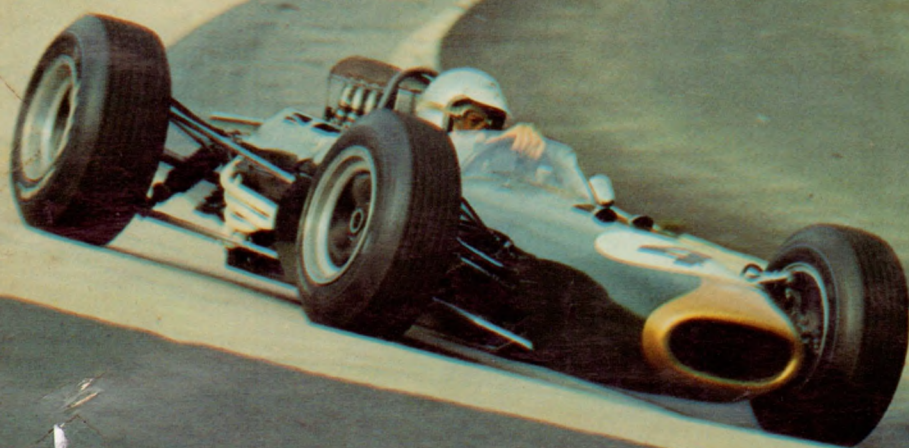


A unique fully illustrated and detailed analysis of all
Formula One Motor Racing 1961-1965

THE FORMULA ONE RECORD BOOK



Every Race * Every Car * Every Driver
The only book of its kind

JOHN THOMPSON

with Duncan Rabagliati and Dr.K.Paul Sheldon

#6

***THE FORMULA ONE
RECORD BOOK***

**THE
FORMU
RECOR**

LABOUR BOOK

JOHN THOMPSON
with Duncan Rabagliati
and Dr.K.Paul Sheldon

Leslie Frewin of London

For Celia, Mair and Betty.

Cover illustration:

Jack Brabham takes his Brabham-Climax BT11 into the Karussel during the 1965 German Grand Prix.

Photo: London Art Tech.

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Introduction

WHEN MY COLLEAGUES and I began to accumulate race records back in the late 'fifties, I doubt if any of us foresaw the moment when our efforts would result in a book such as this. Even when, in 1962, we rationalised our endeavours and established the Formula One Register, we could hardly have been looked upon as potential authors: Duncan Rabagliati was still at school, Paul Sheldon was a struggling medical student while I was the greenest of young journalists.

The passionate interest in motor racing which we shared could never have been satisfied by our remaining on the sidelines. We had to become *involved* in some way; to play a supporting role, however lowly. The one we all chose (it soon became clear) was that of historian, and I suppose that it was inevitable that the wealth of data we thus acquired should one day spill over into print. Naturally, we are delighted that this is now so.

Under the mantle of the Formula One Register Duncan, Paul and I have collated information relating to all major single-seater formulae from the 'fifties onwards. What this book does is to make public, for the first time, our account of the 1½ litre Formula One, 1961-1965 inclusive. This, if I can be permitted a degree of self-glorification, can perhaps be regarded as our most worthy effort to date, since so many of the details remained steadfastly hidden until we "dug them out".

The emphasis, I must make quite clear, is on comprehensiveness combined with accuracy. It seemed pointless to us to limit our documentation to "results" or even to a brief summary of the "entry plus results". Nor, if we knew of a minor race held for F1 cars, could we ignore it merely because of its relative obscurity; rather the reverse, in fact. Our book describes, therefore, not just "Grand Prix" races held during the span of the formula, but every single event run to the F1 rules which obtained at that time. Every entry, every practice time, every retirement (and why) and every finisher (and where) is faithfully recorded. Where possible (which is approximately 90 per cent of the cases) we have included the chassis number of each vehicle and by studying the race records the complete racing history of every car can be accurately determined. Yes, all 264 of them!

Quite obviously, we are indebted to a great many companies and individuals for their help during our researches, and it would indeed be churlish of me not to admit straight away that the contemporary reports of the time, of which Denis Jenkinson's in *Motor Sport* were outstanding, have been of tremendous assistance. But if those reports provided a base from which to work, it must be said that whatever true accomplishments this book possesses are essentially due to the often overwhelming co-operation extended to us by manufacturers, entrants, owners, drivers, mechanics, race organisers and enthusiast-correspondents the world over. And on the photographic side I must make particular acknowledgement to *Autosport* for throwing open their picture files to me, while giving credit also to the cameras of Francis Penn, Lynton Money, Publifoto, Gunther Molter, Peter Coltrin, Herbert Sundhoffer, Harold Barker, Per-Olov Eriksson and Dale Gordon, plus several others who regretfully remain anonymous.

It should be remembered, however, that in the early 'sixties race reportage in the motoring press was still rather like the parson's nose, ie good in some instances, but so poor as to be non-existent in others. World Championship races, of which there were 47 during the formula, were generally well

covered; but in the case of non-championship F1 events, of which there were no fewer than 68, much of the (to us) vital information remained frustratingly clandestine. All such obscurities (well, very nearly all) we have now revealed, though it has taken us 10 years and more to do so!

The inclusion of chassis numbers remains the gem-stone of this work, if only because they have been harder to come by than any other set of figures. In compiling these, guesswork has not been part of our weaponry and the numbers shown can be taken as "gospel". Where we have not been able to determine the number (or any other piece of information for that matter) I have done nothing more spectacular than to leave a blank.

WHEN THE 1½ litre rules were announced by the Federation Internationale de l'Automobile in 1958, there was a cry of derision from the British manufacturers, all of whom entered the fray in 1961 under a heavy cloud of sour grapes. As if to justify their lack of enthusiasm it was widely put about that the change from 2½ litres to 1½ had been engineered by ruthless German and Italian factions eager to call a halt to the British domination of motor racing achieved through the success of Vanwall, Cooper and Coventry-Climax. It was also claimed by the "experts" that the new formula would prove dull and monotonous, that it would invite nothing in the way of technical innovation and even that it would harbour dangerous situations--the idea being that the comparative lack of power would prevent drivers from keeping proper control on high speed bends. As if any self-respecting Grand Prix driver would get caught out by *lack* of wheelspin!

Ironically, the nation to come out best over the five years was, once again, the UK, though British inertia in the opening year certainly gave Ferrari the chance to cash in and teach other manufacturers a painful lesson.

The rules of the formula were, not unnaturally, similar to those of the 1957-60 Formula Two, except that self-starters were obligatory and the minimum weight was set at 450 kilogrammes. The lack of any secondary single-seater formula during 1961-63 accounted for the veritable profusion of F1 races of that period and it will be noticed that the number of non-championship events held for the 1½ litre cars fell off sharply once the one-litre F2 was introduced in 1964.

In its early years, the formula boasted a healthy number of private entrants, not all of whose cars were intrinsically competitive with the works-prepared vehicles but whose persistence nevertheless played a unique part in establishing a depth and profundity in Formula One racing which is only again being approached today, in the mid-seventies. As I write, the Italian Grand Prix of 1961 still holds the record for the largest number of cars to start an World Championship F1 event, ie 32, while the British Grand Prix of that year boasted 30 competitors.

With participation running at such a high level, it was to be expected that technical development would propagate freely, and indeed the formula provided a revolution in chassis, suspension and (later) in tyre and wheel design, to say nothing of the advances made in coaxing the maximum amount of power from a relatively small engine. In 1962 Lotus introduced a "monocoque" type of chassis which was never improved upon throughout the formula, even if Brabham provided a space-frame design which proved that the old principles were as sound as ever. Hewland entered the scene with their first lightweight, high-

stressed gearbox, while fuel-injection and transistorised ignition were established as standard equipment for the first time. The emphasis was on smaller, lower, sleeker racing cars (it was Lotus, of course, who, in 1961, introduced the first racer with a "lying down" driver position, remember?) and in truth the only real advance in chassis design made since then has been in terms of aerodynamics--ie today's cars are not so much wind-cheating (as in the 1½ litre formula) as wind-utilising.

On the horsepower side, the position is best summed up by recalling that Climax started off the formula with an already old-fashioned engine which produced perhaps 135 bhp and finished it with a V8, four-valves-per-cylinder unit developing over 230 bhp, while a new 16-cylinder design waited in the wings. And these were the days when Ferrari, BRM, Porsche, ATS and Honda too were racing highly-competitive multi-cylinder motors.

But for the all-round aficionado the formula essentially belonged to five men: Jimmy Clark, Stirling Moss, John Surtees, Dan Gurney and Graham Hill. These were the racing drivers who dominated proceedings, even allowing for the fact that Phil Hill, Wolfgang von Trips, Innes Ireland, Lorenzo Bandini, Bruce McLaren, Jo Siffert, Joachim Bonnier, Ritchie Ginther and of course Jack Brabham were all prominent at this time. What a tragedy that Moss's career was cut short early in 1962! The thought of him battling later with Clark at Silverstone and Zandvoort, or with Graham Hill at Monaco, or with Surtees at the Nurburgring, or with Gurney at Spa and Brands Hatch, is but one of motor racings never-to-be-realised Great Contemplations. Imagine also Moss up against another giant--Jackie Stewart; it was the 1½ litre formula which launched him to success and it is my opinion that had he been given the chance of a Grand Prix drive a year earlier, he could well have given Clark a far closer run for his money in the 1965 World Championship.

But these are Ifs and Buts and this book has to do with Facts and Figures. Thus I must move on to explain in fuller fashion what it contains, and how it is presented.

A DOUBLE PAGE SPREAD is devoted to each event and the level of detail remains much the same throughout, though the deployment of the various sub-sections will differ slightly from race to race. The title of the event is given in large lettering at the top of the left-hand page, followed by the date, the circuit and the race distance. The letters "ch" at the top right-hand side of the spread indicates a race counting for the World Drivers' Championship and the bold capital letter(s) makes it clear in which country the race was held (see key at foot of page 9).

The main mass of data on the left-hand page relates to the entry itself, together with practice details. The headings in italic indicate the following information.

No--The race number of each vehicle.

Driver--Exactly that.

Chassis--The name of the car (but not of the engine) together with the type number of the chassis.

Year type--The year in which the chassis was designed (as distinct from the year that particular example was built).

Chassis number--The individual number assigned to each chassis. Where no number existed, the entry is ---. Where we have been unable to determine the number, the entry is left blank. In some instances, notably in the case of the

1961 Ferraris and also with the Sciroccos and the LDS cars in South Africa, the real chassis numbers are unknown to us but our own reference number has been included in brackets to facilitate the accurate logging of each car's racing history.

Engine--The manufacturer of the power unit and the number (and configuration) of cylinders.

Gearbox--The manufacturer of the gearbox and the number of forward speeds.

Pract. time--The fastest practice time achieved by each combination of car and driver. Where a car did not practice the entry is ---. Where it did practice but the time was not revealed by the organisers the entry is n/a (not announced).

Entrant (on right-hand page)--The name of each car's owner, or the racing team to which it belonged.

The first group of entries comprises the starters in the race. The practice times in this section will normally be the grid times, but there will be exceptions.

The second group, headed *NON-STARTERS*, comprises those entries which, for reasons explained elsewhere on the spread, did not start the race.

PRACTICE CARS gives details of spare or training cars which were practised but not raced. No vehicle in this section will appear in either of the previous two. The race numbers shown were those actually on the cars at the time they were on the circuit.

ALSO PRACTISED: This section deals with cars nominated for one driver but which were practised additionally by others. All the cars in this group will therefore also appear in the Starters or Non-starters sections. The race numbers shown here were the ones used by each car's "first choice" driver.

The other sub-headings on each spread should be self-explanatory. I would make just two points, that under *Leaders* and *Retirements* the figures relate to laps completed, while under *RESULT* the speed following the race and fastest lap times is always in miles per hour.

The *COMMENTARY* on each spread provides, I fear, little more than a superficial description of the race itself, space having worked very much against me. I have concentrated, in fact, on drawing attention to significant changes in the F1 scene as a whole and to curiosities relating to the cars and drivers.

On the pictorial side, finally, I have attempted to include one photograph per event--an ideal which has eluded me but not, I'm pleased to say, by much. In most instances I have preferred the rarer, more surprising type of shot to standard ones showing, say, the winner, and while it is inevitable that some of the illustrations have been seen before in print, I can safely claim that a great many have not.

The effort made in attempting to present this giant-sized lump of data in such a way that it might be most easily discerned has not been inconsiderable, and it is my sincere hope that as well as providing a full picture of Formula One racing of the period, this book also presents a clear one.

John Thompson, 1974

II Lombank Trophy

March 26 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
* 1	Jack Brabham	Cooper 53	1960	FII-8-60	Climax 4	Cooper 5	1-35.8
2	Roy Salvadori	Cooper 53	1960	FI-2-61	Climax 4	Cooper 5	1-39.8
3	John Surtees	Cooper 53	1960	FI-1-61	Climax 4	Cooper 5	1-38.2
* 4	Cliff Allison	Lotus 18	1960	915	Climax 4	Lotus 5	1-35.8
5	Henry Taylor	Lotus 18	1960	916	Climax 4	Lotus 5	1-42.4
* 6	Innes Ireland	Lotus 18	1960	374	Climax 4	Lotus 5	1-34.4
7	Jim Clark	Lotus 18	1960	371	Climax 4	Lotus 5	1-42.2
* 9	Brian Naylor	JBW	1960	---	Maserati 4	Colotti 5	1-46.0
*10	Bernard Collomb	Cooper 51	1959		Climax 4	Cooper 5	---
14	Graham Eden	Cooper 51	1959		Climax 4	Cooper 5	---
15	John Langton	Hume-Cooper	1959	---	Climax 4	Cooper 4	1-53.2
16	Shane Summers	Cooper 53	1960	FI-8-61	Climax 4	Cooper 5	1-49.9
18	George Morgan	Cooper 51	1959	FII-5-59	Climax 4	Cooper 5	1-46.0
19	Tim Parnell	Lotus 18	1960	904	Climax 4	Lotus 5	1-51.8

NON-STARTERS

* 8	Jack Fairman	Cooper 51	1959	---	Climax 4	---	---
*11	Geoff Richardson	Cooper	---	---	Connaught 4	---	---
12	John Campbell-Jones	Cooper 51	1959	---	Climax 4	---	---
17	Keith Greene	Gilby	1961	---	Climax 4	---	---
20	Gerry Ashmore	Lotus 18	1960	---	Climax 4	---	---

GRID

Salvadori	Surtees	Allison	Brabham	Ireland
1-39.8	1-38.2	1-35.8	1-35.8	1-34.4
	Morgan	Naylor	H.Taylor	Clark
	1-46.0	1-46.0	1-42.4	1-42.2
Collomb	Langton	Parnell	Summers	---
---	1-53.2	1-51.8	1-49.9	
			Eden	

Non-starters: reasons

8 car not ready
11 car not ready
12 withdrawn
17 car not ready
20 car not delivered

Leaders

1-3 Brabham
4-13 Ireland
14-37 Brabham

Retirements

6 Langton engine
7 Eden accident
11 Collomb engine
13 Naylor engine
14 Ireland gearbox
24 Morgan engine

RESULT

1	Brabham	Cooper-Climax	59-31.6	102.67
2	Allison	Lotus-Climax	01:00-53.2	
3	Surtees	Cooper-Climax	01:00-35.2	96.58 (36 laps)
4	H.Taylor	Lotus-Climax	01:01-06.8	
5	Salvadori	Cooper-Climax	35 laps	
6	Clark	Lotus-Climax	35 laps	
7	Parnell	Lotus-Climax	34 laps	
8	S.Summers	Cooper-Climax	32 laps	
<i>Fastest lap</i>				
	Ireland	Lotus-Climax	01-33.6	104.23 (Inter-Continental Formula)
	Salvadori	Cooper-Climax	01-38.0	99.55 (FI)

*Inter-Continental Formula cars

Snetterton

37 laps 100.27 miles

Entrant

Tommy Atkins
 Yeoman Credit Racing Team
 Yeoman Credit Racing Team
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Team Lotus
 Team Lotus
 JBW Cars
 Bernard Collomb
 Graham Eden
 Ronald Wrenn
 Terry Bartram
 Tommy Atkins
 Tim Parnell

Tommy Atkins
 Geoff Richardson
 John Campbell-Jones
 Gilby Engineering
 Gerry Ashmore

COMMENTARY

It was hardly an auspicious start. The bleak setting of Snetterton and a poor entry, even allowing for the fact that this was the very first event held for 1½ litre Formula One vehicles, combined to produce an indifferent race.

Whether it was the Inter-Continental Formula (ex-2½ litre F1) cars or the new F1 machines which were making up the numbers was not quite clear. As it turned out only two I-CF cars survived the 37 laps, albeit a lap ahead of the "new" F1s, several of which were ex-F2 anyway.

New cars included the Yeoman Credit and Terry Bartram entered type 53 Coopers--replicas of the 1960 World Championship winning cars--and the two UDT-Laystall Lotus 18s. Brabham's winning I-CF Cooper was not new, but Tommy Atkins' 1960 F2 car, itself replacing the similar car Jack Brabham had originally entered, but which was still being rebuilt following a hard series of winter races in Australia and New Zealand.

The new Gilby failed to show and the most interesting runner in many ways, albeit a slow one, was the ex-Ian Raby Hume-Cooper, now owned by Ronald Wrenn. Full marks, incidentally, to Salvadori, whose spirited drive after two pit stops resulted in fifth place (displacing Jim Clark!) on the final lap.



Event number one--and the front row line-up features Ireland (furthest from camera), Brabham and Allison in 2.5 litre Inter-Continental Formula cars and Surtees in the new Formula One Yeoman Credit Cooper 53. Snetterton was peculiar in adopting a five-four-five configuration on its starting grids and Salvadori in the second Y-C Cooper has yet to arrive. Clark's Lotus 18 (No 7) can just be seen on the second row.

IX Glover Trophy

April 3 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Tony Brooks	BRM 48/57	1961	572	Climax 4	BRM 5	1-29.6
3	Graham Hill	BRM 48/57	1961	571	Climax 4	BRM 5	1-28.8
5	Innes Ireland	Lotus 18	1960	372	Climax 4	Lotus 5	1-29.2
7	Stirling Moss	Lotus 18	1960	912	Climax 4	Colotti 5	1-27.8
9	Roy Salvadori	Cooper 53	1960	FI-2-61	Climax 4	Cooper 5	1-28.8
11	John Surtees	Cooper 53	1960	FI-1-61	Climax 4	Cooper 5	1-28.8
15	Cliff Allison	Lotus 18	1960	915	Climax 4	Lotus 5	1-32.4
17	Henry Taylor	Lotus 18	1960	916	Climax 4	Lotus 5	1-31.8
19	George Morgan	Cooper 51	1959	FII-5-59	Climax 4	Cooper 5	1-45.4
23	Bruce Halford	Emeryson	1961	P	Climax 4	Colotti 5	1-35.2
25	Keith Greene	Gilby	1961		Climax 4	Colotti 5	1-36.4
27	Shane Summers	Cooper 53	1960	FI-8-61	Climax 4	Cooper 5	1-34.6
29	Tony Marsh	Lotus 18	1960	909	Climax 4	Cooper 5	1-32.6
31	John Campbell-Jones	Cooper 51	1959		Climax 4	Cooper 5	1-36.6

NON-STARTERS

21	Lloyd Casner	Lotus 18	1960	---	Climax 4	---	---
----	--------------	----------	------	-----	----------	-----	-----

GRID

G.Hill	Salvadori	Surtees	Moss
1-28.8	1-28.8	1-28.8	1-27.8
H.Taylor	Brooks	Ireland	
1-31.8	1-29.6	1-29.2	
Halford	S.Summers	Marsh	Allison
1-35.2	1-34.6	1-32.6	1-32.4
Morgan	Campbell-Jones	Greene	
1-45.4	1-36.6	1-36.4	

Non-starters: reasons

21 car not ready

Leaders

1-42 Surtees

Retirements

20 S.Summers accident
26 Brooks accident

RESULT

1	Surtees	Cooper-Climax	01:03-10.0	95.76
2	G.Hill	BRM-Climax	01:03-36.6	
3	Salvadori	Cooper-Climax	01:04-19.4	
4	Moss	Lotus-Climax	01:04-43.6	
5	Ireland	Lotus-Climax	41 laps	
6	H.Taylor	Lotus-Climax	41 laps	
7	Marsh	Lotus-Climax	41 laps	
8	Allison	Lotus-Climax	40 laps	
9	Halford	Emeryson-Climax	40 laps	
10	Campbell-Jones	Cooper-Climax	39 laps	
11	Greene	Gilby-Climax	39 laps	
12	Morgan	Cooper-Climax	38 laps	

Fastest lap

Surtees Cooper-Climax 01-28.0 98.18

Entrant

Owen Racing Organisation
 Owen Racing Organisation
 Team Lotus
 Rob Walker Racing Team
 Yeoman Credit Racing Team
 Yeoman Credit Racing Team
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Tommy Atkins
 Emeryson Cars
 Gilby Engineering
 Terry Bartram
 Tony Marsh
 John Campbell-Jones

Camoradi International

COMMENTARY

Easter Monday or not, it was a master-piece of silly planning which resulted in the staging of two races for the brand-new Formula One on the same day at different circuits, and it was more through luck than judgement that both this event at Goodwood and that at Pau received decent entries.

