 17th	33	28 (28)	274	9
J.-M. Fangio (51)	24*	Won 2nd**	28	22 1/7 (23)	277 9/14	9
J. Stewart (85)	22	Won 8th	14	14 (14)	289	8
S. Moss (66)	16	Won 21st	16	18 1/7 (20)	186 9/14	11
G. Hill (147)	14	Won 33rd	13	10 (10)	288	15
J. Brabham (126)	14	Won 17th	13	8½ + ½ (10)	261	16
A. Ascari (31)	13	Won 9th	14	9 1/7 (11)	139 1/7	6
J. Ickx (58)	8	Won 7th	13	13½ (14)	151	6
J. Surtees (111)	6	Won 26th	8	10½ (11)	180	13
J. Rindt (59)	6	Won 49th	10	3 (3)	109	7
D. Hulme (82)	6	Won 17th	None	5 (5)	202	8
E. Fittipaldi (27)	6	Won 4th	3	None	89	3
C. A. S. Brooks (38)	6†	Won 3rd/9th†	3	3 (3)	75	6
G. Farina (33)	5	Won 1st**	5	6 (6)	128¾	6
D. Gurney (86)	4	Won 21st	3	6 (6)	133	12

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Driver (Total Starts)	Wins	Races before first win	Pole Positions	Fastest Laps (set in no. of races)	Championship Points Total	GP Career Seasons' Span
B. McLaren (102)	4	Won 8th	None	2½ (3)	196½	13
M. Hawthorn (45)	3	Won 9th	4	5 1/7 (6)	127 9/14	7
P. Hill (48)	3	Won 19th	6	5½ (6)	98	7
P. Collins (32)	3	Won 15th	None	None	47	7
J. F. Gonzales (26)	2	Won 5th	4	4 1/7 (6)	77 9/14	11
M. Trintignant (82)	2	Won 29th	None	1	72½	15
P. Rodriguez (55)	2	Won 10th†	None	1	71	9
J. Siffert (97)	2	Won 58th	2	4	68	10
W. von Trips (27)	2	Won 21st	1	None	56	5
R. Ginther (52)	1	Won 47th	None	2½ (3)	107	7
L. Bandini (42)	1	Won 21st	1	2	58	7
G. Regazzoni (29)	1	Won 5th	2	2½ (3)	61	3
P. Taruffi (18)	1	Won 7th	None	1 (1)	41	7
F. Cevert (32)	1	Won 20th	None	1 (1)	42	3
I. Ireland (51)	1	Won 21st	None	0½ (1)	47	8
M. Andretti (19)	1	Won 8th	1	1 (1)	20	5
J. Bonnier (102)	1	Won 15th	1	None	39	15
L. Scarfiotti (10)	1	Won 4th	None	1 (1)	17	6
G. Baghetti (21)	1	Won 1st	None	1 (1)	14	7
P. Gethin (27)	1	Won 16th	None	None	11	3
J.-P. Beltoise (56)	1	Won 49th	None	4 (4)	58	6
L. Musso (25)	0½*	'Won' 11th	None	1 (1)	44	6
L. Fagioli (7)	0½*	'Won' 7th	None	None	32	2

NB—Shared drivers have been counted as the number of 'starts' by some compilers, but this gives a false impression of the number of races contested. The drivers and their numbers of 'cars driven' are as follows: Clark (73); Fangio (58); Moss (71); Brabham (127); Ascari (35); Collins (36); Gonzales (30); and Trintignant (84).

FASTEST LAP AND POLE POSITION DRIVERS WITHOUT A WIN

Driver	Pole Positions	Fastest Laps (set in no. of races)	Championship Points Total	GP Career Seasons' Span
C. Amon	5	3 (3)	80	10
S. Lewis-Evans	2	None	16	2
E. Castellotti	1	None	19½	3
M. Parkes	1	None	14	2
C. Reutemann	1	None	3	1
P. Revson	1	None	23	9***
L. Villoresi	None	1 (1)	49	7
H. Herrmann	None	1 (1)	10	9
K. Kling	None	1 (1)	17	2
O. Marimon	None	0 1/7 (1)	8 1/7	2
J. Behra	None	0 1/7 (1)	51 1/7	8
R. Mieres	None	1 (1)	13	3
R. Attwood	None	1 (1)	11	4
J. Oliver	None	1 (1)	9	5
H. Pescarolo	None	1 (1)	12	5
M. Hailwood	None	1 (1)	17	9

Total (for Both Tables): 209 Total: 209

*Fangio's total of wins includes two shared drives with Fagioli (1951 French GP) and Musso (1956 Argentine GP)—if the compiler simply adds these 'halves' together, his total is 23, although he actually shared the spoils of 24 race wins

** Artificial figures showing wins in first season of Championship competition

† Brooks shared victory in his third Championship race, the 1957 British GP, with Moss. His first solo win was in the 1958 Belgian GP, his ninth event. Moss actually won "15½" races and Brooks "5½"

‡ Rodriguez's figure includes his drive in the 1966 German GP Formula 2 class

*** Revson's career span of nine seasons is slightly misleading, as he raced in only three of them—1964, 1971–72—and only in the latter season has he had anything like a proper programme.