The Goodwood race boasted Moss in Rob Walker's Lotus 18 (actually owned originally by Yeoman Credit) and two works BRMs, these being similar to the 1960 P48 cars but designated P48/57. The works Lotus, as at Snetterton, was a 1960 chassis and Marsh's car (with Cooper gearbox, note) too had seen service the year before. This time the Gilby did run and proved to be a pretty if not red-hot contender, while Halford's prototype Emeryson showed slightly better promise. The race, a close battle through-out between Surtees and Moss, resolved itself in the motor-cyclist's favour when the Lotus's engine turned sour.



GLOVER TROPHY: Moss in Rob Walker's Lotus 18 and Surtees in Yeoman Credit's Cooper 53 are side-by-side at the start, while G.Hill's BRM 48/57 (a lighter version of the 1960 P48) drops back on the far side. Also to be seen are Salvadori, Brooks, H.Taylor, Marsh and Halford.

XXI Grand Prix de Pau

April 3 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Jack Brabham	Cooper 53	1960	FII-5-60	Climax 4	Cooper 5	1-32.7
4	Maurice Trintignant	Cooper 45	1958	FII-9-58	Climax 4	Colotti 5	1-34.5
6	Jim Clark	Lotus 18	1960	371	Climax 4	Lotus 5	1-32.9
8	Trevor Taylor	Lotus 18	1960	374	Climax 4	Lotus 5	1-35.8
10	Olivier Gendebien	Emeryson	1961	1003	Maserati 4	Colotti 5	1-36.2
12	Lucien Bianchi	Emeryson	1961	1001	Maserati 4	Colotti 5	1-35.9
16	Ian Burgess	Lotus 18	1960	908	Climax 4	Lotus 5	1-44.5
18	Joachim Bonnier	Lotus 18	1960	914	Climax 4	Lotus 5	1-38.3
20	Wolfgang Seidel	Lotus 18	1960	373	Climax 4	Lotus 5	1-46.5
22	Mario Cabral	Cooper 51	1959	FII-12-59	Maserati 4	Cooper 4	1-37.9
24	Lorenzo Bandini	Cooper 51	1959	FII-13-59	Maserati 4	Colotti 5	1-35.5
26	Gino Munaron	Cooper 43	1957		Alfa Romeo 4	Colotti 5	1-42.3
28	Jo Schlesser	Cooper 51	1959		Climax 4	Cooper 4	1-38.6
30	Jack Lewis	Cooper 53	1960	FI-6-61	Climax 4	Cooper 5	1-34.6
34	Graham Eden	Cooper 51	1959		Climax 4	Cooper 5	1-40.7
38	Andre Wicky	Cooper 51	1959	FII-11-59	Climax 4	Cooper 4	1-43.5

NON-STARTERS

14	Masten Gregory	Cooper 53	1960	---	Climax 4	---	---
32	Francois Sante	Cooper 45	1958		Climax 4	Cooper 4	1-55.6
36	Bernard Collomb	Cooper 53	1960	---	Climax 4	---	---

GRID

Trintignant	Clark	Brabham
1-34.5	1-32.9	1-32.7
Bandini	Lewis	
1-35.5	1-34.6	
Gendebien	L.Bianchi	T.Taylor
1-36.2	1-35.9	1-35.8
Bonnier	Cabral	
1-38.3	1-37.9	
Munaron	Eden	Schlesser
1-42.3	1-40.7	1-38.6
Seidel	Wicky	
1-46.5	1-43.5	
	Burgess	
	1-44.5	

Non-starters: reasons

14 car not ready
32 engine trouble in practice
36 car not delivered

Leaders

1-100 Clark

Retirements

0 Munaron con-rod
4 Wicky big-end bearings
8 Brabham fuel pump
25 Burgess gearbox
35 L.Bianchi accident
37 Gendebien accident
40 Seidel gearbox
41 T.Taylor gearbox
71 Trintignant ignition

RESULT

1	Clark	Lotus-Climax	02:42-00.3	63.50
2	Bonnier	Lotus-Climax	02:43-31.1	
3	Bandini	Cooper-Maserati	98 laps	
4	Cabral	Cooper-Maserati	97 laps	
5	Lewis	Cooper-Climax	96 laps	
6	Eden	Cooper-Climax	92 laps	
7	Schlesser	Cooper-Climax	77 laps	
8	Trintignant	Cooper-Climax	71 laps	(retired)
9	T.Taylor	Lotus-Climax	41 laps	(retired)
10	Seidel	Lotus-Climax	40 laps	(retired)
11	Gendebien	Emeryson-Maserati	37 laps	(retired)
12	L.Bianchi	Emeryson-Maserati	35 laps	(retired)

Fastest lap

Clark Lotus-Climax 01-34.1 65.60

Entrant

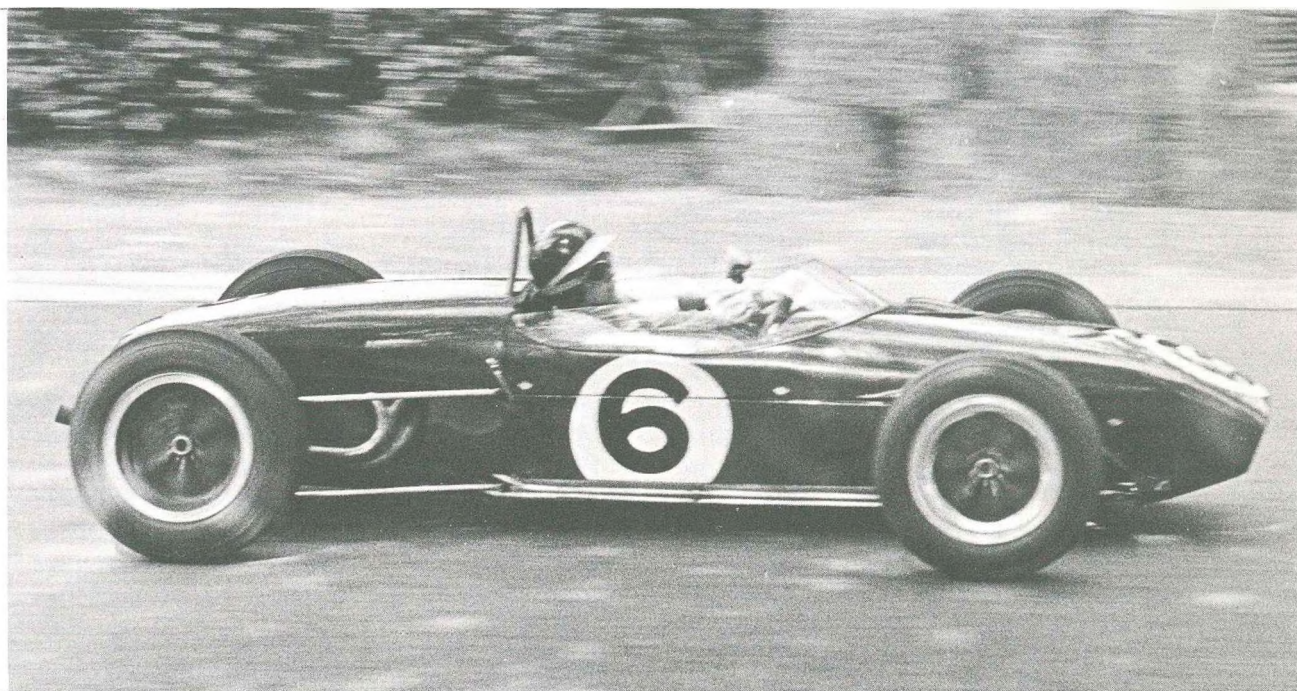
Jack Brabham
 Scuderia Serenissima
 Team Lotus
 Team Lotus
 Equipe Nationale Belge
 Equipe Nationale Belge
 Camoradi International
 Scuderia Colonia
 Scuderia Colonia
 Scuderia Centro Sud
 Scuderia Centro Sud
 Gino Munaron
 Inter-Autocourse
 H & L Motors
 Graham Eden
 Andre Wicky

Camoradi International
 Francois Sante
 Bernard Collomb

COMMENTARY

The Scuderia Centro Sud did all they could to enliven this long race by providing Cabral with a 2-litre engine and Bandini with a 2½-litre one! No-one objected, apparently, and in any case Clark ran away with the event once Brabham had retired, only Eden's many spins at the hairpin keeping interest alive.

Brabham's car was his own this time and Lewis had another of the 1960 replicas, this going far better than perhaps even he had anticipated. Equipe Nationale Belge initiated what was to be a somewhat abortive onslaught on the 1961 season with two new "production" Emerysons, both of which were crashed, while Burgess had a new Camoradi Lotus. Bonnier was given a run in Colonia's new car, owner Seidel appearing in an ex-works car. The works Lotuses were as 1960 F2 and the remainder of the field was made up with Coopers of varying antiquity.



PAU GP: Clark in the works Lotus 18 had no trouble winning at Pau, the race marking his first F1 success. The car was a 1960 one, already having been well-used in the 2.5 litre formula. It was later sold to Jim Hall.

III Grand Prix de Bruxelles

April 9 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Jack Brabham	Cooper 53	1960	FII-5-60	Climax 4	Cooper 5	2-05.0
4	Bruce McLaren	Cooper 53	1960	FII-8-60	Climax 4	Colotti 5	2-04.4
6	John Surtees	Cooper 53	1960	FI-1-61	Climax 4	Cooper 5	2-05.6
8	Roy Salvadori	Cooper 53	1960	FI-2-61	Climax 4	Cooper 5	2-06.1
12	Ian Burgess	Lotus 18	1960	908	Climax 4	Lotus 5	2-16.8
14	Cliff Allison	Lotus 18	1960	915	Climax 4	Lotus 5	2-09.5
16	Henry Taylor	Lotus 18	1960	916	Climax 4	Lotus 5	2-09.0
18	Stirling Moss	Lotus 18	1960	906	Climax 4	Lotus 5	2-08.5
20	Innes Ireland	Lotus 18	1960	371	Climax 4	Lotus 5	2-10.2
22	Jim Clark	Lotus 18	1960	374	Climax 4	Lotus 5	2-05.8
24	Andre Pilette	Lotus 18	1960	904	Climax 4	Lotus 5	2-15.1
26	Tony Marsh	Lotus 18	1960	909	Climax 4	Cooper 5	2-07.2
28	Wolfgang Seidel	Lotus 18	1960	373	Climax 4	Lotus 5	2-09.0
30	Joachim Bonnier	Porsche 718	1959	204	Porsche F4	Porsche 6	2-02.7
32	Dan Gurney	Porsche 718	1959	203	Porsche F4	Porsche 6	2-04.7
34	Olivier Gendebien	Emeryson	1961	1003	Maserati 4	Colotti 5	2-10.5
36	Lucien Bianchi	Emeryson	1961	1002	Maserati 4	Colotti 5	2-11.6
38	Willy Mairesse	Emeryson	1961	P	Climax 4	Colotti 5	2-13.8
44	John Campbell-Jones	Cooper 51	1959		Climax 4	Cooper 5	2-10.8

NON-STARTERS

10	Maurice Trintignant	Lotus 18	1960	914	Climax 4	Lotus 5	n/a
40	Maurice Trintignant	Cooper 45	1958	---	Climax 4	---	---
42	Jo Schlesser	Cooper 51	1959		Climax 4	Cooper 4	n/a
46	Shane Summers	Cooper 53	1960	FI-8-61	Climax 4	Cooper 5	2-09.5
48	Jack Lewis	Cooper 53	1960	FI-6-61	Climax 4	Cooper 5	2-07.5

PRACTICE CARS

T	Cliff Allison	Lotus 18	1960	917	Climax 4	Lotus 5	n/a
T	Henry Taylor	Lotus 18	1960	917	Climax 4	Lotus 5	n/a
T	Stirling Moss	Lotus 18	1960	917	Climax 4	Lotus 5	2-09.8

ALSO PRACTISED

10	Wolfgang von Trips	Lotus 18	1960	914	Climax 4	Lotus 5	n/a
10	Joachim Bonnier	Lotus 18	1960	914	Climax 4	Lotus 5	n/a
20	Trevor Taylor	Lotus 18	1960	371	Climax 4	Lotus 5	n/a
32	Joachim Bonnier	Porsche 718	1960	203	Porsche F4	Porsche 6	n/a
34	Lucien Bianchi	Emeryson	1961	1003	Maserati 4	Colotti 5	n/a
34	Willy Mairesse	Emeryson	1961	1003	Maserati 4	Colotti 5	n/a
36	Willy Mairesse	Emeryson	1961	1002	Maserati 4	Colotti 5	n/a
36	Olivier Gendebien	Emeryson	1961	1002	Maserati 4	Colotti 5	n/a
38	Olivier Gendebien	Emeryson	1961	P	Climax 4	Colotti 5	n/a
38	Lucien Bianchi	Emeryson	1961	P	Climax 4	Colotti 5	n/a
38	Mauro Bianchi	Emeryson	1961	P	Climax 4	Colotti 5	n/a

GRID (Heat 1)

Bonnier	McLaren	Gurney
2-02.7	2-04.4	2-04.7
Brabham	Surtees	
2-05.0	2-05.6	
Clark	Salvadori	Marsh
2-05.8	2-06.1	2-07.2
Moss	H.Taylor	
2-08.5	2-09.0	
Seidel	Allison	Ireland
2-09.0	2-09.5	2-10.2
Gendebien	L.Bianchi	
2-10.5	2-11.6	
Mairesse	Pilette	Burgess
2-13.8	2-15.1	2-16.8
Campbell-Jones		
2-10.8		

Leaders

1-22	Bonnier
22-33	Bonnier
34-44	Brabham
45	Ireland
46-51	Brabham
52	Moss
53-66	Brabham

Non-starters: reasons

10	crown wheel and pinion
40	withdrawn
42	excluded
46	excluded
48	excluded

Retirements

2	Clark	gearbox
2	Gurney	gear linkage
6	Seidel	engine
10	Pilette	gear selectors
17	H.Taylor	wishbone
29	Gendebien	accident
30	Surtees	accident
32	Bonnier	accident
33	Salvadori	engine

Pictures: page 19

Entrant
 Jack Brabham
 Tommy Atkins
 Yeoman Credit Racing Team
 Yeoman Credit Racing Team
 Camoradi International
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Rob Walker Racing Team
 Team Lotus
 Team Lotus
 Andre Pilette
 Tony Marsh
 Scuderia Colonia
 Porsche System Engineering
 Porsche System Engineering
 Equipe Nationale Belge
 Equipe Nationale Belge
 Equipe Nationale Belge
 John Campbell-Jones

Scuderia Colonia
 Scuderia Serenissima
 Inter-Autocourse
 Terry Bartram
 H & L Motors

UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team

Scuderia Colonia
 Scuderia Colonia
 Team Lotus
 Porsche System Engineering
 Equipe Nationale Belge
 Equipe Nationale Belge
 Equipe Nationale Belge
 Equipe Nationale Belge
 Equipe Nationale Belge
 Equipe Nationale Belge
 Equipe Nationale Belge

Result (Heat 1)

1 Bonnier	45-40.6
2 Salvadori	46-52.3
3 Brabham	47-00.7
4 McLaren	47-01.5
5 Marsh	47-15.4
6 Ireland	47-35.0
7 Allison	20 laps
8 L.Bianchi	20 laps
9 C-Jones	20 laps
10 Surtees	18 laps
11 Burgess	18 laps
12 Gendebien	17 laps
13 Mairesse	17 laps
14 Moss	14 laps
<i>Fastest lap</i>	
Bonnier	02-03.4

OVERALL RESULT

1 Brabham	Cooper-Climax	5 points
2 McLaren	Cooper-Climax	9 points
3 Marsh	Lotus-Climax	12 points
4 L.Bianchi	Emeryson-Maserati	18 points
5 Allison	Lotus-Climax	19 points
6 Ireland	Lotus-Climax	20 points
7 Moss	Lotus-Climax	24 points
8 Burgess	Lotus-Climax	25 points
9 Campbell-Jones	Cooper-Climax	28 points
10 Mairesse	Emeryson-Climax	30 points
<i>Fastest lap</i>		
Surtees	Cooper-Climax	02-02.6

COMMENTARY
 Suddenly the new Formula sprung to life with a big and reasonably varied entry for the third Brussels Grand Prix (the first had been held in 1949, won by Villoresi). The circuit, as used in 1960, was a 2.82 mile one consisting of public roads, complete with many an unprotected wall and telegraph pole, round which the contenders were required to race 66 times in three separate races. Vehicles seen for the first time this year comprised Moss's Lotus, back from "down-under" racing and not the same car as used at Goodwood; the two works Porsches, both type 718 ex-F2 cars of 1959 design; another ENB Emeryson to replace the one Bianchi had bent at Pau; and another UDT Lotus 18, used here as the team's spare. McLaren's Cooper 53 was Atkins' light green I-CF one, fitted with 1½ litre engine for the first time, but the similar cars of Summers and Lewis were refused starts despite quite respectable practice times. Another curious decision by the organisers--the RAC of Belgium, no less--was to penalise Brabham, McLaren and Mairesse one minute for jumping the start of Heat 1. All seemed clear for Bonnier's fast Porsche to wrap the event up, but in the second heat he and Surtees tangled and both cars were out with suspension damage. So Brabham won after all and McLaren was second, the aggregate result being calculated on a curious points basis. Poor Moss was in contention only during the final heat (almost a dead-heat) due to a malfunctioning fuel pump.

<i>Result (Heat 2)</i>		<i>Result (Heat 3)</i>	
1 Brabham	46-04.2	1 Brabham	46-16.9
2 McLaren	46-13.9	2 Moss	46-17.0
3 Marsh	47-38.7	3 McLaren	47-13.2
4 Ireland	48-00.4	4 Marsh	47-36.0
5 L.Bianchi	48-19.6	5 L.Bianchi	47-41.0
6 Allison	20 laps	6 Allison	47-47.6
7 Burgess	20 laps	7 Burgess	20 laps
8 Moss	20 laps	8 Mairesse	19 laps
9 Mairesse	16 laps	9 C-Jones	5 laps
10 C-Jones	11 laps	10 Ireland	1 lap
11 Bonnier	10 laps	<i>Fastest lap</i>	
<i>Fastest lap</i>		Moss	02-04.7
Surtees	02-02.6		

Brabham, McLaren and Mairesse all penalised 1 minute in Heat 1 for jumping the start.

II Grosser Preis von Wien

April 16 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Menato Boffa	Cooper 45	1958		Climax 4	Cooper 4	1-15.8
2	Shane Summers	Cooper 53	1960	FI-8-61	Climax 4	Cooper 5	1-14.6
4	Ronald Wrenn	Hume-Cooper	1959	---	Climax 4	Cooper 4	1-20.8
5	Wolfgang Seidel	Lotus 18	1960	373	Climax 4	Lotus 5	1-16.2
7	Stirling Moss	Lotus 18	1960	906	Climax 4	Lotus 5	1-13.6
8	Ernesto Prinoth	Lotus 18	1960	913	Climax 4	Lotus 5	1-16.2
9	Bernard Collomb	Cooper 53	1960	FI-9-61	Climax 4	Cooper 5	1-17.4
10	Tim Parnell	Lotus 18	1960	904	Climax 4	Lotus 5	1-15.8
11	Gerry Ashmore	Lotus 18	1960	919	Climax 4	Lotus 5	1-14.8

NON-STARTERS

3	Jo Schlessler	Cooper 51	1959	---	Climax 4	---	---
6	Joachim Bonnier	Lotus 18	1960	---	Climax 4	---	---
12	Guiseppe Maugeri	Cooper 51	1959	---	Climax 4	---	---
14	"Wal Ever"	Cooper 45	1958	---	OSCA 4	---	---

GRID

Boffa	Ashmore	S.Summers	Moss
1-15.8	1-14.8	1-14.6	1-13.6
Prinoth	Seidel	Parnell	
1-16.2	1-16.2	1-15.8	
	Wrenn	Collomb	
	1-20.8	1-17.4	

Non-starters: reasons

3 car not ready
6 car not ready
12 car not delivered
14 car not ready

Leaders

1-2 Parnell
3-55 Moss

Retirements

5 Ashmore rear brakes
23 S.Summers suspension

RESULT

1	Moss	Lotus-Climax	01:10-01.6	85.67
2	Seidel	Lotus-Climax	01:10-53.0	
3	Prinoth	Lotus-Climax	54 laps	
4	Collomb	Cooper-Climax	53 laps	
5	Boffa	Cooper-Climax	41 laps	
6	Parnell	Lotus-Climax	34 laps	
7	Wrenn	Hume-Climax	31 laps	
8	Summers	Cooper-Climax	23 laps (retired)	

Fastest lap

Moss Lotus-Climax 01-12.2 90.75

Entrant

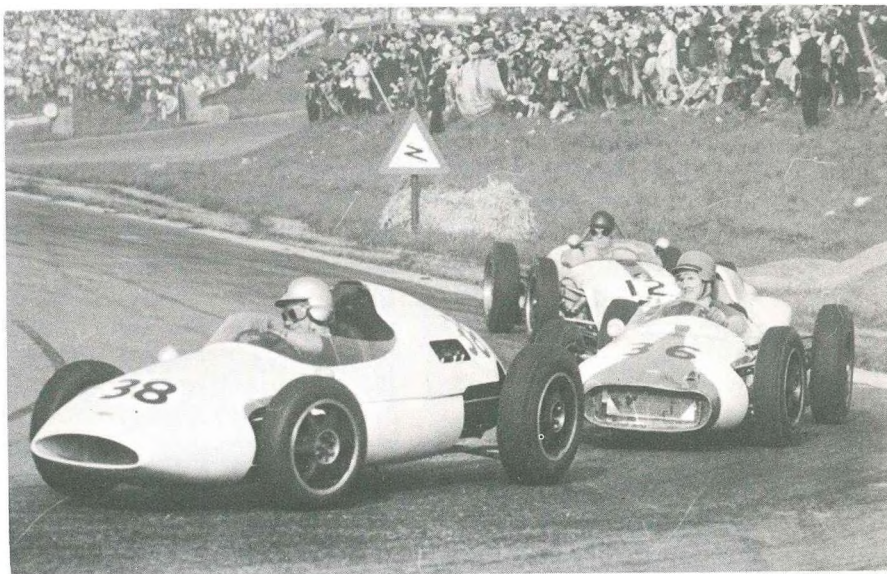
Menato Boffa
 Terry Bartram
 Team Salvatore Evangelista
 Scuderia Colonia
 Rob Walker Racing Team
 Scuderia Dolomiti
 Bernard Collomb
 Tim Parnell
 Tim Parnell

Inter-Autocourse
 Scuderia Colonia
 Guiseppe Maugeri
 "Wal Ever"

COMMENTARY

The Vienna Grand Prix was one of several rather obscure little events which were sprinkled about the Formula One calendar during 1961 and 1962 for which information has been hard to come by. This particular race nevertheless boasted the presence of Stirling Moss in his "Brussels" Lotus, and Shane Summers with Terry Bartram's Cooper. The rest of the opposition, however, can be described as interesting rather than serious. Ronald Wrenn was the driver as well as the entrant of the one-off Hume-Cooper, Frenchman Ernesto Prinoth had his new Lotus 18, while Gerry Ashmore was in a similar car entered by Tim Parnell --this one another ex-Yeoman Credit machine and in fact the last complete F1 type 18 to be built, discounting "replacement" chassis. Parnell himself drove his regular car. Of the non-starters, Sicilian Guiseppe Maugeri and Italian "Wal Ever" were destined to make undistinguished appearances later in the season.

Moss won the race, naturally, despite an ignition problem half way through. Summers' Cooper fell victim to the ultra-rough surface of the Aspern Airport circuit and Ashmore, surely one of Britain's most under-rated drivers, lasted only long enough to enjoy a brief spell in second place.



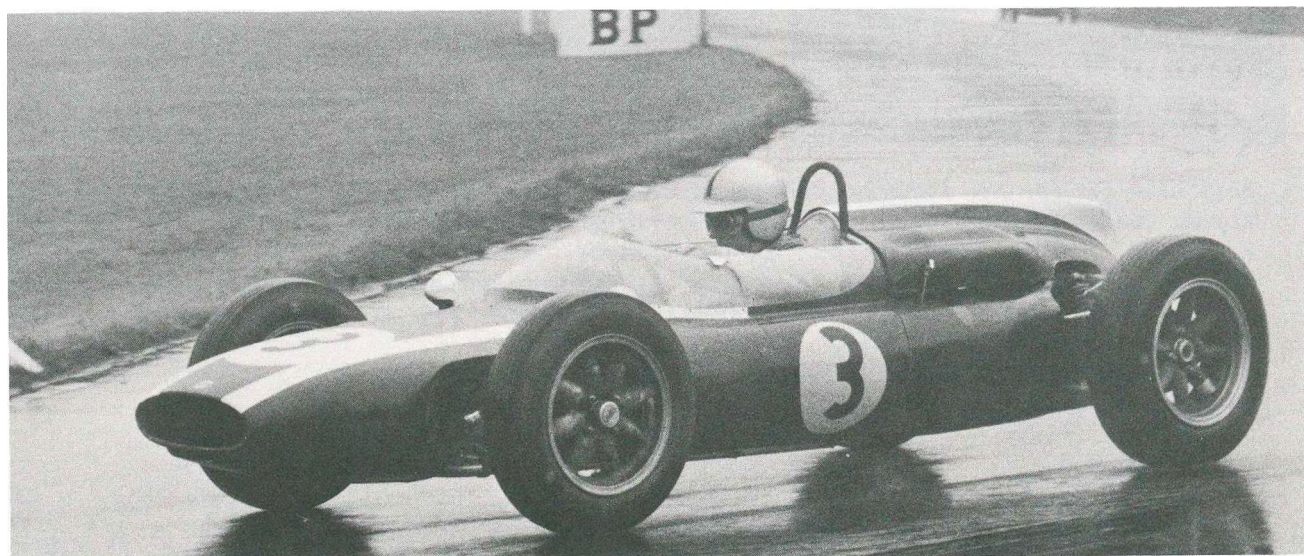
BRUSSELS GP (pages 16-17): Equipe Nationale Belge made a big effort for this event with their trio of Emerysons. At left, Gendebien corners chassis number 1003 while right, Mairesse in the prototype car leads Bianchi in number 1002. The team's third "production" model, number 1001, had been badly damaged at Pau, which is why the factory loaned them the "P" car seen already at Goodwood. Car No 12 in the right-hand picture is Burgess's Camoradi Lotus 18.

VIENNA GP: No picture available.

VI Aintree 200

April 22 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Graham Hill	BRM 48/57	1961	571	Climax 4	BRM 5	2-00.2
2	Tony Brooks	BRM 48/57	1961	572	Climax 4	BRM 5	2-04.8
3	Jack Brabham	Cooper 55	1961	FI-10-61	Climax 4	Cooper 6	2-00.6
4	Bruce McLaren	Cooper 55	1961	FI-11-61	Climax 4	Cooper 6	2-01.4
5	John Surtees	Cooper 53	1960	FI-1-61	Climax 4	Cooper 5	2-02.4
6	Roy Salvadori	Cooper 53	1960	FI-2-61	Climax 4	Cooper 5	2-04.0
7	Stirling Moss	Cooper 53	1960	FI-7-61	Climax 4	Colotti 5	2-14.2
8	Jack Lewis	Cooper 53	1960	FI-6-61	Climax 4	Cooper 5	2-03.0
9	Shane Summers	Cooper 53	1960	FI-8-61	Climax 4	Cooper 5	2-06.0
10	George Morgan	Cooper 51	1959	FII-5-59	Climax 4	Cooper 5	2-07.0
12	Graham Eden	Cooper 51	1959		Climax 4	Cooper 5	2-08.0
14	Bernard Collomb	Cooper 53	1960	FI-9-61	Climax 4	Cooper 5	2-09.8
15	Masten Gregory	Cooper 53	1960	FI-3-61	Climax 4	Cooper 5	---
16	Ian Burgess	Lotus 18	1960	908	Climax 4	Lotus 5	2-31.0
18	Innes Ireland	Lotus 18	1960	371	Climax 4	ZF 5	2-03.0
19	Jim Clark	Lotus 18	1960	372	Climax 4	ZF 5	2-02.4
20	Trevor Taylor	Lotus 18	1960	374	Climax 4	ZF 5	2-06.4
21	Cliff Allison	Lotus 18	1960	915	Climax 4	Laystall 5	2-05.2
22	Henry Taylor	Lotus 18	1960	916	Climax 4	Lotus 5	2-08.0
23	Dan Gurney	Lotus 18	1960	903	Climax 4	Lotus 5	2-06.6
24	Michel May	Lotus 18	1960	914	Climax 4	Lotus 5	2-11.8
25	Tim Parnell	Lotus 18	1960	904	Climax 4	Lotus 5	---
26	Gerry Ashmore	Lotus 18	1960	919	Climax 4	Lotus 5	2-05.8
27	Tony Marsh	Lotus 18	1960	909	Climax 4	Cooper 5	2-03.6
28	Peter Procter	Lotus 16	1958	367	Climax 4	Lotus 4	2-15.0
29	Andre Pilette	Emeryson	1961	P	Climax 4	Colotti 5	2-12.8
30	Lucien Bianchi	Emeryson	1961	1002	Maserati 4	Colotti 5	2-08.0
32	Keith Greene	Gilby	1961	---	Climax 4	Colotti 5	---
<i>NON-STARTERS</i>							
11	John Campbell-Jones	Cooper 51	1959	---	Climax 4	---	---
17	Lloyd Casner	Lotus 18	1960	---	Climax 4	---	---
31	Brian Naylor	JBW	1960	---	Maserati 4	---	---
--	Wolfgang Seidel	Lotus 18	1960	---	Climax 4	---	---
--	Willy Mairesse	Emeryson	1961	---	Maserati	---	---
<i>PRACTICE CARS</i>							
5	John Surtees	Cooper 53	1960	VR	Climax 4	Colotti 5	n/a
T	Stirling Moss	Lotus 18	1960	912	Climax 4	Colotti 5	n/a



AINTREE 200: Winner Brabham slides round Tatts in the brand new Cooper 55, complete with six-speed gearbox and "high hysteresis" Dunlop D12 tyres. McLaren follows in the middle distance.

XI Gran Premio di Siracusa

April 25 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
8	Willy Mairesse	Emeryson	1961	1001	Maserati 4	Colotti 5	2-04.8
10	Tony Brooks	BRM 48/57	1961	572	Climax 4	BRM 5	2-03.9
12	Joachim Bonnier	Porsche 718	1959	204	Porsche F4	Porsche 6	1-58.5
14	Jack Brabham	Cooper 55	1961	FI-10-61	Climax 4	Cooper 6	1-58.5
18	Stirling Moss	Lotus 18	1960	906	Climax 4	Lotus 5	1-59.2
20	Jim Clark	Lotus 18	1960	374	Climax 4	ZF 5	2-02.9
22	John Surtees	Cooper 53	1960	VR	Climax 4	Colotti 5	1-57.8
24	Graham Hill	BRM 48/57	1961	571	Climax 4	BRM 5	1-58.1
26	Olivier Gendebien	Emeryson	1961	1003	Maserati 4	Colotti 5	2-01.3
28	Maurice Trintignant	Cooper 51	1959		Maserati 4	Colotti 5	2-04.0
30	Dan Gurney	Porsche 718	1959	203	Porsche F4	Porsche 6	1-56.8
32	Giancarlo Baghetti	Ferrari 156	1961	(01)	Ferrari V6	Ferrari 5	1-57.0
34	Lorenzo Bandini	Cooper 51	1959	FII-13-59	Maserati 4	Colotti 5	2-00.4
36	Renato Pirocchi	Cooper 45	1958		Climax 4	Cooper 4	2-07.5
38	Innes Ireland	Lotus 18	1960	371	Climax 4	ZF 5	2-00.1
40	Wolfgang Seidel	Lotus 18	1960	373	Climax 4	Lotus 5	2-08.5
42	Roy Salvadori	Cooper 53	1960	FI-2-61	Climax 4	Cooper 5	1-59.9
44	Massimo Natili	Cooper 51	1959	FII-12-59	Maserati 4	Cooper 4	2-03.3
48	Menato Boffa	Cooper 45	1958		Climax 4	Cooper 4	2-06.1

NON-STARTERS

2	Cliff Allison	Lotus 18	1960	---	Climax 4	---	---
4	Gino Munaron	Cooper 43	1957		Alfa Romeo 4	Colotti 5	2-22.2
6	Bruce McLaren	Cooper 55	1961	---	Climax 4	---	---
16	Ritchie Ginther	Ferrari 156	1961	---	Ferrari V6	---	---
46	Ernesto Prinoth	Lotus 18	1960	913	Climax 4	Lotus 5	2-14.3
50	Giorgio Scarlatti	Cooper 45	1958	---	Climax 4	---	---
52	Guiseppe Maugeri	Cooper 51	1959	FII-19-59	Climax 4	Colotti 5	2-16.1
54	Henry Taylor	Lotus 18	1960	915	Climax 4	---	---

ALSO PRACTISED

26	Mauro Bianchi	Emeryson	1961	1003	Maserati 4	Colotti 5	n/a
26	Willy Mairesse	Emeryson	1961	1003	Maserati 4	Colotti 5	n/a
28	Giorgio Scarlatti	Cooper 51	1959		Maserati 4	Colotti 5	n/a

GRID

Surtees	Baghetti	Gurney
1-57.8	1-57.0	1-56.8
Brabham	G.Hill	
1-58.5	1-58.1	
Salvadori	Moss	Bonnier
1-59.9	1-59.2	1-58.5
Bandini	Ireland	
2-00.4	2-00.1	
Natili	Clark	Gendebien
2-03.3	2-02.9	2-01.3
Trintignant	Brooks	
2-04.0	2-03.9	
Pirocchi	Boffa	Mairesse
2-07.5	2-06.1	2-04.8
	Seidel	
	2-08.5	

Non-starters: reasons

2 withdrawn
4 excluded
6 withdrawn
16 car not ready
46 excluded
50 car not ready
52 excluded
54 withdrawn

Leaders

1 Surtees
2 Gurney
3 Surtees
4-5 Gurney
6-24 Baghetti
25 Gurney
26-56 Baghetti

Retirements

8 Gendebien gearbox
10 Surtees fuel pump drive
14 Brooks con-rod
16 Trintignant piston
21 Natili engine
26 Ireland accident

Entrant

Equipe Nationale Belge
 Owen Racing Organisation
 Porsche System Engineering
 Cooper Car Co
 Rob Walker Racing Team
 Team Lotus
 Yeoman Credit Racing Team
 Owen Racing Organisation
 Equipe National Belge
 Scuderia Serenissima
 Porsche System Engineering
 FISA*
 Scuderia Centro Sud
 Pescara Racing Club
 Team Lotus
 Scuderia Colonia
 Yeoman Credit Racing Team
 Scuderia Centro Sud
 Menato Boffa

UDT-Laystall Racing Team
 Gino Munaron
 Cooper Car Co
 SEFAC Ferrari
 Scuderia Dolomiti
 Scuderia Serenissima
 Guiseppe Maugeri
 UDT-Laystall Racing Team

Equipe Nationale Belge
 Equipe Nationale Belge
 Scuderia Serenissima

COMMENTARY

That Ferrari was building a new car with a new V6 engine was well-known, and that it should make its first appearance in the Syracuse Grand Prix was hardly surprising. What was out of the ordinary was that it should be entrusted to a relative newcomer, namely ex-Formula Junior driver Giancarlo Baghetti--and what was almost unbelievable in the final outcome was that this combination should win the race, in so doing beating a large proportion of the world's established "aces" on a fast and difficult road course.

Baghetti won fair and square and no argument, even if many of the competing cars and drivers were "tired" following the Aintree race only three days previously. The Ferrari, with space-frame chassis and windcheating "twin-nostril" bodywork, did all that was expected of it and any false sense of security into which the British teams had been lulled (had they not beaten Porsche at Brussels?) was rudely shattered. What was worse, Baghetti's car was supposedly a private entry, "FISA" being a consortium of small Italian racing teams: real works Ferraris with proper Grand Prix drivers were still to enter the arena!

The other "new" cars seen here were actually not-so-new, being Trintignant's Serenissima Cooper with Maserati engine, Maugeri's slow ex-Moss Cooper and Pirocchi's old Cooper 45. Equipe Nationale Belge ran two of their by-now battered team of Emerysons (Bianchi had shunted his in the Aintree race just 100 yards from the start!) and Centro Sud were playing fair (we think!) by installing 1½ litre motors in their Cooper 51s--Bandini's being a much modified chassis, incidentally. Moss was again lumbered with an engine which would not run cleanly.

RESULT

1	Baghetti	Ferrari	01:50-08.2	104.27
2	Gurney	Porsche	01:50-13.2	
3	Bonnier	Porsche	55 laps	
4	Brabham	Cooper-Climax	55 laps	
5	Salvadori	Cooper-Climax	55 laps	
6	Clark	Lotus-Climax	53 laps	
7	Bandini	Cooper-Maserati	53 laps	
8	Moss	Lotus-Climax	52 laps	
9	Boffa	Cooper-Climax	49 laps	
10	Seidel	Lotus-Climax	49 laps	
11	Mairesse	Emeryson-Maserati	42 laps	
12	Pirocchi	Cooper-Climax	37 laps	

Not classified

G.Hill BRM-Climax 52 laps

Fastest lap

Gurney Porsche 01-54.9 107.09

*Federazione Italiana Scuderie Automobilistiche

Picture: page 27

XIX Grand Prix de Monaco

May 14 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Joachim Bonnier	Porsche 787	1961	02	Porsche F4	Porsche 6	1-40.3
4	Dan Gurney	Porsche 718	1959	204	Porsche F4	Porsche 6	1-40.6
6	Hans Herrmann	Porsche 718	1959	205	Porsche F4	Porsche 6	1-41.1
8	Michel May	Lotus 18	1960	914	Climax 4	Lotus 5	1-42.0
16	Tony Brooks	BRM 48/57	1961	572	Climax 4	BRM 5	1-40.1
18	Graham Hill	BRM 48/57	1961	571	Climax 4	BRM 5	1-39.8
20	Stirling Moss	Lotus 18	1960	912	Climax 4	Colotti 5	1-39.1
22	John Surtees	Cooper 53	1960	FI-1-61	Climax 4	Cooper 5	1-41.1
24	Jack Brabham	Cooper 55	1961	FI-10-61	Climax 4	Cooper 6	1-44.0
26	Bruce McLaren	Cooper 55	1961	FI-11-61	Climax 4	Cooper 6	1-39.8
28	Jim Clark	Lotus 21	1961	930	Climax 4	ZF 5	1-39.6
32	Cliff Allison	Lotus 18	1960	915	Climax 4	Laystall 5	1-42.3
36	Ritchie Ginther	Ferrari 156	1961	(04)	Ferrari V6	Ferrari 5	1-39.3
38	Phil Hill	Ferrari 156	1961	(02)	Ferrari V6	Ferrari 5	1-39.8
40	Wolfgang von Trips	Ferrari 156	1961	(03)	Ferrari V6	Ferrari 5	1-39.8
42	Maurice Trintignant	Cooper 51	1959		Maserati 4	Colotti 5	1-42.4

NON-STARTERS

10	Lucien Bianchi	Emeryson	1961	1001	Maserati 4	Colotti 5	1-42.9
12	Olivier Gendebien	Emeryson	1961	1003	Maserati 4	Colotti 5	1-43.7
14	Masten Gregory	Cooper 53	1960	FI-3-61	Climax 4	Cooper 5	1-42.7
30	Innes Ireland	Lotus 21	1961	931	Climax 4	ZF 5	1-40.5
34	Henry Taylor	Lotus 18	1960	916	Climax 4	Laystall 5	1-42.6