A total of 135 drivers have scored World Championship points since 1950, and those who have not won, taken pole positions or fastest laps are as follows, in chronological order, with their points totals: L. Rosier (18); 'B. Bira' (8); R. Parnell (9); P. Whitehead (4); L. Chiron (4); P. Etancelin (3); Y. Giraud-Cabantous (5); R. Sommer (3); R. Manzon (16); D. Serafini (3); F. Bonetto (17); E. Chaboud (17); C. Sanesi (3); E. De Graffenreid (9); R. Fischer (10); K. Wharton (3); D. Poore (3); A. Brown (2); P. Frere (11); E. Thompson (2); O. Galvez (2); H. Lang (2); S. Mantovani (4); U. Maglioli (3½); A. Pilette (2); E. Bayol (2); C. Perdisa (5); C. Menditeguy (9); F. Godia (6); J. Fairman (5); R. Flockhart (5); H. Schell (32); A. de Portago (4); O. Gendebien (18); H. da Silva Ramos (2); H. Gould (2); C. Landi (1½); G. Gerini (1½); M. Gregory (21); R. Salvadori (19); G. Scarlatti (1); C. Allison (11); W. Mairesse (7); G. Cabianca (3); H. Taylor (3); L. Bianchi (6); J. Lewis (3); A. Maggs (26); T. Taylor (8); R. Rodriguez (4); C. Godin de Beaufort (4); N. Lederle (1); G. Mitter (3); J. Hall (3); P. Arundell (12); R. Anderson (8); M. Spence (27); W. Hansgen (2); R. Bucknum (2); R. Bondurant (3); J. Taylor (1); J. Love (6); C. Irwin (2); G. Ligier (1); G. Servoz-Gavin (9); V. Elford (8); B. Redman (8); P. Courage (20); S. Moser (3); R. Stommelen (13); R. Wisell (13); I. Giunti (3); J. Miles (2); D. Bell (1); R. Peterson (45); T. Schenken (7); H. Ganley (9); M. Donohue (4); A. de Adamich (3); C. Pace (3); A. Merzario (1)

All points scored by each driver are counted before any were dropped to make up the 'best performance' totals which counted towards the World Championship. Excluded are Graham Hill's four which he would have scored for third place in the 1963 French GP had he not been push-started. Also any sometimes awarded for shared drivers which should not have been allowed. The FIA discarded the practice in 1957.

The Cars—World Championship Round Wins

Marque (Nation)	Engine	Wins	Between (Years)
Ferrari (I) †	Ferrari (I)	49	1951–1972
Lotus (GB)	Coventry-Climax (GB)	24	} = 47 1960–1965
Lotus (GB)	Cosworth-Ford (GB) *	22	
Lotus (GB)	B.R.M. (GB)	1	1966
B.R.M. (GB)	B.R.M. (GB)	17	1959–1972
Cooper (GB)	Coventry-Climax (GB)	14	} = 16 1958–1962
Cooper (GB)	Maserati (I)	2	
Brabham (GB)	Repco (AUS)	8	} = 13 1966–1967
Brabham (GB)	Cosworth-Ford (GB)	3	
Brabham (GB)	Coventry-Climax (GB)	2	
Tyrrell (GB)	Cosworth-Ford (GB)	11	1971–1972
Alfa-Romeo (I)	Alfa-Romeo (I)	10	1950–1951
Maserati (I)	Maserati (I)	9	1953–1957
Mercedes-Benz (D)	Mercedes-Benz (D)	9	1954–1955
Vanwall (GB)	Vanwall (GB)	9	1957–1958
Matra (F)	Cosworth-Ford (GB)	9	1968–1969
McLaren (GB)	Cosworth-Ford (GB)	5	1968–1972
Honda (J)	Honda (J)	2	1965–1967
Porsche (D)	Porsche (D)	1	1962
March (GB)	Cosworth-Ford (GB)	1	1970
Eagle (US/GB)	Weslake (GB)	1	1967

Total 209

* Total includes John Player Special's five 1972 victories

The Cars—Pole Positions and Fastest Laps

Marque	Pole Positions	Marque	Fastest Laps
Ferrari	61 (1951–1972)	Ferrari	55 5/42
Lotus	56 (1960–1972)	Lotus	40 35/42
Brabham	15 (1964–1972)	Brabham	15 1/2
Cooper	11 (1959–1966)	B.R.M.	14 1/2
Alfa-Romeo	10 (1950–1951)	Maserati	13 3/7
Maserati	10 (1953–1958)	Alfa-Romeo	13
B.R.M.	10 (1959–1971)	Matra	12
Tyrrell	9 (1970–1972)	Cooper	11 35/42
Mercedes-Benz	7 (1954–1955)	Mercedes-Benz	8 1/7
Vanwall	7 (1957–1958)	Tyrrell	8
Matra	4 (1969–1972)	Vanwall	6
March	3 (1970)	McLaren	2 1/2
Lancia	2 (1954–1955)	Honda	2
Lola	1 (1962)	Eagle	2
Porsche	1 (1962)	March	2
Honda	1 (1968)	Surtees	1
McLaren	1 (1972)	Lancia	1
		Gordini	0 1/7
Total 209		Total 209	

So we have 17 marques shown on the pole position list, of which seven have scored in double figures. Considering their short life compared to Ferrari, Lotus have done very well, while Brabham also proved extremely effective in a short six-year period. There are 18 marques in the fastest lap list, the first three the same as with pole positions, while Cooper, B.R.M., Maserati and Alfa-Romeo all performed better in their races than in practice.

NB: The fractions shown in the fastest laps table reflect the number of times which have been shared, in one case by seven drivers, in another by three drivers and quite often by two. The largest common fraction to one seventh, one third and one half is a forty-second.

The Champions and Runners-Up—Who they were, How they compare

Year	Champion Runner-Up (Age)	Starts	Wins	Fastest Laps	Pole Positions	Points	Minor Placings	Car(s)
1950	G. Farina (44)	6 (6)*	3	3	2	30	One fourth	Alfa-Romeo
	J-M. Fangio (39)	6	3	3	4	27	None	Alfa-Romeo
1951	J-M. Fangio (40)	7 (7)	2 1/2**	5	4	31 (37) †	Two seconds	Alfa-Romeo
	A. Ascari (33)	7	2	0	2	25 (28)	1 1/2 seconds, one fourth	Ferrari
1952	A. Ascari (34)	6 (7)	6	4 1/2	5	36 (52 1/2)	None	Ferrari
	G. Farina (46)	7	0	1	2	25 (28)	Four seconds, one fourth	Ferrari
1953	A. Ascari (35)	8 (8)	5	3 1/2	6	34 1/2 (46 1/2)	One fourth	Ferrari
	J-M. Fangio (42)	8	1	2	2	28 (29 1/2)	Three seconds, shared fourth	Maserati
1954	J-M. Fangio (43)	8 (8)	6	2 1/7	4	42 (57 1/7)	One third, one fourth	Maserati & Mercedes
	F. Gonzales (32)	7	1	2 1/7	2	25 1/7 (26 9/14)	1 1/2 seconds, 1 1/2 thirds, 1/2 fourth	Ferrari

Year	Champion and Runner-Up (Age)	Starts	Wins	Fastest Laps	Pole Positions	Points	Minor Placings	Car(s)
1955	J-M. Fangio (44)	6 (6)	4	3	3	40 (41)	One second	Mercedes
	S. Moss (25)	6	1	2	1	23	Two seconds	Mercedes
1956	J-M. Fangio (45)	7 (7)	2½	4	6	30 (33)	Two shared seconds, 1½ fourths	Ferrari
	S. Moss (26)	7	2	3	1	27 (28)	One second, shared third and fifth	Maserati
1957	J-M. Fangio (46)	7 (7)	4	2	4	40 (46)	Two seconds	Maserati
	S. Moss (27)	6	2½	3	2	25	One fifth	Vanwall
1958	M. Hawthorn (29)	10 (10)	1	5	4	42 (49)	Four seconds, third and fifth	Ferrari
	S. Moss (28)	10	4	3	3	41	One second	Vanwall and Cooper
1959	J. Brabham (33)*	8 (8)	2	1	1	31 (34)	One second, two thirds, one fourth	Cooper-Climax
	A. Brooks (27)	8	2	1	2	27	One second, one third	Ferrari
1960	J. Brabham (34)	8 (9)	5	2½	3	43	One fourth	Cooper-Climax
	B. McLaren (23)	8	1	1	0	34 (37)	Three seconds, two thirds, one fourth	Cooper-Climax
1961	P. Hill (34)	7 (8)	2	2	5	34 (38)	Two seconds, two thirds	Ferrari
	W. von Trips† (33)	7	2	0	1	33	Two seconds, one fourth	Ferrari
1962	G. Hill (33)	9 (9)	4	3	1	42 (52)	Two seconds, one fourth, one sixth	B.R.M.
	J. Clark (26)	9	3	5	6	30	One fourth	Lotus-Climax
1963	J. Clark (27)	10 (10)	7	6	7	54 (73)	One second, one third	Lotus-Climax
	G. Hill (34)	10	2	0	2	29	Three thirds, one fourth	B.R.M.
1964	J. Surtees (30)	10 (10)	2	2	2	40	Three seconds, one third	Ferrari
	G. Hill (35)	10	2	1	1	39 (41)	Three seconds, fourth, fifth	B.R.M.
1965	J. Clark (29)	9 (10)	6	6	6	54	None	Lotus-Climax
	G. Hill (36)	10	2	3	4	40 (47)	Three seconds, third, fourth, two fifths	B.R.M.
1966	J. Brabham (40)	9 (9)	4	1	3	42 (45)	One second, one fourth	Repco-Brabham
	J. Surtees (32)	9	2	3	2	28	One second, one third	Ferrari and Cooper-Maserati
1967	D. Hulme (31)	11 (11)	2	2	0	51	Three seconds, three thirds, one fourth	Repco-Brabham
	J. Brabham (41)	11	2	0	2	46 (48)	Four seconds, fourth, fifth, sixth	Repco-Brabham
1968	G. Hill (39)	12 (12)	3	0	2	48	Three seconds, one fourth	Lotus-Ford
	J. Stewart (29)	10	3	2	0	36	One fourth, two sixths	Matra-Ford
1969	J. Stewart (30)	11 (11)	6	5	2	63	One second, one fourth	Matra-Ford
	J. Ickx (24)	11	2	3	2	37	Two seconds, third, fifth, sixth	Brabham-Ford