PRACTICE CARS

20	Stirling Moss	Cooper 53	1960	FI-7-61	Climax 4	Colotti 5	n/a
T	Joachim Bonnier	Porsche 718	1959	203	Porsche F4	Porsche 6	n/a
T	Dan Gurney	Porsche 718	1959	203	Porsche F4	Porsche 6	n/a
T	Michel May	Porsche 718	1959	203	Porsche F4	Porsche 6	n/a
T	Hans Herrmann	Porsche 718	1959	203	Porsche F4	Porsche 6	n/a
T	Tony Brooks	BRM 48/57	1961	573	Climax 4	BRM 5	n/a
T	Graham Hill	BRM 48/57	1961	573	Climax 4	BRM 5	n/a
T	John Surtees	Cooper 53	1960	VR	Climax 4	Colotti 5	n/a

ALSO PRACTISED

10	Olivier Gendebien	Emeryson	1961	1001	Maserati 4	Colotti 5	n/a
12	Lucien Bianchi	Emeryson	1961	1003	Maserati 4	Colotti 5	n/a
24	Bruce McLaren	Cooper 55	1961	FI-10-61	Climax 4	Cooper 6	n/a
32	Henry Taylor	Lotus 18	1960	915	Climax 4	Laystall 5	n/a
34	Cliff Allison	Lotus 18	1960	916	Climax 4	Laystall 5	n/a

GRID

Clark	Ginther	Moss
1-39.6	1-39.3	1-39.1
	P.Hill	G.Hill
	1-39.8	1-39.6
Brooks	McLaren	von Trips
1-40.1	1-39.8	1-39.8
	Gurney	Bonnier
	1-40.6	1-40.3
May	Herrmann	Surtees
1-42.0	1-41.1	1-41.1
	Trintignant Allison	
	1-42.4	1-42.3
		Brabham
		1-44.0

Non-starters: reasons

10 excluded
12 excluded
14 excluded
30 practice accident
34 excluded

Leaders

1-13 Ginther
14-100 Moss

Retirements

11 G.Hill fuel pump
38 Brabham ignition
42 May oil pipe
54 Brooks valve
59 Bonnier fuel-injection
68 Surtees head gasket
98 von Trips electrical

Entrant

Porsche System Engineering
 Porsche System Engineering
 Porsche System Engineering
 Scuderia Colonia
 Owen Racing Organisation
 Owen Racing Organisation
 Rob Walker Racing Team
 Yeoman Credit Racing Team
 Cooper Car Co
 Cooper Car Co
 Team Lotus
 UDT-Laystall Racing Team
 SEFAC Ferrari
 SEFAC Ferrari
 SEFAC Ferrari
 Scuderia Serenissima

Equipe Nationale Belge
 Equipe Nationale Belge
 Camoradi International
 Team Lotus
 UDT-Laystall Racing Team

Rob Walker Racing Team
 Porsche System Engineering
 Porsche System Engineering
 Porsche System Engineering
 Porsche System Engineering
 Owen Racing Organisation
 Owen Racing Organisation
 Yeoman Credit Racing Team

Equipe Nationale Belge
 Equipe Nationale Belge
 Cooper Car Co
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team

COMMENTARY

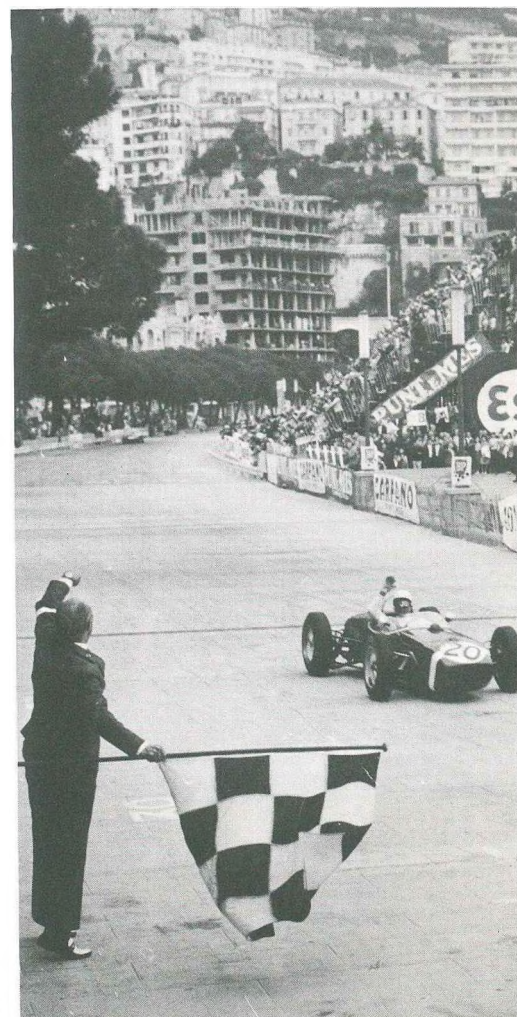
All thoughts of this 1½ litre F1 being slow or dull compared to the previous Formula disappeared with the unfolding of this tremendous race in which the sheer brilliance and consistency of Stirling Moss overcame the combined and near irresistible strengths of the works Ferrari team. Driving Walker's Lotus 18 No 912, Moss led all the way from lap 14, but had to lap within 0.1 second of McLaren's outright lap record, set with the 2½ litre Cooper in 1960, to stay ahead of first Phil Hill and then Ritchie Ginther, whose car was fitted with the latest 120⁰ Ferrari engine (as opposed to the 60⁰ units in the cars of P.Hill and von Trips).

Porsche hopes rested largely on Bonnier with the new Type 787, designed to take the flat-8 engine when it became ready, but the car proved little if any faster than the old models. Gurney drove an early chassis while Herrmann, who most people thought was in a new-type car, was actually driving an interim model, itself brand new but really a rebuilt and re-bodied Type 718. Ireland and Clark had new Type 21 Lotuses, except that Ireland wrote-off his going through the tunnel and BRM produced a third Type 48/57 as a spare. Several British cars had the new Mk II Climax unit.

MONACO GP: Moss takes the flag after one of his greatest drives. Ginther's Ferrari is 300 yards behind.

RESULT

1 Moss	Lotus-Climax	02:45-50.1	70.70
2 Ginther	Ferrari	02:45-53.7	
3 P.Hill	Ferrari	02:46-31.4	
4 von Trips	Ferrari	98 laps	
5 Gurney	Porsche	98 laps	
6 McLaren	Cooper-Climax	95 laps	
7 Trintignant	Cooper-Maserati	95 laps	
8 Allison	Lotus-Climax	93 laps	
9 Herrmann	Porsche	91 laps	
10 Clark	Lotus-Climax	89 laps	
11 Surtees	Cooper-Climax	68 laps (retired)	
12 Bonnier	Porsche	59 laps (retired)	
13 Brooks	BRM-Climax	54 laps (retired)	
<i>Fastest lap</i>			
Ginther	Ferrari		
Moss	Lotus-Climax	01-36.3	73.13



XIX Gran Premio di Napoli

May 14 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	John Campbell-Jones	Cooper 51	1959		Climax 4	Cooper 5	1-24.5
8	Tim Parnell	Lotus 18	1960	904	Climax 4	Lotus 5	1-25.2
10	Gerry Ashmore	Lotus 18	1960	919	Climax 4	Lotus 5	1-21.3
14	Keith Greene	Gilby	1961	---	Climax 4	Colotti 5	1-25.2
18	Roy Salvadori	Cooper 53	1960	FI-2-61	Climax 4	Cooper 5	1-21.3
22	Giovanni Alberti	de Tomaso	1960	FI-002	OSCA 4	Colotti 5	1-24.4
26	Bernard Collomb	Cooper 53	1960	FI-9-61	Climax 4	Cooper 5	1-24.6
28	Roberto Businello	de Tomaso	1960	F2-001	OSCA 4	Colotti 5	1-25.1
30	Ian Burgess	Lotus 18	1960	908	Climax 4	Lotus 5	1-22.7
32	Giancarlo Baghetti	Ferrari 156	1961	(01)	Ferrari V6	Ferrari 5	1-21.9
34	Lorenzo Bandini	Cooper 51	1959	FII-13-59	Maserati 4	Colotti 5	1-22.5
36	Menato Boffa	Cooper 45	1958		Climax 4	Cooper 4	1-23.2
40	Ernesto Prinoth	Lotus 18	1960	913	Climax 4	Lotus 5	1-23.0

NON-STARTERS

4	Francois Sante	Cooper 45	1958		Climax 4	Cooper 4	2-22.9
6	Andre Pilette	Emeryson	1961	P	Climax 4	Colotti 5	1-27.1
12	Renato Pirocchi	Cooper 45	1958		Climax 4	Cooper 4	1-25.8
16	"Wal Ever"	Cooper 45	1958	FII-15-58	OSCA 4	Cooper 4	1-27.2
20	Guiseppe Maugeri	Cooper 51	1959	FII-19-59	Climax 4	Colotti 5	1-27.6
24	Andre Wicky	Cooper 51	1959	---	Climax 4	---	---
38	Massimo Natili	Cooper 51	1959	FII-12-59	Maserati 4	Cooper 4	1-25.3

GRID

Ashmore	Salvadori	Baghetti
1-21.3	1-21.3	1-21.9
Bandini	Burgess	
1-22.5	1-22.7	
Prinoth	Boffa	Alberti
1-23.0	1-23.2	1-24.4
Campbell-Jones	Collomb	
1-24.5	1-24.6	
Businello	Parnell	Greene
1-25.1	1-25.2	1-25.2

Non-starters: reasons

4	excluded
6	excluded
12	excluded
16	excluded
20	excluded
24	withdrawn
38	excluded

Leaders

1-2	Salvadori
3	Bandini
4-60	Baghetti

Retirements

1	Campbell-Jones	ignition
5	Boffa	accident
5	Greene	accident
36	Alberti	unknown

RESULT

1	Baghetti	Ferrari	01:22-46.5	67.50
2	Ashmore	Lotus-Climax	59 laps	
3	Bandini	Cooper-Maserati	59 laps	
4	Burgess	Lotus-Climax	58 laps	
5	Businello	de Tomaso-OSCA	56 laps	
6	Collomb	Cooper-Climax	56 laps	
7	Salvadori	Cooper-Climax	56 laps	
8	Parnell	Lotus-Climax	54 laps	
9	Prinoth	Lotus-Climax	34 laps	

Fastest lap

Baghetti	Ferrari	01-20.2	69.57
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Entrant

John Campbell-Jones
 Tim Parnell
 Tim Parnell
 Gilby Engineering
 Yeoman Credit Racing Team
 Scuderia Settecoggi
 Bernard Collomb
 Isobele de Tomaso
 Camoradi International
 FISA
 Scuderia Centro Sud
 Menato Boffa
 Scuderia Dolomiti

Francois Sante
 Equipe Nationale Belge
 Pescara Racing Club
 "Wal Ever"
 Guiseppe Maugeri
 Andre Wicky
 Scuderia Centro Sud

COMMENTARY

The Naples race was held on the same day as the Monaco GP and naturally the entry consisted largely of those who would be expected to make up the "also-ran" category of a more important event. The exceptions were Baghetti with his Syracuse-winning Ferrari and Salvadori with a standard Yeoman Credit Cooper 53, though Ashmore demonstrated his talent by taking a surprise pole position and Bandini too made his mark by grabbing the lead for a single lap. Only 13 cars were allowed to start and the group which did not qualify cannot be said to have covered themselves with glory. Interesting interlopers were the two de Tomasos of Alberti and Businello, both with OSCA engines and both qualifying despite that fact! Baghetti made it two F1 wins in two races, the challenge from Salvadori fading after the British driver's car suffered a puncture.



SYRACUSE GP (pages 22-23): Seconds after flag-fall, with Bandini (Centro Sud Cooper-Maserati 51) nearest the camera. Consult starting grid on page 22 to identify the rest.

NAPLES GP: No picture available.

IX Grote Prijs van Nederland

May 22 1961

No	Driver	Chassis	Year	Chassis type	Engine	Gearbox	Pract. time
1	Phil Hill	Ferrari 156	1961	(02)	Ferrari V6	Ferrari 5	1-35.7
2	Ritchie Ginther	Ferrari 156	1961	(04)	Ferrari V6	Ferrari 5	1-35.9
3	Wolfgang von Trips	Ferrari 156	1961	(05)	Ferrari V6	Ferrari 5	1-35.7
4	Graham Hill	BRM 48/57	1961	571	Climax 4	BRM 5	1-36.3
5	Tony Brooks	BRM 48/57	1961	572	Climax 4	BRM 5	1-36.8
6	Joachim Bonnier	Porsche 787	1961	02	Porsche F4	Porsche 6	1-37.1
7	Dan Gurney	Porsche 787	1961	01	Porsche F4	Porsche 6	1-36.4
8	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	1-39.8
9	Hans Herrmann	Porsche 718	1959	205	Porsche F4	Porsche 6	1-38.0
10	Jack Brabham	Cooper 55	1961	FI-10-61	Climax 4	Cooper 6	1-36.6
11	Bruce McLaren	Cooper 55	1961	FI-11-61	Climax 4	Cooper 6	1-38.2
12	John Surtees	Cooper 53	1960	FI-1-61	Climax 4	Cooper 5	1-36.8
14	Stirling Moss	Lotus 18	1960	912	Climax 4	Colotti 5	1-36.2
15	Jim Clark	Lotus 21	1960	930	Climax 4	ZF 5	1-36.9
16	Trevor Taylor	Lotus 18	1960	371	Climax 4	ZF 5	1-39.5

NON-STARTERS

17	Masten Gregory	Cooper 53	1960	FI-3-61	Climax 4	Cooper 5	1-36.8
18	Ian Burgess	Lotus 18	1960	908	Climax 4	Lotus 5	1-38.0

PRACTICE CARS

12	John Surtees	Cooper 53	1960	VR	Climax 4	Colotti 5	n/a
14	Stirling Moss	Cooper 53	1960	FI-7-61	Climax 4	Colotti 5	1-37.6

GRID

Ginther	von Trips	P.Hill
1-35.9	1-35.7	1-35.7

G.Hill	Moss
1-36.3	1-36.2

Brooks	Brabham	Gurney
1-36.8	1-36.6	1-36.4

Clark	Surtees
1-36.9	1-36.8

McLaren	Herrmann	Bonnier
1-38.2	1-38.0	1-37.1

de Beaufort	T.Taylor
1-39.8	1-39.5

Non-starters: reasons

17 excluded
18 excluded

Leaders

1-75 von Trips

Retirements

No retirements

RESULT

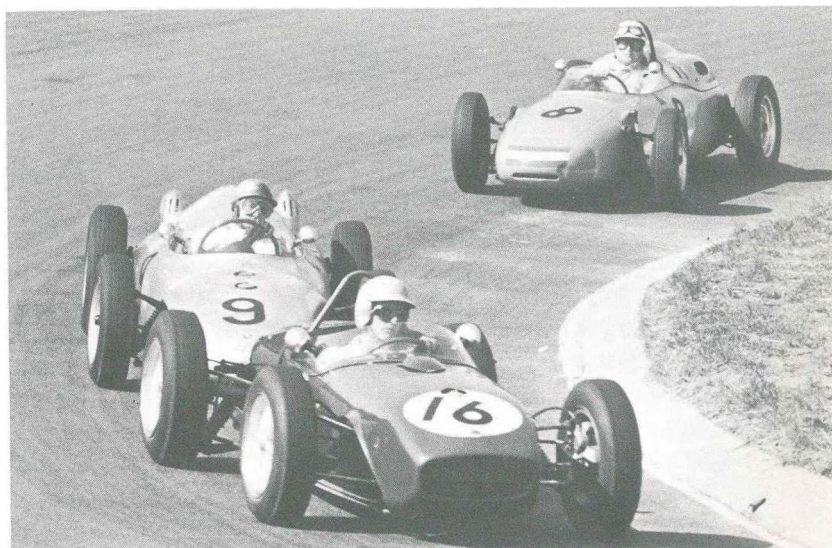
1	von Trips	Ferrari	02:01-52.1	96.23
2	P.Hill	Ferrari	02:01-53.0	
3	Clark	Lotus-Climax	02:02-05.2	
4	Moss	Lotus-Climax	02:02-14.3	
5	Ginther	Ferrari	02:02-14.4	
6	Brabham	Cooper-Climax	02:03-12.2	
7	Surtees	Cooper-Climax	02:03-18.8	
8	G.Hill	BRM-Climax	02:03-21.9	
9	Brooks	BRM-Climax	74 laps	
10	Gurney	Porsche	74 laps	
11	Bonnier	Porsche	73 laps	
12	McLaren	Cooper-Climax	73 laps	
13	T.Taylor	Lotus-Climax	73 laps	
14	de Beaufort	Porsche	72 laps	
15	Herrmann	Porsche	72 laps	

Fastest lap

Clark	Lotus-Climax	01-35.5	98.23
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Entrant

SEFAC Ferrari
 SEFAC Ferrari
 SEFAC Ferrari
 Owen Racing Organisation
 Owen Racing Organisation
 Porsche System Engineering
 Porsche System Engineering
 Ecurie Maarsbergen
 Ecurie Maarsbergen
 Cooper Car Co
 Cooper Car Co
 Yeoman Credit Racing Team
 Rob Walker Racing Team
 Team Lotus
 Team Lotus



DUTCH GP: T. Taylor in the Pau-winning Lotus 18 leads the Porsche 718s of Herrmann and de Beaufort. Herrmann's car features the wishbone front suspension and revised bodywork of the type 787, but is in reality a much-modified example of the older type.

Camoradi International
 Camoradi International

Yeoman Credit Racing Team
 Rob Walker Racing Team

COMMENTARY

Since entry was by invitation only, the runners in the Dutch Grand Prix were restricted to works cars and top privately-owned machinery, though naturally Count de Beaufort too was guaranteed a start, being Dutch himself. This time not even Moss could hold the powerful Italian cars, Zandvoort being a much faster circuit than Monte Carlo, and von Trips sailed away to win his first Grand Epreuve in what was in fact a new Ferrari chassis. Clark in the "pencil-line" Lotus did his best to upset things, actually getting ahead of Phil Hill on occasion, but in the end had to settle for a fine third place. Moss and Ginther renewed their Monaco argument and the outcome was much the same, except that the placings were fourth and fifth instead of first and second, but perhaps the most remarkable feature of the race as a whole was that not one of the 15 competitors retired, nor even made a pit stop, something which had not happened before in Grand Prix racing and (as I write) has not happened since.

Porsche produced another Type 787 for Gurney and Trevor Taylor substituted for the injured Ireland, though his Lotus was an older model. Most of the Climax-powered cars had the benefit of the Mk II engine, which revved higher than the Mk I unit without producing a great deal more power (and certainly not enough to compete with Ferrari's 185 bhp), an exception being Gregory's Camoradi Cooper, which nevertheless lapped as fast as Surtees and Brooks. Unfortunately the car was a reserve entry all along and thus the American was deprived of a start.