Year	Champion and Runner-Up (Age)	Starts	Wins	Fastest Laps	Pole Positions	Points	Minor Placings	Car(s)
1970	J. Rindt† (28)	9 (13)	5	1	3	45	None	Lotus-Ford
	J. Ickx (25)	13	3	4½	4	40	One second, third, fourth	Ferrari
1971	J. Stewart (32)	11 (11)	6	3	6	62	One second, one fifth	Tyrrell-Ford
	R. Peterson (27)	11	0	0	0	33	Four seconds, third, fourth, fifth	March-Ford
1972	E. Fittipaldi (25)	12 (12)	5	0	3	61	Two seconds, one third	J.P.S.-Ford
	J. Stewart (33)	11	4	4	2	45	One second, one fourth	Tyrrell-Ford

* Figure in brackets is number of races in whole Championship series

** Fractions indicate shared performances

† Killed during the season; placed posthumously in Championship

‡ Figure in brackets indicates total points score before "tax". From 1950-53 inclusive, the best four performances counted towards the final Championship standings. From 1954-57 inclusive, 1959, 1961-62 and in 1966 the best five results were counted. In 1958, 1960 and 1963-65 the best six qualified. From 1967 sufficient qualifying rounds have been run to divide the season into two parts (equal when there is an even number of qualifying rounds, and with the first part one greater when the total is odd), the poorest performance in each half being dropped.

The F.I.A. awarded points for shared drives until 1957, and they did not award the single point for sixth place until 1960. This replaced the previous practice of awarding it for fastest lap, which again gave rise to fractional points scores when the performance was shared. Between 1950-59 the first five finishers scored 8-6-4-3-2 respectively, and in 1960 the single sixth-place point was adopted. From 1961 to date the first six finishers have scored 9-6-4-3-2-1.

GRAND PRIX FIXTURES 1973

Round 1 Argentine Grand Prix

Buenos Aires, January 28th

Finishing Order:

1	Emerson Fittipaldi	J.P.S.-Ford	9 points
2	Francois Cevert	Tyrrell-Ford	6 points
3	Jackie Stewart	Tyrrell-Ford	4 points
4	Jacky Ickx	Ferrari	3 points
5	Denny Hulme	McLaren-Ford	2 points
6	Wilson Fittipaldi	Brabham-Ford	1 point

Race distance: 96 laps of a 2.12-mile circuit= 203.6 miles

Winner's race time: 1h 56m 18.2sec Speed 102.94 mph

Fastest race lap: 1m 11.22sec=105.08 mph

by Emerson Fittipaldi

Round 2 Brazilian Grand Prix

Interlagos, Sao Paulo, February 11th

Finishing Order:

1			9 points
2			6 points
3			4 points
4			3 points
5			2 points
6			1 point

Race distance: laps of a mile circuit= miles

Winner's race time: h m sec Speed mph

Fastest race lap: m sec= mph

by

Round 3 South African Grand Prix

Kyalami, Johannesburg, March 3rd

Finishing Order:

1			9 points
2			6 points
3			4 points
4			3 points
5			2 points
6			1 point

Race distance: laps of a mile circuit= miles

Winner's race time: h m sec Speed mph

Fastest race lap: m sec= mph

by

Round 4 Spanish Grand Prix

Montjuich Park, Barcelona, April 29th

Finishing Order:

1			9 points
2			6 points
3			4 points
4			3 points
5			2 points
6			1 point

Race distance: laps of a mile circuit= miles

Winner's race time: h m sec Speed mph

Fastest race lap: m sec= mph

by

Round 5 European and Belgian Grand Prix

Nivelles, Brussels or Zolder, Hasselt, May 20th

Finishing Order:

1			9 points
2			6 points
3			4 points
4			3 points
5			2 points
6			1 point

Race distance: laps of a mile circuit= miles

Winner's race time: h m sec Speed mph

Fastest race lap: m sec= mph

by

Round 6 Monaco Grand Prix

Monte Carlo, June 3rd

Finishing Order:

1			9 points
2			6 points
3			4 points
4			3 points
5			2 points
6			1 point

Race distance: laps of a mile circuit= miles

Winner's race time: h m sec Speed mph

Fastest race lap: m sec= mph

by

Round 7 Swedish Grand Prix

Anderstorp, June 17th

Finishing Order:

1	9 points
2	6 points
3	4 points
4	3 points
5	2 points
6	1 point

Race distance: laps of a mile circuit= miles

Winner's race time: h m sec Speed mph

Fastest race lap: m sec= mph

by

Round 8 French Grand Prix

Paul Ricard Circuit, Le Castellet, July 1st

Finishing Order:

1	9 points
2	6 points
3	4 points
4	3 points
5	2 points
6	1 point

Race distance: laps of a mile circuit= miles

Winner's race time: h m sec Speed mph

Fastest race lap: m sec= mph

by

Round 9 John Player Grand Prix

Silverstone, Northants, July 14th

Finishing Order:

1	9 points
2	6 points
3	4 points
4	3 points
5	2 points
6	1 point

Race distance: laps of a mile circuit= miles

Winner's race time: h m sec Speed mph

Fastest race lap: m sec= mph

by

Round 10 Dutch Grand Prix

Zandvoort, July 29th

Finishing Order:

1	9 points
2	6 points
3	4 points
4	3 points
5	2 points
6	1 point

Race distance: laps of a mile circuit= miles

Winner's race time: h m sec Speed mph

Fastest race lap: m sec= mph

by

Round 11 German Grand Prix

Nurburgring, August 5th

Finishing Order:

1	9 points
2	6 points
3	4 points
4	3 points
5	2 points
6	1 point

Race distance: laps of a mile circuit= miles

Winner's race time: h m sec Speed mph

Fastest race lap: m sec= mph

by

Round 12 Austrian Grand Prix

Osterreichring, Zeltweg, August 19th

Finishing Order:

1	9 points
2	6 points
3	4 points
4	3 points
5	2 points
6	1 point

Race distance: laps of a mile circuit= miles

Winner's race time: h m sec Speed mph

Fastest race lap: m sec= mph

by

Round 13 Italian Grand Prix

Monza, Milan, September 9th

Finishing order:

1	9 points
2	6 points
3	4 points
4	3 points
5	2 points
6	1 point

Race distance: laps of a mile circuit= miles

Winner's race time: h m sec Speed mph

Fastest race lap: m sec= mph

by

Round 14 Canadian Grand Prix

Mosport, Ontario, September 23rd

Finishing order:

1	9 points
2	6 points
3	4 points
4	3 points
5	2 points
6	1 point

Race distance: laps of a mile circuit= miles

Winner's race time: h m sec Speed mph

Fastest race lap: m sec= mph

by

Round 15 United States Grand Prix

Watkins Glen, New York State, October 7th

Finishing order:

1	9 points
2	6 points
3	4 points
4	3 points
5	2 points
6	1 point

Race distance: laps of a mile circuit= miles

Winner's race time: h m sec Speed mph

Fastest race lap: m sec= mph

by

417

MAJOR INTERNATIONAL RALLIES 1973

19th-27th January	MONTE CARLO	World Championship
15th-18th February	SWEDISH	World Championship
13th-18th March	TAP	World Championship
19th-22nd April	EAST AFRICAN SAFARI	World Championship
19th-22nd April	CIRCUIT OF IRELAND	European Championship
30th April-5th May	TULIP	European Championship
4th-6th May	GENEVA	European Championship
9th-12th May	MOROCCO	World Championship
11th-13th May	WELSH	European Championship
23rd-28th May	ACROPOLIS	World Championship
2nd-6th June	SCOTTISH	European Championship
6th-7th July	VLTAVA	European Championship
13th-15th July	POLISH	World Championship
27th-29th July	DANUBE	European Championship
3rd-5th August	1000 LAKES	World Championship
12th-16th September	AUSTRIAN ALPINE	World Championship
14th-24th September	TOUR DE FRANCE	European Championship
29th-30th September	CYPRUS	European Championship
11th-14th October	SAN REMO	World Championship
15th-20th October	COUPE DES ALPES	European Championship
31st October-5th November	PRESS ON REGARDLESS	World Championship
3rd-4th November	TOUR DE CORSE	World Championship
16th-21st November	RAC	World Championship

WORLD SPORTS CAR CHAMPIONSHIP-1973

4th February	DAYTONA 24-HOURS	USA
25th March	VALLELUNGA 1000 KILOMETRES	Italy
25th April	MONZA 1000 KILOMETRES	Italy
6th May	SPA-FRANCORCHAMPS 1000 KILOMETRES	Belgium
13th May	TARGA FLORIO	Sicily
27th May	NURBURGRING 1000 KILOMETRES	Germany
9th-10th June	LE MANS 24-HOURS	France
24th June	OSTERREICHRING 1000 KILOMETRES	Austria
21st July	WATKINS GLEN 6-HOURS	USA
21st October	BUENOS AIRES 1000 KILOMETRES	Argentina