IX London Trophy

May 22 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Roy Salvadori	Cooper 53	1960	FI-2-61	Climax 4	Cooper 5	0-59.0
4	Bernard Collomb	Cooper 53	1960	FI-9-61	Climax 4	Cooper 5	---
6	Jack Lewis	Cooper 53	1960	FI-6-61	Climax 4	Cooper 5	1-00.2
8	Shane Summers	Cooper 53	1960	FI-8-61	Climax 4	Cooper 5	1-00.8
10	John Campbell-Jones	Cooper 51	1959		Climax 4	Cooper 5	1-03.4
16	Alan Trow	Cooper 45	1958		Climax 4	Cooper 4	1-04.4
18	John Langton	Hume-Cooper	1959	---	Climax 4	Cooper 4	1-07.4
20	Cliff Allison	Lotus 18	1960	915	Climax 4	laystall 5	1-00.4
22	Henry Taylor	Lotus 18	1960	916	Climax 4	Lotus 5	0-59.6
24	Tony Marsh	Lotus 17	1960	909	Climax 4	Cooper 5	1-00.6
26	Wolfgang Seidel	Lotus 18	1960	373	Climax 4	Lotus 5	1-00.8
32	Klaas Twisk	Cooper 51	1959	FII-11-59	Climax 4	Cooper 4	---
34	Guiseppe Maugeri	Cooper 51	1959	FII-19-59	Climax 4	Colotti 5	1-08.0

NON-STARTERS

12	Graham Eden	Cooper 51	1959		Climax 4	Cooper 5	1-03.4
14	George Morgan	Cooper 51	1959	---	Climax 4	---	---
28	Mauro Bianchi	Emeryson	1961	---	Maserati 4	---	---
30	Keith Greene	Gilby	1961	---	Climax 4	---	---

GRID

Salvadori	H.Taylor	Lewis	Allison
0-59.0	0-59.6	1-00.2	1-00.4
Marsh	Seidel	Summers	
1-00.6	1-00.8	1-00.8	
---	Campbell-Jones	Trow	Langton
	1-03.4	1-04.4	1-07.4
	Maugeri	Collomb	Twisk
	1-08.0	---	---

Non-starters: reasons

12 engine trouble in practice
 14 withdrawn
 28 car not ready
 30 car not ready

Leaders

1-2 H.Taylor
 3-37 Salvadori

Retirements

5 Twisk engine
 24 Maugeri accident

RESULT

1	Salvadori	Cooper-Climax	37-22.8	82.55
2	H.Taylor	Lotus-Climax	37-30.8	
3	Marsh	Lotus-Climax	37-52.6	
4	S.Summers	Cooper-Climax	36 laps	
5	Seidel	Lotus-Climax	36 laps	
6	Campbell-Jones	Cooper-Climax	35 laps	
7	Lewis	Cooper-Climax	35 laps	
8	Allison	Lotus-Climax	35 laps	
9	Collomb	Cooper-Climax	34 laps	
10	Trow	Cooper-Climax	34 laps	
11	Langton	Hume-Climax	33 laps	

Fastest lap

Salvadori	Cooper-Climax		
H.Taylor	Lotus-Climax	00-59.6	83.96

Entrant

Yeoman Credit Racing Team
 Bernard Collomb
 H & L Motors
 Terry Bartram
 John Campbell-Jones
 Alan Trow (Motorcycles)
 Team Salvatore Evangelista
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Tony Marsh
 Scuderia Colonia
 Tulip Stable
 Guiseppe Maugeri

Graham Eden
 Tommy Atkins
 Equipe Nationale Belge
 Gilby Engineering

COMMENTARY

For many years in Great Britain, Whit Monday meant top-quality motor racing at the super little Crystal Palace circuit in South London, and 1961 was no exception, the major event being the London Trophy for F1 cars. The race clashed with the Dutch GP, but since the entry there had been kept to a minimum by the organisers, there were still enough good privately owned racing cars around to ensure that the Palace line-up did not suffer unduly. There was, admittedly, little in the way of new machinery, unless you count the old Coopers of ex-motor cyclist Alan Trow and Dutchman Klaas Twisk, but Salvadori, H. Taylor, Allison, Lewis and Summers all had fast and reliable cars, and were fast drivers themselves, and the racing was close. Collomb, Seidel (also entered in a Porsche), Twisk and Maugeri provided foreign interest, but Equipe Nationale Belge withdrew Mauro Bianchi (son of Lucien). "Salvo" reasserted his claim to be King of the Palace by winning the battle of the finance houses, and both he and Henry Taylor forced the lap record down to under a minute for the first time.



LONDON TROPHY: "King of the Palace"--Roy Salvadori.

II Silver City Trophy

June 3 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Jack Brabham	Cooper 55	1961	FI-10-61	Climax 4	Cooper 6	1-44.2
4	Bruce McLaren	Cooper 55	1961	FI-11-61	Climax 4	Cooper 6	1-44.2
6	Roy Salvadori	Cooper 53	1960	FI-2-61	Climax 4	Cooper 5	1-43.8
8	John Surtees	Cooper 53	1960	FI-1-61	Climax 4	Cooper 5	1-42.8
10	Jack Lewis	Cooper 53	1960	FI-6-61	Climax 4	Cooper 5	1-45.2
14	Bernard Collomb	Cooper 53	1960	FI-9-61	Climax 4	Cooper 5	1-55.2
16	John Campbell-Jones	Cooper 51	1959		Climax 4	Cooper 5	2-20.0
18	Graham Eden	Cooper 51	1959		Climax 4	Cooper 5	1-50.8
22	Trevor Taylor	Lotus 18	1960	371	Climax 4	Lotus 5	1-46.0
24	Jim Clark	Lotus 21	1961	930	Climax 4	ZF 5	1-43.0
26	Stirling Moss	Lotus 18/21	1960	918	Climax 4	Laystall 5	1-42.8
28	Henry Taylor	Lotus 18	1960	916	Climax 4	Laystall 5	1-45.8
30	Joachim Bonnier	Lotus 18/21	1960	917	Climax 4	Laystall 5	1-50.2
32	Dan Gurney	Lotus 18	1960	903	Climax 4	Lotus 5	1-46.4
34	Tony Marsh	Lotus 18	1960	909	Climax 4	Cooper 5	1-46.4
38	Tim Parnell	Lotus 18	1960	904	Climax 4	Lotus 5	1-46.0
40	Graham Hill	BRM 48/57	1961	571	Climax 4	BRM 5	1-43.2
42	Tony Brooks	BRM 48/57	1961	572	Climax 4	BRM 5	1-43.2
44	Brian Naylor	JBW	1960	---	Maserati 4	Colotti 5	1-53.6
46	Keith Greene	Gilby	1961	---	Climax 4	Colotti 5	1-57.6
48	Wolfgang Seidel	Lotus 18	1960	373	Climax 4	Lotus 5	1-50.6
50	Guiseppe Maugeri	Cooper 51	1959	FII-19-59	Climax 4	Colotti 5	2-07.0
52	Michel May	Lotus 18	1960	914	Climax 4	Lotus 5	1-48.0
54	Alan Trow	Cooper 45	1958		Climax 4	Cooper 4	1-52.8
<i>NON-STARTERS</i>							
12	Shane Summers	Cooper 53	1960	FI-8-61	Climax 4	Cooper 5	2-07.8
20	Stirling Moss	Cooper 53	1960	FI-7-61	Climax 4	Cooper 5	n/a
36	Bruce Halford	Lotus 18	1960	---	Climax 4	---	---

GRID

G.Hill	Clark	Surtees	Moss
1-43.2	1-43.0	1-42.8	1-42.8
	McLaren	Salvadori	Brooks
	1-44.2	1-43.8	1-43.2
T.Taylor	H.Taylor	Lewis	Brabham
1-46.0	1-45.8	1-45.2	1-44.2
	May	Marsh	Gurney
	1-48.0	1-46.4	1-46.4
Trow	Eden	Seidel	Bonnier
1-52.8	1-50.8	1-50.6	1-50.2
	Collomb	Naylor	Parnell
	1-55.2	1-53.6	1-53.4
	Greene	Campbell-Jones	Maugeri
	1-57.6	2-20.0	2-07.0

Non-starters: reasons

12 fatal accident in practice
 20 drove No.26
 36 car not ready

Leaders

1-24 Surtees
 25-46 Clark
 47-76 Moss

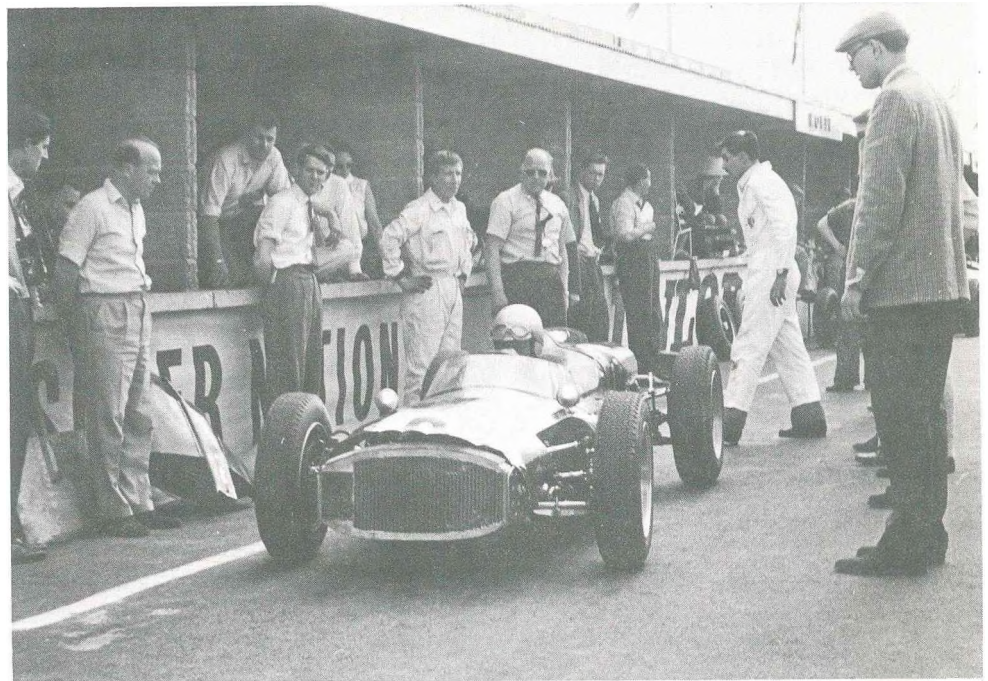
Retirements

11 Collomb fuel feed
 12 Seidel gearbox
 16 Naylor overheating
 16 May overheating
 16 Trow engine
 25 Lewis ignition
 26 Brabham cam follower
 30 McLaren accident
 32 Greene big end bearings
 34 Surtees accident damage

Entrant

Cooper Car Co
 Cooper Car Co
 Yeoman Credit Racing Team
 Yeoman Credit Racing Team
 H & L Motors
 Bernard Collomb
 John Campbell-Jones
 Graham Eden
 Team Lotus
 Team Lotus
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Louise Bryden-Brown
 Tony Marsh
 Tim Parnell
 Owen Racing Organisation
 Owen Racing Organisation
 JBW Car Co
 Gilby Engineering
 Scuderia Colonia
 Guiseppe Maugeri
 Scuderia Colonia
 Alan Trow (Motor Cycles)

Terry Bartram
 Rob Walker Racing Team
 Jim Diggory



SILVER CITY TROPHY: John Surtees re-enters the fray after the Yeoman Credit mechanics had cut lumps of metal from the damaged nose of his Cooper 53. The driver had shunted the car following a missed gearchange while holding second place. Things were still not right, however, and retirement soon followed. On the right of the picture is Clerk of the Course Nick Syrett while team manager Reg Parnell is seen in dark glasses behind.

RESULT

1 Moss	Lotus-Climax	02:11-40.6	91.78
2 Clark	Lotus-Climax	02:11-50.6	
3 Brooks	BRM-Climax	02:13-08.4	
4 Salvadori	Cooper-Climax	75 laps	
5 Gurney	Lotus-Climax	74 laps	
6 Marsh	Lotus-Climax	71 laps	
7 Parnell	Lotus-Climax	71 laps	
8 H.Taylor	Lotus-Climax	69 laps	
9 T.Taylor	Lotus-Climax	69 laps	
10 Maugeri	Cooper-Climax	60 laps	
11 Bonnier	Lotus-Climax	57 laps	
12 Campbell-Jones	Cooper-Climax	57 laps	
13 G.Hill	BRM-Climax	48 laps	
<i>Fastest lap</i>			
Moss	Lotus-Climax	01-42.0	93.52

COMMENTARY

Another plentiful if domestic entry for what was to be a long and exciting chase round the "Grand Prix" circuit at Brands Hatch. Innovations included new streamlined bodywork for the UDT-Laystall Lotus 18s of Moss and Bonnier, Taylor's retaining the original bodywork, while there were also suspension changes on the modified cars to get them nearer to Type 21 specification. Moss's car was a new chassis, the last of four to be built for the UDT team, the three being employed here also boasting Laystall's own five-speed gearbox. Naylor's JBW, with its Maserati engine, alone broke the Climax monopoly. Tragedy struck in the wet practice when Shane Summers smote the relatively unprotected concrete entrance to the paddock road tunnel, the driver being killed instantly. Race day was dry, but more accidents if not injury befell Surtees (while leading) and McLaren, leaving Stirling Moss to steadily gather in Jimmy Clark.

XX Grand Prix de Belgique

June 18 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Wolfgang von Trips	Ferrari 156	1961	(05)	Ferrari V6	Ferrari 5	4-00.1
4	Phil Hill	Ferrari 156	1961	(02)	Ferrari V6	Ferrari 5	3-59.3
6	Ritchie Ginther	Ferrari 156	1961	(04)	Ferrari V6	Ferrari 5	4-06.1
8	Olivier Gendebien	Ferrari 156	1961	(03)	Ferrari V6	Ferrari 5	4-03.0
10	Willy Mairesse	Lotus 18	1960	909	Climax 4	Cooper 5	---
12	Lucien Bianchi	Lotus 18	1960	373	Climax 4	Lotus 5	---
14	Stirling Moss	Lotus 18/21	1960	912	Climax 4	Colotti 5	4-08.2
18	Joachim Bonnier	Porsche 718	1959	204	Porsche F4	Porsche 6	4-08.3
20	Dan Gurney	Porsche 718	1959	203	Porsche F4	Porsche 6	4-08.4
22	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	4-16.7
24	John Surtees	Cooper 53	1960	FI-1-61	Climax 4	Cooper 5	4-06.0
26	Maurice Trintignant	Cooper 51	1959		Maserati 4	Colotti 5	4-21.4
28	Jack Brabham	Cooper 55	1961	FI-10-61	Climax 4	Cooper 6	4-08.6
30	Bruce McLaren	Cooper 55	1961	FI-11-61	Climax 4	Cooper 6	4-17.4
32	Innes Ireland	Lotus 21	1961	933	Climax 4	ZF 5	4-20.0
34	Jim Clark	Lotus 21	1961	932	Climax 4	ZF 5	4-17.7
36	Graham Hill	BRM 48/57	1961	571	Climax 4	BRM 5	4-07.6
38	Tony Brooks	BRM 48/57	1961	572	Climax 4	BRM 5	4-07.9
40	Jack Lewis	Cooper 53	1960	FI-6-61	Climax 4	Cooper 5	4-11.1
44	Masten Gregory	Cooper 53	1960	FI-3-61	Climax 4	Cooper 5	4-10.2
46	Lorenzo Bandini	Cooper 53	1960	FI-13-61	Maserati 4	Colotti 5	4-19.0

NON-STARTERS

16	Henry Taylor	Lotus 18/21	1960	918	Climax 4	Lotus 5	---
16	Cliff Allison	Lotus 18/21	1960	918	Climax 4	Lotus 5	---
42	Tony Marsh	Lotus 18	1960	909	Climax 4	Cooper 5	4-23.2
48	Wolfgang Seidel	Lotus 18	1960	373	Climax 4	Lotus 5	4-27.4
50	Ian Burgess	Lotus 18	1960	908	Climax 4	Lotus 5	4-37.6

PRACTICE CARS

10	Lucien Bianchi	Emeryson	1961	1001	Maserati 4	Colotti 5	4-27.3
12	Willy Mairesse	Emeryson	1961	1003	Maserati 4	Colotti 5	4-27.3
24	John Surtees	Cooper 53	1960	VR	Climax 4	Colotti 5	n/a
T	Willy Mairesse	Lotus 21	1961	930	Climax 4	ZF 5	4-20.6
T	Graham Hill	BRM 48/57	1961	573	Climax 4	BRM 5	n/a
T	Tony Brooks	BRM 48/57	1961	573	Climax 4	BRM 5	n/a

GRID

P.Hill	von Trips	Gendebien
3-59.3	4-00.1	4-03.0
	Surtees	Ginther
	4-06.0	4-06.1
G.Hill	Brooks	Moss
4-07.6	4-07.9	4-08.2
	Bonnier	Gurney
	4-08.3	4-08.4
Brabham	Gregory	Lewis
4-08.6	4-10.2	4-11.1
	de Beaufort	McLaren
	4-16.7	4-17.4
Clark	Bandini	Ireland
4-17.7	4-19.0	4-20.0
	Trintignant	Mairesse
	4-21.4	---
L.Bianchi		

Non-starters: reasons

16 car crashed by Allison on first practice lap
 42 excluded, but car raced by Mairesse
 48 excluded, but car raced by L.Bianchi
 50 excluded

Leaders

1	P.Hill	15	P.Hill
2	Gendebien	16	von Trips
3-5	P.Hill	17-18	P.Hill
6-7	Gendebien	19-20	von Trips
8	P.Hill	21-23	P.Hill
9-10	von Trips	24	von Trips
11-13	P.Hill	25-30	P.Hill
14	von Trips		

Retirements

7	Mairesse	ignition
8	McLaren	ignition
9	Ireland	engine
9	L.Bianchi	oil pipe
12	Brabham	con-rod
20	Bandini	big-end bearings
22	Trintignant	gearbox
23	G.Hill	ignition

Entrant

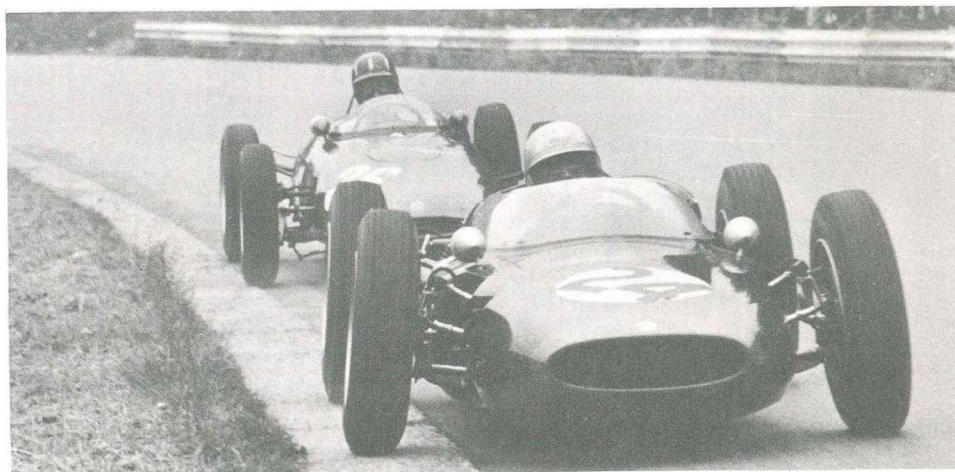
SEFAC Ferrari
 SEFAC Ferrari
 SEFAC Ferrari
 SEFAC Ferrari
 Equipe Nationale Belge
 Equipe Nationale Belge
 Rob Walker Racing Team
 Porsche System Engineering
 Porsche System Engineering
 Ecurie Maarsbergen
 Yeoman Credit Racing Team
 Scuderia Serenissima
 Cooper Car Co
 Cooper Car Co
 Team Lotus
 Team Lotus
 Owen Racing Organisation
 Owen Racing Organisation
 H & L Motors
 Camoradi International
 Scuderia Centro Sud

UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Tony Marsh
 Scuderia Colonia
 Camoradi International

Equipe Nationale Belge
 Equipe Nationale Belge
 Yeoman Credit Racing Team
 Team Lotus
 Owen Racing Organisation
 Owen Racing Organisation

COMMENTARY

The difference between Formula One racing as practised by the major British and German teams, and that practised by the major Italian team, during 1961 that is, was never better highlighted than at Spa, when the four works Ferraris (three red, one yellow for Gendebien) slaughtered the opposition. The race for fifth place was won by Surtees in the standard Y-C Cooper 53, while young Lewis impressed everyone by hanging on to the Ferraris after being lapped. Lotus were back to full strength, Ireland being fit again, with two new Type 21s, and Centro Sud ran Bandini in a new Cooper 53. ENB were in a terrible state with their Emerysons, finally withdrawing both after discovering chassis breakages; Mairesse ended up racing Marsh's Lotus and Bianchi Seidel's, both on hire. Moss's car was fitted with slim-line bodywork, similar to that on the single UDT Lotus to be raced by either Allison or Henry Taylor, whichever was the quicker in practice. Sadly Allison crashed the car heavily early on, before Taylor got a chance to drive it, resulting in leg injuries which were eventually to force him to retire from racing.



BELGIAN GP: Surtees again, this time leading G.Hill's works BRM, chasing hard after the Ferraris. Note the negative camber on the front wheels of the Cooper.