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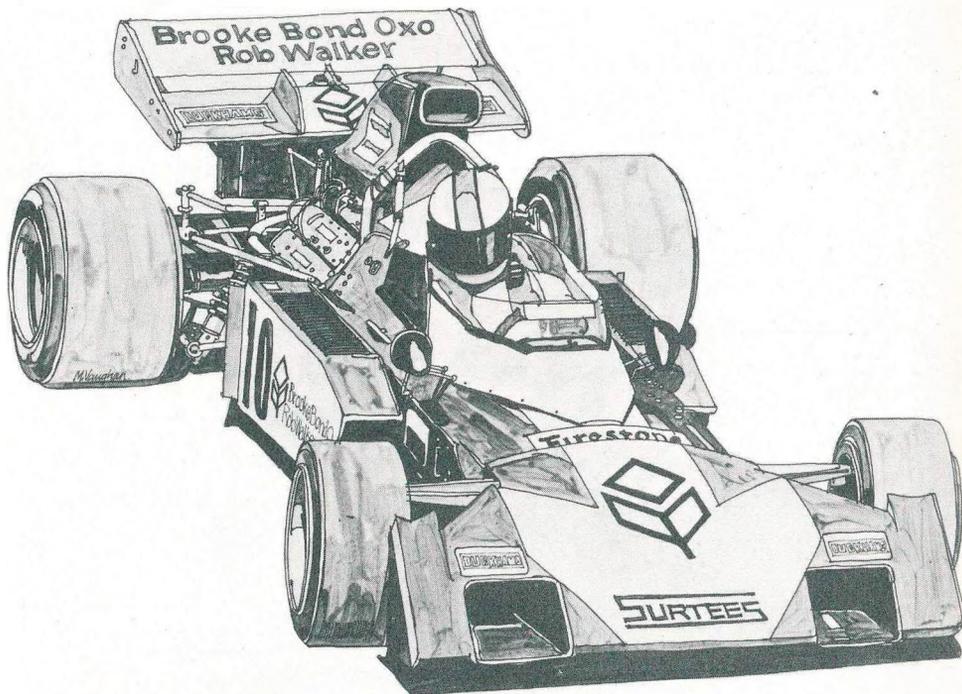
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**We're behind Mike Hailwood,
Carlos Pace and Team Surtees,
this year.**



**Here's to Mike Hailwood,
Carlos Pace and Team Surtees,
putting everything else behind them!**

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RAC/Autosport Rally Championship Winner - Roger Clark, Escort RS 1600

As important as winning the following International Rallies ...

East African Safari	H. Mikkola/G. Palm	Escort RS 1600
1000 Lakes Rally	S. Lampinen/K. Sohlberg	Saab 96 V4
Rothmans Hong Kong Rally	T. Makinen/H. Lidden	Escort RS 1600
International Scottish Rally	H. Mikkola/H. Cardno	Escort RS 1600
Fram/Castrol Welsh Rally	R. Clark/J. Porter	Escort RS 1600
RAC/Autosport Rally Championship Winner	Roger Clark	Escort RS 1600

and as important as winning the following major Championships ...

European GT Championship	J. Fitzpatrick	Porsche 911S
Forward Trust Formula 3 Championship	R. Williamson	GRD 372
Shell Formula 3 Championship	R. Williamson	GRD 372
RAC Saloon Car Championship	B. McGovern	Hillman Imp
European Touring Car Challenge	J. Mass	Ford Capri RS 2600
Castrol Mexico Championship	A. Rouse	Ford Mexico

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+GERRY MARSHALL WINS FORWARD

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ON UNIFLO 10W/50

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ON UNIFLO 10W/50

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In 1972 Ferodo was chosen by the winners of Le Mans, the RAC Rally and every single Championship Grand Prix.



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VENIMUS, VIDIMUS, VICIMUS

Or, for those deprived motoring aficionados among you who never had the benefit of yer actual classical education: WE CAME, WE SAW, WE CONQUERED.

Not half we did. Fifty-one times, in fact (or, if you prefer it that way, LI times).

For that is the total of World Championship Grand Prix Victories garnered by the Ford Formula One engine so far.

And in only V years!

What's the betting that by the time you read this it is LII, or even LIII?

We're labouring the Latin bit because the World Champion this year happens to be one Emerson Fittipaldi—a likely Latin lad about whom Julius Caesar himself would have been rather chuffed.

He is the fifth World Champion in a row to win with our engine.

So who would deny us a little huffing and puffing on our own behalf?

Just like Julius did (to his Latin mucker Amintius, actually) in XLVII B.C.

Except that he put it in the first person singular.

We, on the other hand, are a team.

FORD PRECEDIT OMNIA

(and you can work that one out for yourself)

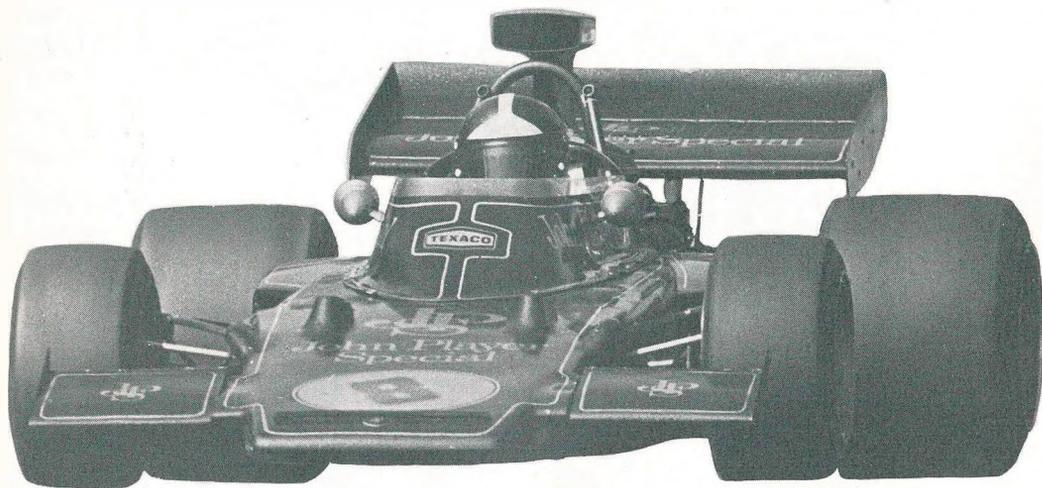


twelve great drivers



one great name-
GOOD YEAR

Join the Champions



To commemorate the winning of the drivers' and constructors' World Championships by Emerson Fittipaldi and John Player Team Lotus, a special range of World Champion supporters' equipment is being offered to John Player Team Lotus enthusiasts.

World Champions' Formula One tee shirts, anoraks, posters, cufflinks, and other items all in the Team's superb black and gold colours.

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We're happy when things look black (or green, or red, or blue, or white, or orange)

World Champion Emerson Fittipaldi has made black the 'in' colour for '72. But, whether it's black John Player Specials, red Marchs, Ferraris or Tecnos, blue Tyrrells, Matras, or Surtees, white B.R.M.s or Brabhams, or orange McLarens, we're equally happy. Because all these great cars are equipped with Lucas petrol injection.

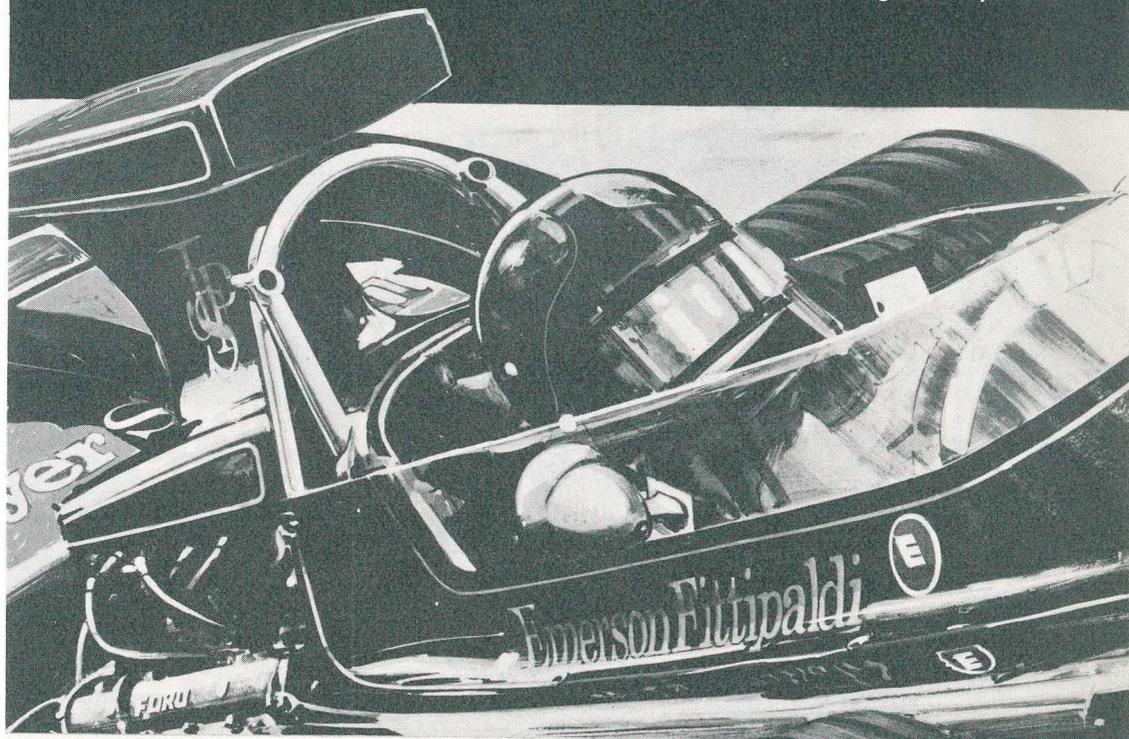
Since its first successful outing in 1957, Lucas petrol injection has continued to set the pace, winning ten out of the last eleven World Championships.