RESULT

1 P.Hill	Ferrari	02:03-03.8	128.15
2 von Trips	Ferrari	02:03-04.5	
3 Ginther	Ferrari	02:03-23.3	
4 Gendebien	Ferrari	02:03-49.4	
5 Surtees	Cooper-Climax	02:04-30.6	
6 Gurney	Porsche	02:04-34.8	
7 Bonnier	Porsche	02:05-50.9	
8 Moss	Lotus-Climax	02:06-59.4	
9 Lewis	Cooper-Climax	29 laps	
10 Gregory	Cooper-Climax	29 laps	
11 de Beaufort	Porsche	28 laps	
12 Clark	Lotus-Climax	24 laps	
13 Brooks	BRM-Climax	24 laps	
<i>Fastest lap</i>			
Ginther	Ferrari	03-59.8	131.56

XLVII Grand Prix de l'A.C.F.*

July 2 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Jack Brabham	Cooper 55	1961	FI-10-61	Climax 4	Cooper 6	2-31.0
4	Bruce McLaren	Cooper 55	1961	FI-11-61	Climax 4	Cooper 6	2-29.4
6	Innes Ireland	Lotus 21	1961	933	Climax 4	ZF 5	2-29.8
8	Jim Clark	Lotus 21	1961	932	Climax 4	ZF 5	2-29.0
10	Joachim Bonnier	Porsche 718	1959	203	Porsche F4	Porsche 6	2-30.5
12	Dan Gurney	Porsche 718	1959	204	Porsche F4	Porsche 6	2-29.6
14	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	2-31.8
16	Phil Hill	Ferrari 156	1961	(02)	Ferrari V6	Ferrari 5	2-24.9
18	Ritchie Ginther	Ferrari 156	1961	(04)	Ferrari V6	Ferrari 5	2-26.8
20	von Trips	Ferrari 156	1961	(05)	Ferrari V6	Ferrari 5	2-26.4
22	Graham Hill	BRM 48/57	1961	571	Climax 4	BRM 5	2-29.1
24	Tony Brooks	BRM 48/57	1961	572	Climax 4	BRM 5	2-29.9
26	Stirling Moss	Lotus 18/21	1960	912	Climax 4	Colotti 5	2-27.6
28	Lucien Bianchi	Lotus 18/21	1960	917	Climax 4	Lotus 5	2-33.4
30	Henry Taylor	Lotus 18/21	1960	916	Climax 4	Lotus 5	2-40.3
32	Maurice Trintignant	Cooper 51	1959		Maserati 4	Colotti 5	2-38.8
34	Giorgio Scarlatti	de Tomaso	1961	F1-001	OSCA 4	Colotti 5	2-47.1
36	Masten Gregory	Cooper 53	1960	FI-3-61	Climax 4	Cooper 5	2-31.3
38	Ian Burgess	Lotus 18	1960	908	Climax 4	Lotus 5	2-39.7
40	John Surtees	Cooper 53	1960	FI-1-61	Climax 4	Cooper 5	2-29.1
42	Roy Salvadori	Cooper 53	1960	FI-2-61	Climax 4	Cooper 5	2-31.2
44	Jack Lewis	Cooper 53	1960	F1-6-61	Climax 4	Cooper 5	2-32.0
46	Michel May	Lotus 18	1960	914	Climax 4	Lotus 5	2-37.9
48	Willy Mairesse	Lotus 21	1961	930	Climax 4	ZF 5	2-35.8
50	Giancarlo Baghetti	Ferrari 156	1961	(01)	Ferrari V6	Ferrari 5	2-30.5
52	Bernard Collomb	Cooper 53	1960	FI-9-61	Climax 4	Cooper 5	2-36.8

NON-STARTERS

14	Hans Herrmann	Porsche 718	1959	---	Porsche F4	---	---
46	Olivier Gendebien	Emeryson	1961	---	Maserati 4	---	---
48	Willy Mairesse	Emeryson	1961	---	Maserati 4	---	---
54	Brian Naylor	JBW	1960	---	Maserati 4	---	---

PRACTICE CARS

T	Graham Hill	BRM 48/57	1961	573	Climax 4	BRM 5	n/a
T	John Surtees	Cooper 53	1960	VR	Climax 4	Colotti 5	n/a
T	Henry Taylor	Lotus 18	1960	915	Climax 4	Lotus 5	n/a
T	Juan-Manuel Bordeau	Lotus 18	1960	915	Climax 4	Lotus 5	n/a
T	Stirling Moss	Lotus 18	1960	915	Climax 4	Lotus 5	n/a

ALSO PRACTISED

14	Joachim Bonnier	Porsche 718	1959	201	Porsche F4	Porsche 6	2-33.2
28	Henry Taylor	Lotus 18/21	1960	917	Climax 4	Lotus 5	n/a
32	Giorgio Scarlatti	Cooper 51	1959		Maserati 4	Colotti 5	n/a
34	Maurice Trintignant	de Tomaso	1961	F1-001	OSCA 4	Colotti 5	n/a
46	Wolfgang Seidel	Lotus 18	1960	914	Climax 4	Lotus 5	n/a
48	Jim Clark	Lotus 21	1961	930	Climax 4	ZF 5	2-33.7

Non-starters: reasons

14	withdrawn, replaced by de Beaufort in Maarsbergen car
46	withdrawn, replaced by May in Colonia Lotus
48	withdrawn, replaced by same driver in works Lotus
54	car not ready

Leaders

1-12	P.Hill
13-17	von Trips
18-37	P.Hill
38-40	Ginther
41-43	Baghetti
44	Bonnier
45	Baghetti
46	Gurney
47	Baghetti
48-49	Gurney
50	Baghetti
51	Gurney
52	Baghetti

Retirements

4 Brooks	head gasket
4 Surtees	accident
4 Lewis	overheating
6 Collomb	valve
14 Brabham	oil pressure
15 Scarlatti	engine
18 von Trips	piston
21 L.Bianchi	overheating
23 de Beaufort	overheating
27 Mairesse	engine
31 Moss	brake pipe

*Automobile Club de France

<i>Entrant</i>	<i>GRID</i>			
Cooper Car Co	Ginther	von Trips	P.Hill	
Cooper Car Co	2-26.8	2-26.4	2-24.9	
Team Lotus	Clark	Moss		
Team Lotus	2-29.0	2-27.6		
Porsche System Engineering	McLaren	Surtees	G.Hill	
Porsche System Engineering	2-29.4	2-29.1	2-29.1	
Ecurie Maarsbergen	Ireland	Gurney		
SEFAC Ferrari	2-29.8	2-29.6		
SEFAC Ferrari	Bonnier	Baghetti	Brooks	
SEFAC Ferrari	2-30.5	2-30.5	2-29.9	
Owen Racing Organisation	Salvadori	Brabham		
Owen Racing Organisation	2-31.2	2-31.0		
Rob Walker Racing Team	Lewis	de Beaufort	Gregory	
UDT-Laystall Racing Team	2-32.0	2-31.8	2-31.3	
UDT-Laystall Racing Team	Mairesse	L.Bianchi		
Scuderia Serenissima	2-35.8	2-33.4		
Scuderia Serenissima	Trintignant	May	Collomb	
Camoradi International	2-38.8	2-37.9	2-36.8	
Camoradi International	H.Taylor	Burgess		
Yeoman Credit Racing Team	2-40.3	2-39.7		
Yeoman Credit Racing Team	Scarlatti			
H & L Motors	2-47.1			
Scuderia Colonia				
Team Lotus				
FISA				
Bernard Collomb				
<hr/>				
Porsche System Engineering				
Equipe Nationale Belge				
Equipe Nationale Belge				
JBW Car Co				
<hr/>				
Owen Racing Organisation				
Yeoman Credit Racing Team				
UDT-Laystall Racing Team				
UDT-Laystall Racing Team				
UDT-Laystall Racing Team				
<hr/>				
Ecurie Maarsbergen				
UDT-Laystall Racing Team				
Scuderia Serenissima				
Scuderia Serenissima				
Scuderia Colonia				
Team Lotus				

<i>RESULT</i>				
1	Baghetti	Ferrari	02:14-17.5	119.844
2	Gurney	Porsche	02:14-17.6	
3	Clark	Lotus-Climax	02:15-18.6	
4	Ireland	Lotus-Climax	02:15-27.6	
5	McLaren	Cooper-Climax	02:15-59.3	
6	G.Hill	BRM-Climax	02:15-59.4	
7	Bonnier	Porsche	02:17-32.9	
8	Salvadori	Cooper-Climax	51 laps	
9	P.Hill	Ferrari	50 laps	
10	H.Taylor	Lotus-Climax	49 laps	
11	May	Lotus-Climax	48 laps	
12	Gregory	Cooper-Climax	43 laps	
13	Trintignant	Cooper-Maserati	42 laps	
14	Burgess	Lotus-Climax	42 laps	
15	Ginther	Ferrari	40 laps	
<hr/>				
	<i>Fastest lap</i>			
	P.Hill	Ferrari	02-27.1	126.250

Picture: page 45.

COMMENTARY

Twentysix cars started the French Grand Prix, but before the flag-fall few onlookers could have picked Giancarlo Baghetti, twelfth fastest in practice, to retain his unbeaten record in F1 and win yet again. But as is now well-known history, the works Ferrari wedge failed for once, the better of the British runners fell back for one reason or another, and the Italian "trainee driver" beat Gurney's Porsche to the line by a length or so after a bitter slipstreaming battle. Only one new car turned up at Reims, this being Scarlatti's very disappointing Serenissima de Tomaso-OSCA. Everyone else was relying on their regular vehicles and as at Spa Porsche spurned their newer model in favour of the '59 design. Of the rumoured V8-cylinder Climax engine there was no sign. Trintignant's Cooper 51 had new "square" bodywork, Mairesse landed a drive in the spare works Lotus 21 and Lucien Bianchi replaced Allison in the UDT-Laystall team. UDT's spare car was practised by Juan-Manuel Bordeau, best-known as Fangio's protege but the Laystall gearboxes had been replaced by Lotus units.

XIV R.A.C. British Grand Prix

July 15 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Phil Hill	Ferrari 156	1961	(02)	Ferrari V6	Ferrari 5	1-58.8
4	Wolfgang von Trips	Ferrari 156	1961	(05)	Ferrari V6	Ferrari 5	1-58.8
6	Ritchie Ginther	Ferrari 156	1961	(04)	Ferrari V6	Ferrari 5	1-58.8
8	Joachim Bonnier	Porsche 718	1959	203	Porsche F4	Porsche 6	1-58.8
10	Dan Gurney	Porsche 718	1959	204	Porsche F4	Porsche 6	2-00.2
12	Jack Brabham	Cooper 55	1961	FI-10-61	Climax 4	Cooper 6	1-59.4
14	Bruce McLaren	Cooper 55	1961	FI-11-61	Climax 4	Cooper 6	2-01.0
16	Innes Ireland	Lotus 21	1961	933	Climax 4	ZF 5	1-59.2
18	Jim Clark	Lotus 21	1961	932	Climax 4	ZF 5	1-59.2
20	Graham Hill	BRM 48/57	1961	571	Climax 4	BRM 5	2-00.0
22	Tony Brooks	BRM 48/57	1961	572	Climax 4	BRM 5	1-59.0
26	Jack Fairman	Ferguson P99	1961	P99/1	Climax 4	Colotti 5	2-03.4
28	Stirling Moss	Lotus 18/21	1960	912	Climax 4	Colotti 5	1-59.0
30	Henry Taylor	Lotus 18/21	1960	916	Climax 4	Colotti 5	2-01.8
32	Lucien Bianchi	Lotus 18/21	1960	917	Climax 4	Lotus 5	2-18.8
34	John Surtees	Cooper 53	1960	VR	Climax 4	Colotti 5	1-59.6
36	Roy Salvadori	Cooper 53	1960	FI-2-61	Climax 4	Cooper 5	2-00.8
38	Tim Parnell	Lotus 18	1960	904	Climax 4	Lotus 5	2-16.8
40	Gerry Ashmore	Lotus 18	1960	919	Climax 4	Lotus 5	2-08.2
42	Masten Gregory	Cooper 53	1960	FI-3-61	Climax 4	Cooper 5	2-01.4
44	Ian Burgess	Lotus 18	1960	908	Climax 4	Lotus 5	2-06.6
46	Jack Lewis	Cooper 53	1960	FI-6-61	Climax 4	Cooper 5	2-01.0
48	Tony Marsh	Lotus 18	1960	909	Climax 4	Cooper 5	2-09.6
50	Tony Maggs	Lotus 18	1960	903	Climax 4	Lotus 5	2-06.4
52	Wolfgang Seidel	Lotus 18	1960	373	Climax 4	Lotus 5	2-04.2
54	Keith Greene	Gilby	1961	---	Climax 4	Colotti 5	2-06.0
56	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	2-02.0
58	Giancarlo Baghetti	Ferrari 156	1961	(03)	Ferrari V6	Ferrari 5	2-02.0
60	Lorenzo Bandini	Cooper 53	1960	FI-13-61	Maserati 4	Colotti 5	2-03.6
62	Massimo Natili	Cooper 51	1959	FII-13-59	Maserati 4	Cooper 4	2-10.2
<i>NON-STARTERS</i>							
24	Olivier Gendebien	Emeryson	1961	---	Maserati 4	---	---
<i>PRACTICE CARS</i>							
30T	Henry Taylor	Lotus 18	1960	915	Climax 4	Laystall 5	2-03.4
32T	Lucien Bianchi	Lotus 18	1960	915	Climax 4	Laystall 5	n/a
34T	John Surtees	Cooper 53	1960	FI-1-61	Climax 4	Cooper 5	2-00.0
<i>ALSO PRACTISED</i>							
26	Stirling Moss	Ferguson P99	1961	P99/1	Climax 4	Colotti 5	2-01.6

Non-starters: reasons

24 car not ready

Leaders

1-6 P.Hill

7-75 von Trips

Retirements

0 Natili gearbox
 5 H.Taylor accident
 7 Ashmore ignition
 7 Lewis steering
 12 Parnell clutch
 23 Surtees final drive
 25 Marsh ignition
 27 Baghetti accident
 43 G.Hill valve spring
 44 Moss brake pipe
 45 L.Bianchi gearbox
 56 Fairman/Moss disqualified for push-start
 62 Clark oil gauge pipe

Entrant

SEFAC Ferrari	P.Hill	Ginther	Bonnier
SEFAC Ferrari	1-58.8	1-58.8	1-58.8
SEFAC Ferrari		von Trips	Moss
Porsche System Engineering		1-58.8	1-59.0
Porsche System Engineering	Brooks	Ireland	Clark
Cooper Car Co	1-59.0	1-59.2	1-59.2
Cooper Car Co		Brabham	Surtees
Team Lotus		1-59.4	1-59.6
Team Lotus	G.Hill	Gurney	Salvadori
Owen Racing Organisation	2-00.0	2-00.2	2-00.8
Owen Racing Organisation		McLaren	Lewis
Rob Walker Racing Team		2-01.0	2-01.0
Rob Walker Racing Team	Gregory	H.Taylor	de Beaufort
UDT-Laystall Racing Team	2-01.4	2-01.8	2-02.0
UDT-Laystall Racing Team		Baghetti	Fairman
Yeoman Credit Racing Team		2-02.0	2-03.4
Yeoman Credit Racing Team	Bandini	Seidel	Greene
Tim Parnell	2-03.6	2-04.2	2-06.0
Gerry Ashmore		Maggs	Burgess
Camoradi International		2-06.4	2-06.6
Camoradi International	Ashmore	Marsh	Natili
H & L Motors	2-08.2	2-09.6	2-10.2
Tony Marsh		Parnell	L.Bianchi
Louise Bryden-Brown		2-16.8	2-18.8

RESULT

Gilby Engineering	1 von Trips	Ferrari	02:40-53.6	83.91
Ecurie Maarsbergen	2 P.Hill	Ferrari	02:41-39.6	
Scuderia Sant Ambroeus	3 Ginther	Ferrari	02:41-40.4	
Scuderia Centro Sud	4 Brabham	Cooper-Climax	02:42-02.2	
Scuderia Centro Sud	5 Bonnier	Porsche	02:42-09.8	
Equipe Nationale Belge	6 Salvadori	Cooper-Climax	02:42-19.8	
	7 Gurney	Porsche	74 laps	
UDT-Laystall Racing Team	8 McLaren	Cooper-Climax	74 laps	
UDT-Laystall Racing Team	9 Brooks	BRM-Climax	73 laps	
Yeoman Credit Racing Team	10 Ireland	Lotus-Climax	72 laps	
	11 Gregory	Cooper-Climax	71 laps	
Rob Walker Racing Team	12 Bandini	Cooper-Maserati	71 laps	
	13 Maggs	Lotus-Climax	69 laps	
	14 Burgess	Lotus-Climax	69 laps	
	15 Greene	Gilby-Climax	69 laps	
	16 de Beaufort	Porsche	69 laps	
	17 Seidel	Lotus-Climax	58 laps	

Fastest lap

Picture: page 45	Brooks	BRM-Climax	01-57.8	91.68
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COMMENTARY

All the regular works and private teams entered the British Grand Prix, as was to be expected, and no fewer than 30 cars made the grid, though several no doubt wished they hadn't when the heavens opened before the start and the event turned into a speedboat race. Wonder-boy Baghetti was entered by a specific Italian team this time, rather than by the FISA consortium, but for once fate was against him and he spun off and shunted the Ferrari. This was nothing compared to Moss's spin, however, which occurred while he was chasing von Trips for the lead, and which in itself was almost as brilliantly controlled as the whole of his Monaco drive! The one new contender was the intriguing Ferguson-Climax, front engined and four wheel driven, which Moss was able to make go very quickly in practice (and in the race after he retired the Lotus). Ferrari again completed the grand slam and it is fair to say that other teams were by now becoming rather desperate.

XI Grosser Preis der Solitude

July 23 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Innes Ireland	Lotus 21	1961	933	Climax 4	ZF 5	4-02.7
2	Jim Clark	Lotus 21	1961	932	Climax 4	ZF 5	4-04.2
3	Trevor Taylor	Lotus 21	1961	930	Climax 4	ZF 5	4-05.9
6	Jack Brabham	Cooper 53	1960	FII-5-60	Climax 4	Cooper 5	4-04.5
7	Bruce McLaren	Cooper 53	1960	FII-8-60	Climax 4	Colotti 5	4-01.9
8	Mike Spence	Emeryson	1961	1004	Climax 4	Colotti 5	n/a
9	Joachim Bonnier	Porsche 718	1959	204	Porsche F4	Porsche 6	4-01.1
10	Hans Herrmann	Porsche 718	1959	202	Porsche F4	Porsche 6	4-03.8
11	Dan Gurney	Porsche 718	1959	203	Porsche F4	Porsche 6	4-01.5
12	Edgar Barth	Porsche 787	1961	02	Porsche F4	Porsche 6	4-07.3
15	Wolfgang Seidel	Lotus 18	1960	373	Climax 4	Lotus 5	n/a
16	Michel May	Lotus 18	1960	914	Climax 4	Lotus 5	n/a
17	Stirling Moss	Lotus 18/21	1960	917	Climax 4	Colotti 5	4-03.7
18	Maurice Trintignant	Cooper 51	1959		Maserati 4	Colotti 5	n/a
19	Roberto Bussinello	de Tomaso	1961	F1-003	Alfa Romeo 4	Colotti 5	n/a
20	Piero Monteverdi	MBM	1961	---	Porsche F4	Porsche 5	n/a
21	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	n/a

NON-STARTERS

4	Wolfgang von Trips	Ferrari 156	1961	---	Ferrari V6	---	---
5	Phil Hill	Ferrari 156	1961	---	Ferrari V6	---	---
14	Lloyd Casner	Lotus 18	1960	908	Climax 4	Lotus 5	n/a
--	Olivier Gendebien	Emeryson	1961	---	Maserati 4	---	---
--	Willy Mairesse	Emeryson	1961	---	Maserati 4	---	---

PRACTICE CARS

17	Stirling Moss	Cooper 53	1960	FI-7-61	Climax 4	Colotti 5	n/a
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ALSO PRACTISED

3	Peter Arundell	Lotus 21	1961	930	Climax 4	ZF 5	4-16.0
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GRID

McLaren	Gurney	Bonnier
4-01.9	4-01.5	4-01.1
Moss	Ireland	
4-03.7	4-02.7	
Brabham	Clark	Herrmann
4-04.5	4-04.2	4-03.8
Barth	T. Taylor	
4-07.3	4-05.9	
de Beaufort	May	Spence
n/a	n/a	n/a
Trintignant	Seidel	
n/a	n/a	
Monteverdi	Bussinello	
n/a	n/a	

Non-starters: reasons

4 withdrawn
5 withdrawn
14 engine trouble in practice
Gendebien withdrawn
Mairesse withdrawn