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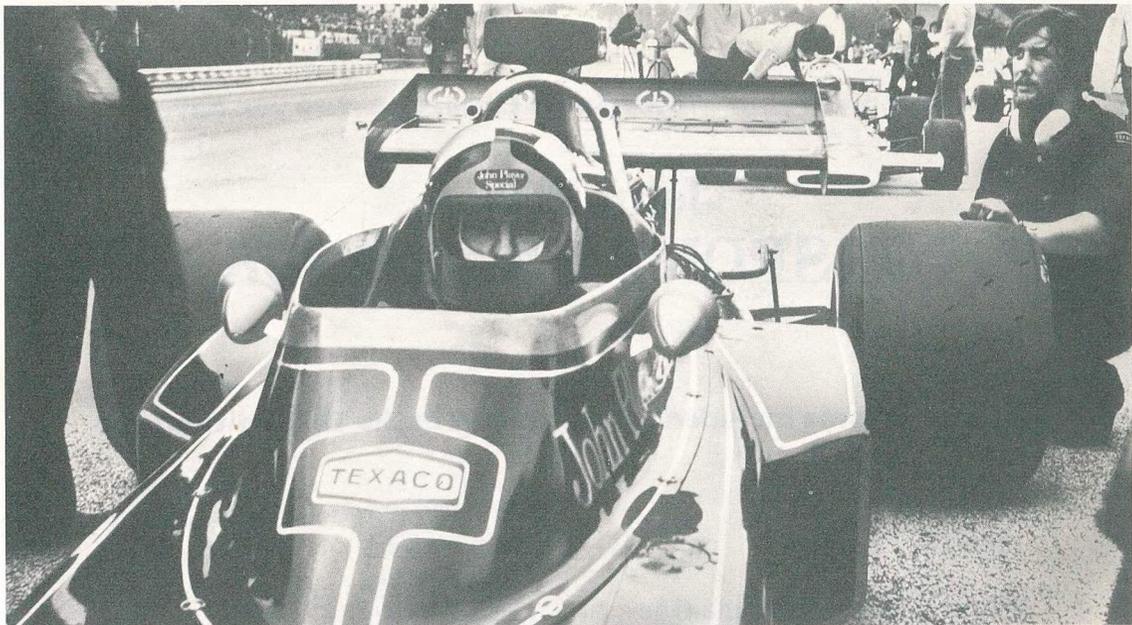




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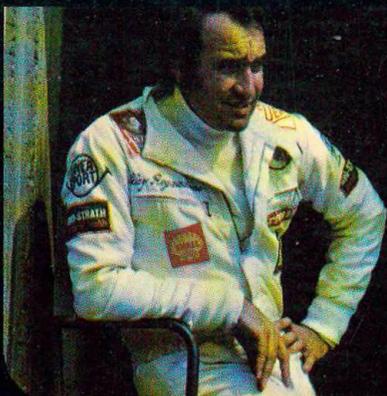
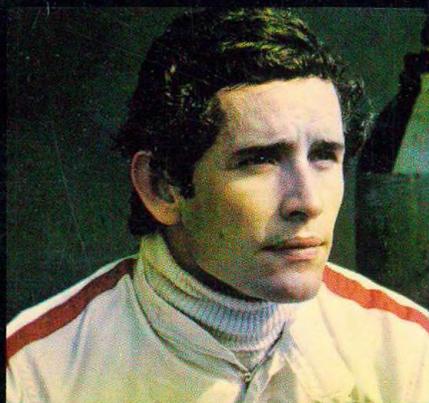
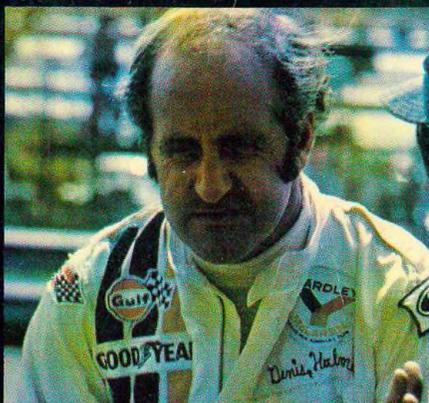
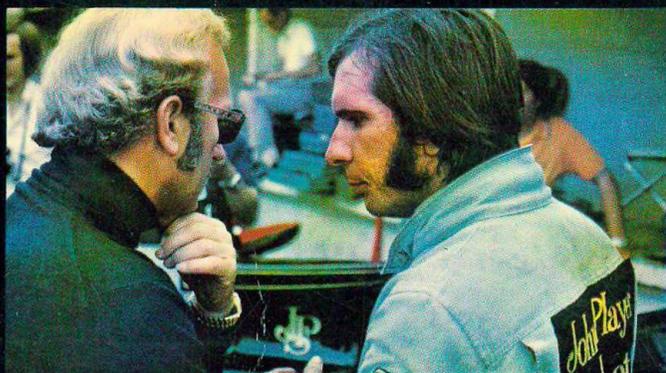
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