Leaders

1-10 Ireland
11 Brabham
12-23 Ireland
24 Bonnier
25 Ireland

Retirements

0 May accident
2 Monteverdi engine
6 de Beaufort engine
6 Spence gearbox
6 Seidel steering wheel
12 Bussinello engine
14 Trintignant engine
22 Moss gearbox

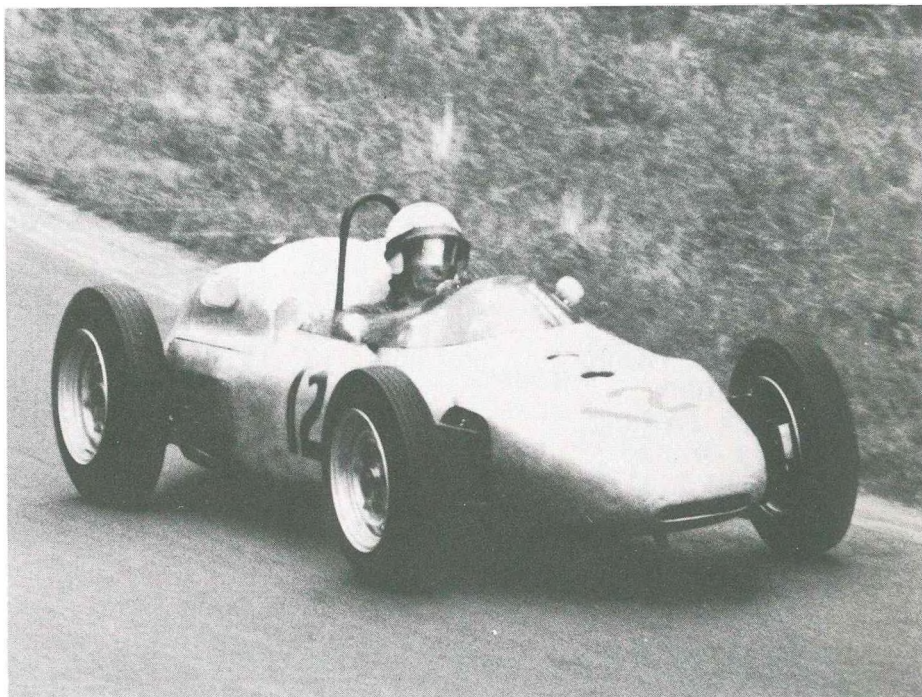
Entrant

Team Lotus
 Team Lotus
 Team Lotus
 Cooper Car Co
 Cooper Car Co
 Emeryson Cars
 Porsche System Engineering
 Porsche System Engineering
 Porsche System Engineering
 Porsche System Engineering
 Scuderia Colonia
 Scuderia Colonia
 UDT-Laystall Racing Team
 Scuderia Serenissima
 Scuderia Serenissima
 Piero Monteverdi
 Ecurie Maarsbergen

SEFAC Ferrari
 SEFAC Ferrari
 Camoradi International
 Equipe Nationale Belge
 Equipe Nationale Belge

Rob Walker

Team Lotus



SOLITUDE GP: Barth struggles with one of the later type 787 Porsches, which apart from having much-modified suspension from the type 718 was also longer and wider, being designed to accept the factory's flat-8 cylinder engine. The design was a disappointment and the engines were not ready until 1962 anyway.

RESULT

1	Ireland	Lotus-Climax	01:41-04.6	105.20
2	Bonnier	Porsche	01:41-04.7	
3	Gurney	Porsche	01:41-04.9	
4	McLaren	Cooper-Climax	01:41-22.5	
5	Brabham	Cooper-Climax	01:41-52.2	
6	Herrmann	Porsche	01:42-06.1	
7	Clark	Lotus-Climax	01:42-32.5	
8	Barth	Porsche	01:44-31.9	
9	T. Taylor	Lotus-Climax	01:45-26.6	
<i>Fastest lap</i>				
	Gurney	Porsche	03-58.6	106.90

COMMENTARY

With Ferrari failing to appear, the way was open at Solitude for a battle royal between the four-cylinder runners, and with one of the world's finest circuits to race round it was to be expected that those entered would take the Grand Prix seriously. The works Lotuses were as seen before, Taylor having a Type 21 this time, and Brabham and McLaren were driving their second-string Coopers, being owned respectively by Brabham himself and Tommy Atkins. Emeryson produced a brand new car for FI "debutant" Mike Spence, while Porsche entered Barth on a Type 787, complete with wishbone and coil spring front suspension, and Bonnier, Gurney and Herrmann on 718s, all having trailing link suspension but the last-named's chassis not having been seen before this year. de Beaufort brought the Porsche number up to five with his original 718, this one having been run at Reims 1959 and driven by Moss in 1960. Serenissima's de Tomaso-Alfa was new but slow, and Monteverdi's one-off MBM-Porsche was home-made, neat-looking but slower still. The race was incredibly close and to the dismay of the partisan crowd Ireland put one over on the Porsches by just pipping Bonnier and Gurney. Moss's UDT Lotus had a duff engine and Clark was feeling unwell, so that neither was in contention, but such was the in-fighting up front hardly anyone noticed.

XXIII Grosser Preis von Deutschland

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jack Brabham	Cooper 58	1961	FI-12-61	Climax V8	Cooper 6	09-01.4
2	Bruce McLaren	Cooper 55	1961	FI-11-61	Climax 4	Cooper 6	09-13.0
3	Wolfgang von Trips	Ferrari 156	1961	(05)	Ferrari V6	Ferrari 5	09-05.5
4	Phil Hill	Ferrari 156	1961	(02)	Ferrari V6	Ferrari 5	08-55.2
5	Ritchie Ginther	Ferrari 156	1961	(04)	Ferrari V6	Ferrari 5	09-16.6
6	Willy Mairesse	Ferrari 156	1961	(01)	Ferrari V6	Ferrari 5	09-15.5
7	Stirling Moss	Lotus 18/21	1960	912	Climax 4	Colotti 5	09-01.7
8	Joachim Bonnier	Porsche 718	1959	204	Porsche F4	Porsche 6	09-04.8
9	Dan Gurney	Porsche 718	1959	203	Porsche F4	Porsche 6	09-06.6
11	Hans Herrmann	Porsche 718	1959	202	Porsche F4	Porsche 6	09-12.7
14	Jim Clark	Lotus 21	1961	930	Climax 4	ZF 5	09-37.9
15	Innes Ireland	Lotus 21	1961	933	Climax 4	ZF 5	09-22.9
16	Tony Brooks	BRM 48/57	1961	572	Climax 4	BRM 5	09-09.3
17	Graham Hill	BRM 48/57	1961	571	Climax 4	BRM 5	09-06.4
18	John Surtees	Cooper 53	1960	FI-1-61	Climax 4	Cooper 5	09-11.2
19	Roy Salvadori	Cooper 53	1960	FI-2-61	Climax 4	Cooper 5	09-22.0
20	Maurice Trintignant	Cooper 51	1959		Maserati 4	Colotti 5	09-38.5
26	Wolfgang Seidel	Lotus 18	1960	373	Climax 4	Lotus 5	09-59.9
27	Gerry Ashmore	Lotus 18	1960	919	Climax 4	Lotus 5	10-06.0
28	Jack Lewis	Cooper 53	1960	FI-6-61	Climax 4	Cooper 5	09-31.4
30	Ian Burgess	Cooper 53	1960	FI-3-61	Climax 4	Cooper 5	10-01.4
31	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	09-28.4
32	Lorenzo Bandini	Cooper 53	1960	FI-13-61	Maserati 4	Colotti 5	09-35.4
33	Tony Maggs	Lotus 18	1960	903	Climax 4	Lotus 5	09-45.5
37	Tony Marsh	Lotus 18	1960	909	Climax 4	Cooper 5	09-37.7
38	Bernard Collomb	Cooper 53	1960	FI-9-61	Climax 4	Cooper 5	10-23.0
<i>NON-STARTERS</i>							
10	Edgar Barth	Porsche 787	1961	---	Porsche F4	---	---
12	Masten Gregory	Cooper 53	1960	---	Climax 4	---	---
25	Michel May	Lotus 18	1960	914	Climax 4	Lotus 5	10-37.5
29	Piero Monteverdi	MBM	1961	---	Porsche F4	---	---
34	Renato Pirocchi	Cooper 45	1958	---	Climax 4	---	---
35	Geoff Duke	Cooper 45	1958	---	Climax 4	---	---
36	Wolfgang Seidel	Lotus 21	1961	930	Climax 4	ZF 5	n/a
39	John Campbell-Jones	Cooper 51	1959	---	Climax 4	---	---
<i>PRACTICE CARS</i>							
1	Jack Brabham	Cooper 55	1961	FI-10-61	Climax 4	Cooper 6	09-10.6
14	Jim Clark	Lotus 21	1961	932	Climax 4	ZF 5	09-08.1
16T	Tony Brooks	BRM 48/57	1961	573	Climax 4	BRM 5	n/a
17T	Graham Hill	BRM 48/57	1961	573	Climax 4	BRM 5	n/a
18T	John Surtees	Cooper 53	1960	VR	Climax 4	Colotti 5	n/a
<i>ALSO PRACTISED</i>							
36	Innes Ireland	Lotus 21	1961	930	Climax 4	ZF 5	09-38.1

COMMENTARY

At long last the British, if not the Germans, started to catch up. Coventry-Climax produced a single V8-cylinder engine for Cooper, who in turn had built a new chassis, the Type 58, to take it, and during practice Brabham seemed to demonstrate that there was no substitute for horsepower. In the race, however, the Cooper started with wet-weather tyres on the front and dry-weather tyres on the back, the decision to change to "wets" having been made too late to swop all four. The result was a spin through a hedge barely a mile from the start, leaving Moss to prove yet again that as far as he was concerned there was a substitute for power, namely sheer driving skill. Aided by four "wet" tyres on a damp track The Master proceeded to deny Ferrari their fifth Grand Epreuve victory on the trot, despite Dunlop's fears that the covers would not last. Clark wrote-off Lotus 21 No 932 in practice, May did more or less the same to Seidel's Lotus 18 No 914 and Hill G. and Mairesse crashed during the race.

Entrant

Cooper Car Co
 Cooper Car Co
 SEFAC Ferrari
 SEFAC Ferrari
 SEFAC Ferrari
 SEFAC Ferrari
 Rob Walker Racing Team
 Porsche System Engineering
 Porsche System Engineering
 Porsche System Engineering
 Team Lotus
 Team Lotus
 Owen Racing Organisation
 Owen Racing Organisation
 Yeoman Credit Racing Team
 Yeoman Credit Racing Team
 Scuderia Serenissima
 Scuderia Colonia
 Gerry Ashmore
 H & L Motors
 Camoradi International
 Ecurie Maarsbergen
 Scuderia Centro Sud
 Louise Bryden-Brown
 Tony Marsh
 Bernard Collomb

GRID

Bonnier	Moss	Brabham	P.Hill
09-04.8	09-01.7	09-01.4	08-55.2
	Gurney	G.Hill	von Trips
	09-06.6	09-06.4	09-05.5
Herrmann	Surtees	Brooks	Clark
09-12.7	09-11.2	09-09.3	09-08.1
	Ginther	Mairesse	McLaren
	09-16.6	09-15.9	09-13.0
Lewis	de Beaufort	Ireland	Salvadori
09-31.4	09-28.4	09-22.9	09-22.0
	Trintignant	Marsh	Bandini
	09-38.5	09-37.7	09-35.4
Ashmore	Burgess	Seidel	Maggs
10-06.0	10-01.4	09-59.9	09-45.5
	Collomb		
	10-23.0		

Non-starters: reasons

10 withdrawn--car unraceworthy
 12 withdrawn--car driven by Burgess (No 30)
 25 practice accident
 29 withdrawn
 34 withdrawn
 35 car not ready
 36 car raced by Clark (No 14)--driver raced No 26
 39 withdrawn

RESULT

Porsche System Engineering	1 Moss	Lotus-Climax	02:18-12.4	92.34
Camoradi International	2 von Trips	Ferrari	02:18-33.8	
Scuderia Colonia	3 P.Hill	Ferrari	02:18-34.9	
Piero Monteverdi	4 Clark	Lotus-Climax	02:19-29.5	
Pescara Racing Club	5 Surtees	Cooper-Climax	02:20-05.5	
Fred Tuck	6 McLaren	Cooper-Climax	02:20-53.8	
Team Lotus	7 Gurney	Porsche	02:21-35.0	
John Campbell-Jones	8 Ginther	Ferrari	02:23-35.5	
	9 Lewis	Cooper-Climax	02:23-36.1	
	10 Salvadori	Cooper-Climax	02:30-23.9	
Cooper Car Co	11 Maggs	Lotus-Climax	14 laps	
Team Lotus	12 Burgess	Cooper-Climax	14 laps	
Owen Racing Organisation	13 Herrmann	Porsche	14 laps	
Owen Racing Organisation	14 de Beaufort	Porsche	14 laps	
Yeoman Credit Racing Team	15 Marsh	Lotus-Climax	13 laps	
	16 Ashmore	Lotus-Climax	13 laps	

Fastest lap

P.Hill Ferrari 08-57.8 94.88

Not classified

Collomb Cooper-Climax 11 laps

Leaders

1-15 Moss

Retirements

0 Brabham	accident
1 G.Hill	accident
1 Ireland	fire
3 Seidel	steering
5 Bonnier	valves
6 Brooks	valve spring
10 Bandini	engine
12 Trintignant	engine
13 Mairesse	accident

Picture: page 45

VII Kanonloppet

August 20 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Stirling Moss	Lotus 18/21	1960	918	Climax 4	Colotti 5	---
2	Jack Brabham	Cooper 53	1960	FII-5-60	Climax 4	Cooper 5	1-31.0
3	Roy Salvadori	Cooper 53	1960	FI-2-61	Climax 4	Cooper 5	1-33.5
4	Joachim Bonnier	Porsche 718	1959	204	Porsche F4	Porsche 6	1-30.6
5	John Surtees	Cooper 53	1960	VR	Climax 4	Colotti 5	1-31.3
6	Carl Hammarlund	Lotus 18/21	1960	917	Climax 4	Lotus 5	1-36.1
8	Geoff Duke	Cooper 45	1958	FII-23-58	Climax 4	Cooper 4	1-40.4
9	Innes Ireland	Lotus 18	1960*	371	Climax 4	ZF 5	1-33.0
10	Jim Clark	Lotus 21	1961	930	Climax 4	ZF 5	1-30.1
12	Tim Parnell	Lotus 18	1960	904	Climax 4	Lotus 5	1-35.5
15	Ulf Norinder	Porsche 718	1959	201	Porsche F4	Porsche 6	1-36.6

NON-STARTERS

7	Wolfgang Seidel	Lotus 18	1960	---	Climax 4	---	---
11	Maurice Trintignant	Cooper 51	1959	---	Maserati 4	---	---
14	Yngve Roqvist	Lotus 18	1960	---	Climax 4	---	---

ALSO PRACTISED

3	John Surtees	Cooper 53	1960	FI-2-61	Climax 4	Cooper 5	n/a
12	John Surtees	Lotus 18	1960	904	Climax 4	Lotus 5	n/a

GRID

Brabham	Bonnier	Clark
1-31.0	1-30.6	1-30.1
Ireland	Surtees	
1-33.0	1-31.3	
Hammarlund	Parnell	Salvadori
1-36.1	1-35.5	1-33.5
Duke	Norinder	
1-40.4	1-36.6	

Non-starters: reasons

7 withdrawn
11 car not ready
14 withdrawn

Leaders

1-2 Clark
3-30 Moss

Retirements

4 Hammarlund spun and stalled
10 Norinder spun and stalled
10 Duke accident
10 Ireland engine mountings
12 Clark wishbone and oil tank
26 Brabham gearbox

RESULT

1	Moss	Lotus-Climax	46-16.8	69.259
2	Bonnier	Porsche	46-28.8	
3	Surtees	Cooper-Climax	46-39.5	
4	Salvadori	Cooper-Climax	29 laps	
5	Parnell	Lotus-Climax	28 laps	

Fastest lap

Moss	Lotus-Climax		
Surtees	Cooper-Climax	01-30.4	74.234

KANONLOPPET: No picture available.

Entrant

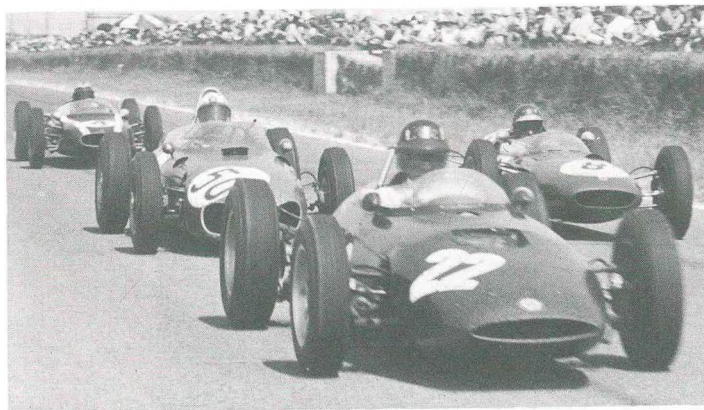
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 Jack Brabham
 Yeoman Credit Racing Team
 Porsche System Engineering
 Yeoman Credit Racing Team
 UDT-Laystall Racing Team
 Fred Tuck
 Team Lotus
 Team Lotus
 Tim Parnell
 Ecurie Maarsbergen

Scuderia Colonia
 Scuderia Serenissima
 Tim Parnell

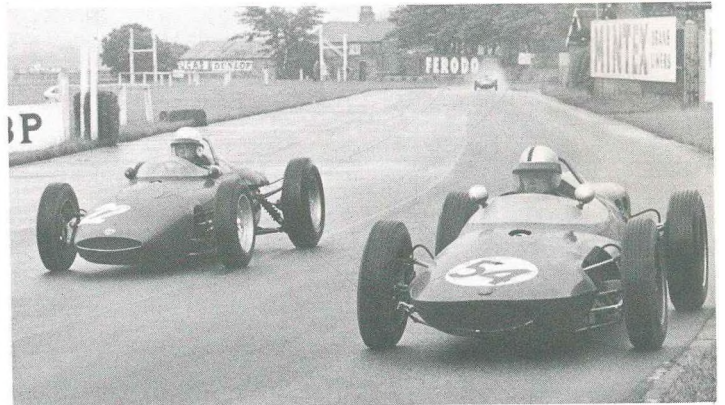
Yeoman Credit Racing Team
 Tim Parnell

COMMENTARY

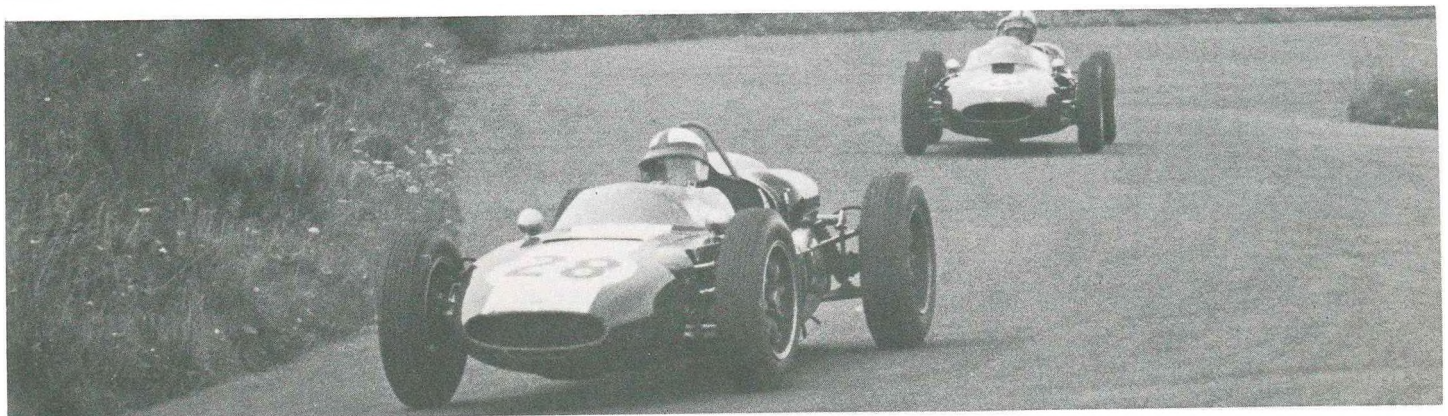
The Mickey-Mouse circuit of Karlskoga was a bit tame compared to the splendour of the Nurburgring, but the IV Kanonloppet nevertheless attracted some good names. UDT-Laystall, having missed the German Grand Prix for various reasons, were good and ready with cars for Moss and local ace Hammarlund, Brabham had his own Cooper and Surtees drove the Yeoman Credit "streamliner", although windcheating bodywork was hardly likely to be a help here. Team Lotus were getting rather short of cars, for not only had Clark written off one Type 21 at the Nurburgring, but Ireland's similar car had caught fire and been extensively damaged also. Thus Jim drove the remaining 21 and Innes made do with an old 18. Motor cycle maestro Geoff Duke made an appearance in Fred Tuck's old Cooper (why not a more competitive vehicle?) and Swede Ulf Norinder, years later destined to star in Formula 5000, was loaned de Beaufort's Porsche. Moss arrived late and started from the back, yet won easily.



FRENCH GP (pages 36-37): This race was one of decimation on the one hand and a furious, slipstreaming free-for-all on the other. This is a typical shot showing G.Hill (BRM 48/57) leading Baghetti (Ferrari), Clark (Lotus 21) and McLaren (Cooper 55).



BRITISH GP (pages 38-39): Greene (Gilby) moves over to allow Brooks (BRM 48/57) to go through. This was Brooks' last season of racing before retiring and while his performances often left something to be desired at this time, he set fastest lap here.



GERMAN GP (pages 42-43): Lewis in his well-prepared H & L Cooper 53 leads the similar Yeoman Credit car of Roy Salvadori at the South Turn. Lewis was offered a works Cooper drive in 1963, but surprised everyone by promptly going into retirement. Salvadori also gave up single-seater racing at about the same time, though continuing to race sports and saloon cars.

II Grote Prijs van Danske

August 26/27 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jack Brabham	Cooper 53	1960	FII-5-60	Climax 4	Cooper 5	0-43.0
2	John Surtees	Cooper 53	1960	VR	Climax 4	Colotti 5	0-43.3
3	Roy Salvadori	Cooper 53	1960	F1-2-61	Climax 4	Cooper 5	0-44.3
4	Jim Clark	Lotus 18	1960	371	Climax 4	ZF 5	---
5	Innes Ireland	Lotus 21	1961	930	Climax 4	ZF 5	0-44.1
6	Keith Greene	Gilby	1961	---	Climax 4	Colotti 5	0-45.9
7	Stirling Moss	Lotus 18/21	1960	916	Climax 4	Colotti 5	0-42.8
8	Masten Gregory	Lotus 18/21	1960	918	Climax 4	Colotti 5	0-44.3
9	Henry Taylor	Lotus 18/21	1960	917	Climax 4	Lotus 5	0-44.0
10	Tim Parnell	Lotus 18	1960	904	Climax 4	Lotus 5	0-44.3
15	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	0-45.7.

NON-STARTERS

11	Lucien Bianchi	Lotus 18	1960	---	Climax 4	---	---
----	----------------	----------	------	-----	----------	-----	-----

GRID (Heat 1)

Moss	Brabham	Surtees
0-42.8	0-43.0	0-43.0
H. Taylor	Ireland	Salvadori
0-44.0	0-44.1	0-44.3
Parnell	Gregory	de Beaufort
0-44.3	0-44.3	0-45.7
Greene	Clark	---
0-45.9	---	---

Non-starters: reasons

11 no car

HEAT 1

Leaders

1-20 Moss

Retirements

No retirements

Result

1	Moss	15-47.7
2	Brabham	15-47.9
3	Ireland	16-22.8
4	Surtees	16-33.6
5	Salvadori	16-40.4
6	Clark	16-43.4
7	H. Taylor	16-46.9
8	Gregory	16-54.1
9	Greene	17-16.1
10	Parnell	17-30.0
11	de Beaufort	18-29.0

Fastest lap

Moss 00-47.0

HEAT 2

Leaders

1-4 Ireland
5-30 Moss

Retirements

10 Clark steering
17 de Beaufort puncture
20 Gregory gearbox
24 Brabham gearbox

Result

1	Moss	21-38.8
2	Ireland	22-11.9
3	Salvadori	22-16.2
4	Surtees	22-37.8
5	Parnell	22-48.6
6	H. Taylor	22-56.1
7	Greene	23-20.3

Fastest lap

Moss 00-42.8

HEAT 3

Leaders

1-22 Ireland
23-30 Moss

Retirements

No retirements

Non-starter

Surtees cam follower

Result

1	Moss	22-02.0
2	Ireland	22-07.8
3	Salvadori	22-38.7
4	Clark	22-39.2
5	H. Taylor	22-39.4
6	Parnell	22-49.1
7	Greene	23-23.7

Fastest lap

Moss 00-43.1

Entrant

Jack Brabham
 Yeoman Credit Racing Team
 Yeoman Credit Racing Team
 Team Lotus
 Team Lotus
 Gilby Engineering
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Tim Parnell
 Ecurie Maarsbergen

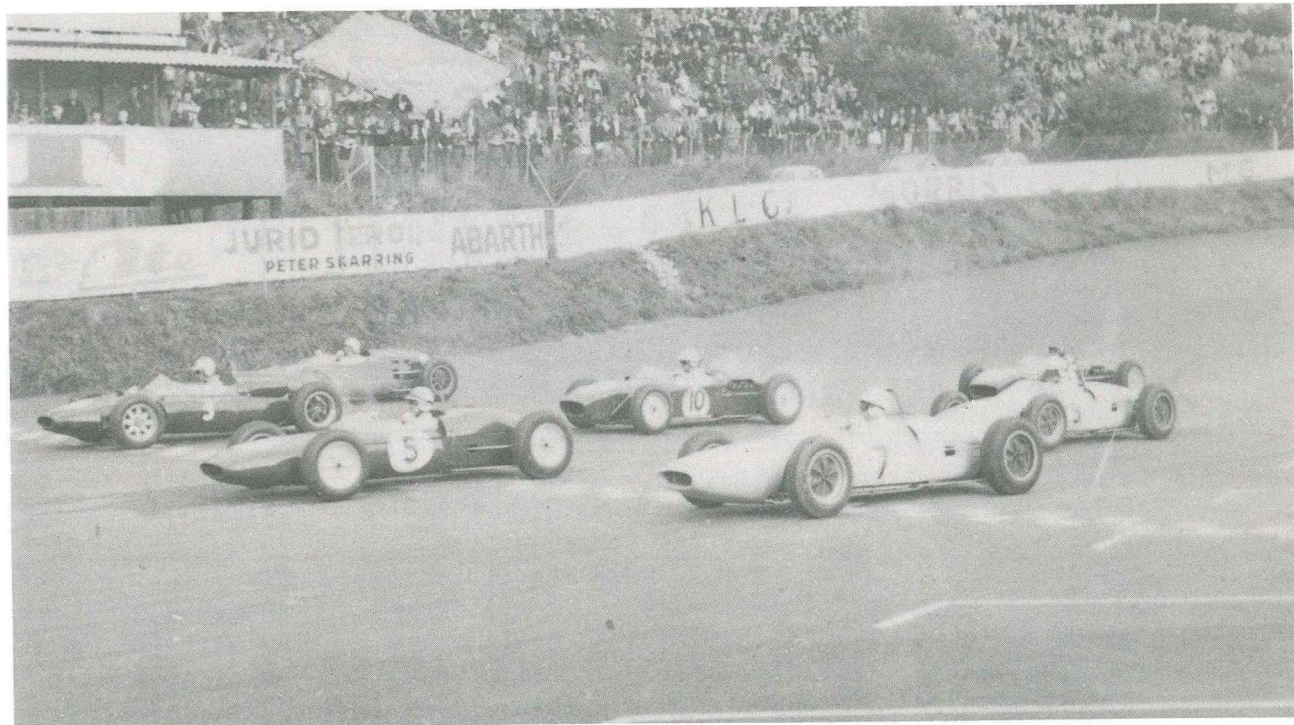
Equipe Nationale Belge

COMMENTARY

The entry for Roskilde--an even smaller and twistier track than Karlskoga--was similar to the Swedish race, except that Bonnier was absent and Henry Taylor replaced Hammarlund as team-mate to Moss. A new recruit to the UDT camp was Masten Gregory, who had quit Lloyd Casner's Camoradi set-up. For this race Gregory drove the Lotus Moss had raced in Sweden, this being the one crashed earlier at Spa, Taylor took Hammarlund's and Moss drove an extra car flown out from England. This time Ireland was given the works Lotus 21 and Clark the 18, which was only fair. The event was a three-heat affair, the first heat being held on Saturday and the others on Sunday.

AGGREGATE RESULT

1 Moss	Lotus-Climax	0:59-28.5	60.18
2 Ireland	Lotus-Climax	1:00-42.5	
3 Salvadori	Cooper-Climax	1:01-35.3	
4 H.Taylor	Lotus-Climax	1:02-22.4	
5 Parnell	Lotus-Climax	1:03-07.7	
6 Greene	Gilby-Climax	1:04-00.1	
7 Clark	Lotus-Climax	60 laps	
<i>Fastest lap</i>			
Moss	Lotus-Climax	00-42.8	63.02



DANISH GP: The start of the third and final heat with Moss, Ireland and Salvadori sharing the front row, H.Taylor, Parnell and Greene behind and Clark at the back.

XV Gran Premio di Modena September 3 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
4	Lorenzo Bandini	Cooper 53	1960	FI-13-61	Maserati 4	Colotti 5	0-59.8
10	Joachim Bonnier	Porsche 718	1959	204	Porsche F4	Porsche 6	0-59.0
12	Dan Gurney	Porsche 718	1959	203	Porsche F4	Porsche 6	0-59.0
14	Jim Clark	Lotus 21	1961	933	Climax 4	ZF 5	0-59.6
18	Giorgio Scarlatti	Lotus 18	1960	905	Maserati 4	Lotus 5	1-01.6
26	Stirling Moss	Lotus 18/21	1960	912	Climax 4	Colotti 5	0-58.6
30	Henry Taylor	Lotus 18/21	1960	918	Climax 4	Colotti 5	1-00.1
32	Masten Gregory	Lotus 18/21	1960	917	Climax 4	Colotti 5	0-59.7
36	Jack Brabham	Cooper 53	1960	FII-5-60	Climax 4	Cooper 5	0-59.8
42	Roberto Bussinello	de Tomaso	1961	F1-004	Alfa Romeo 4	Colotti 5	1-00.4
44	John Surtees	Cooper 53	1960	FI-1-61	Climax 4	Cooper 5	0-59.8
46	Roy Salvadori	Cooper 53	1960	FI-2-61	Climax 4	Cooper 5	0-59.4
62	Graham Hill	BRM 48/57	1961	571	Climax 4	BRM 5	0-59.3
64	Tony Brooks	BRM 48/57	1961	572	Climax 4	BRM 5	1-00.0

NON-STARTERS

2	Andre Pilette	Emeryson	1961	---	Climax 4	---	---
6	---	Cooper 51	1959	---	Maserati 4	---	---
8	Jack Lewis	Cooper 53	1960	FI-6-61	Climax 4	Cooper 5	1-05.8
16	Innes Ireland	Lotus 21	1961	934	Climax 4	ZF 5	1-00.2
20	Renato Pirocchi	Cooper 51	1959	FII-13-59	Maserati 4	Cooper 4	1-03.3
22	Gastone Zanarotti	de Tomaso	1960	F2-001	OSCA 4	Colotti 5	1-03.3
24	Wolfgang Seidel	Lotus 18	1960	373	Climax 4	Lotus 5	1-00.4
28	Menato Boffa	Cooper 45	1958		Climax 4	Cooper 4	1-02.1
34	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	1-01.2
38	John Campbell-Jones	Cooper 51	1959	---	Climax 4	---	---
40	Ian Burgess	Lotus 18	1960	---	Climax 4	---	---
48	Tim Parnell	Lotus 18	1960	904	Climax 4	Lotus 5	1-01.7
50	Maurice Trintignant	Cooper 51	1959		Maserati 4	Colotti 5	1-00.6
52	Nino Vaccarella	de Tomaso	1961	F1-003	Alfa Romeo 4	Colotti 5	1-02.0
54	Brian Naylor	JBW	1960	---	Climax 4	---	---
56	Roberto Lippi	de Tomaso	1961	F1-002	OSCA 4	Colotti 5	1-02.9
58	Ernesto Prinoth	Lotus 18	1960	---	Climax 4	---	---
60	"Wal Ever"	Cooper 45	1958	FII-15-58	OSCA 4	Cooper 4	1-06.4
66	Mauro Bianchi	Emeryson	1961	1003	Maserati 4	Colotti 5	1-01.2

PRACTICE CARS

44T	John Surtees	Cooper 53	1960	VR	Climax 4	Colotti 5	n/a
44T	John Surtees	Cooper 56	1961		Climax 4	Colotti 5	n/a
44T	Roy Salvadori	Cooper 56	1961		Climax 4	Colotti 5	n/a

ALSO PRACTISED

16	Jim Clark	Lotus 21	1961	934	Climax 4	ZF 5	n/a
18	Gaetano Starrabba	Lotus 18	1960	905	Maserati 4	Lotus 5	1-03.0

GRID

Gurney	Bonnier	Moss
0-59.0	0-59.0	0-58.6
Salvadori	G.Hill	
0-59.4	0-59.3	
Bandini	Gregory	Clark
0-59.8	0-59.7	0-59.6
Brabham	Surtees	
0-59.8	0-59.8	
Bussinello	H.Taylor	Brooks
1-00.4	1-00.1	1-00.0
	Scarlatti	
	1-01.6	

Non-starters: reasons

2	withdrawn	40	car not ready
6	withdrawn	48	excluded
8	excluded	50	excluded
16	excluded	52	excluded
20	excluded	54	withdrawn
22	excluded	56	excluded
24	excluded	58	car not ready
28	excluded	60	excluded
34	excluded	66	excluded
38	driver injured		

Entrant

Scuderia Centro Sud
 Porsche System Engineering
 Porsche System Engineering
 Team Lotus
 Gaetano Starrabba
 Rob Walker Racing Team
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Jack Brabham
 Isobele de Tomaso
 Yeoman Credit Racing Team
 Yeoman Credit Racing Team
 Owen Racing Organisation
 Owen Racing Organisation

Equipe Nationale Belge
 Scuderia Centro Sud
 H & L Motors
 Team Lotus
 Pescara Racing Club
 Isobele de Tomaso
 Scuderia Colonia
 Menato Boffa
 Ecurie Maarsbergen
 John Campbell-Jones
 Camoradi International
 Tim Parnell
 Scuderia Serenissima
 Scuderia Serenissima
 JBW Cars
 Scuderia Settecolli
 Scuderia Dolomiti
 "Wal Ever"
 Equipe Nationale Belge

Yeoman Credit Racing Team
 Yeoman Credit Racing Team
 Yeoman Credit Racing Team

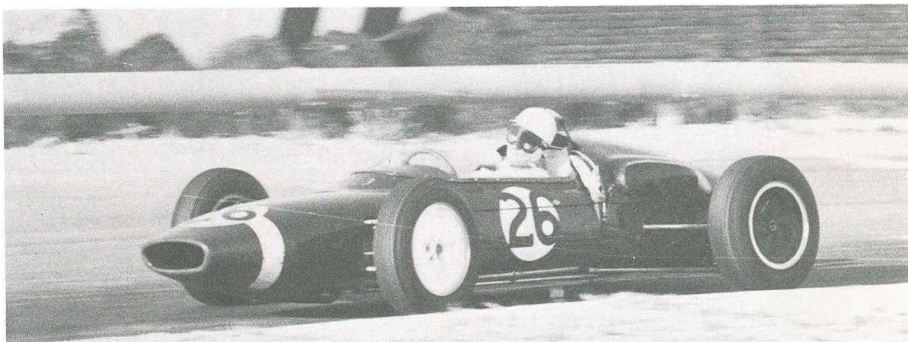
Team Lotus
 Gaetano Starrabba

COMMENTARY

A confusing system of qualification greeted the large and varied gathering of contenders as they arrived at Modena, which in the end resulted in the exclusion of no fewer than 13 cars, including Innes Ireland's works Lotus. Clearly much of the entry had not been aware of the need to qualify before they filled in their entry forms, but the fact was that the fastest three Italian drivers were guaranteed a start no matter how fast or slowly they went, while the total field was restricted to 14 cars only. Scarlatti was the only "local" man to sneak in without actually earning his place by virtue of a quick enough lap time, but the organisers could have held a reapechage contest and still have had some non-starters!

Lotus had built another Type 21 (No 934), this being Ireland's, while Clark's (No 933) was the car which had caught fire at the Nürburgring, now extensively rebuilt of course. Tomaso produced another chassis for Bussinello and Starrabba turned up with his interesting Maserati-engined Lotus 18, this chassis apparently having been owned originally by Ian Burgess. Finally Yeoman Credit arrived with yet another Cooper variant, this time a Formula Junior Type 56 complete with Climax engine, F1 suspension and Colotti gearbox.

Moss, now back in Rob Walker's Lotus 18/21, proved unbeatable for the fourth event running, despite a stern challenge from the works Porsches.



MODENA GP: The maestro at work. Moss notched up his fifteenth win of the season in this event. The car is Rob Walker's Lotus 18/21 chassis number 912.

Leaders

1-11 Gurney
 12-100 Moss

Retirements

4 Scarlatti engine
 25 Surtees engine
 42 H.Taylor cylinder head gasket
 74 Salvadori engine
 75 Bussinello oil pressure
 92 Bandini con-rod

RESULT

1 Moss	Lotus-Climax	01:40-08.1	88.08
2 Bonnier	Porsche	01:40-15.1	
3 Gurney	Porsche	01:40-15.4	
4 Clark	Lotus-Climax	99 laps	
5 Brabham	Cooper-Climax	99 laps	
6 Brooks	BRM-Climax	99 laps	
7 G.Hill	BRM-Climax	99 laps	

Fastest lap

Moss Lotus-Climax 00-59.2 91.50

Not classified

Gregory Lotus-Climax 71 laps

XXXII Gran Premio d'Italia

September 10 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Phil Hill	Ferrari 156	1961	(02)	Ferrari V6	Ferrari 5	2-47.2
4	Wolfgang von Trips	Ferrari 156	1961	(05)	Ferrari V6	Ferrari 5	2-46.3
6	Ritchie Ginther	Ferrari 156	1961	(04)	Ferrari V6	Ferrari 5	2-46.8
8	Ricardo Rodriguez	Ferrari 156	1961	(03)	Ferrari V6	Ferrari 5	2-46.4
10	Jack Brabham	Cooper 58	1961	FI-12-61	Climax V8	Cooper 6	2-51.6
12	Bruce McLaren	Cooper 55	1961	FI-11-61	Climax 4	Cooper 6	2-53.4
14	Brian Naylor	JBW	1960	---	Climax 4	Colotti 5	3-08.1
16	Tim Parnell	Lotus 18	1960	904	Climax 4	Lotus 5	3-05.7
18	Gerry Ashmore	Lotus 18	1960	919	Climax 4	Lotus 5	3-03.0
20	Henry Taylor	Lotus 18/21	1960	918	Climax 4	Colotti 5	3-00.6
22	Masten Gregory	Lotus 18/21	1960	917	Climax 4	Colotti 5	2-55.2
24	Graham Hill	BRM 48/57	1961	571	Climax 4	BRM 5	2-55.0
26	Tony Brooks	BRM 48/57	1961	572	Climax 4	BRM 5	2-52.2
28	Stirling Moss	Lotus 21	1961	933	Climax 4	ZF 5	---
30	Jack Fairman	Cooper 45	1958	FII-23-58	Climax 4	Cooper 4	3-04.8
32	Giancarlo Baghetti	Ferrari 156	1961	(06)	Ferrari V6	Ferrari 5	2-49.0
36	Jim Clark	Lotus 21	1961	934	Climax 4	ZF 5	2-49.2
38	Innes Ireland	Lotus 18/21	1960	912	Climax 4	Colotti 5	---
40	Roy Salvadori	Cooper 53	1960	FI-2-61	Climax 4	Cooper 5	2-55.2
42	John Surtees	Cooper 53	1960	FI-1-61	Climax 4	Cooper 5	2-59.3
44	Joachim Bonnier	Porsche 718	1959	204	Porsche F4	Porsche 6	2-49.6
46	Dan Gurney	Porsche 718	1959	203	Porsche F4	Porsche 6	2-52.0
48	Maurice Trintignant	Cooper 51	1959		Maserati 4	Colotti 5	2-58.7
50	Nino Vaccarella	de Tomaso	1961	F1-003	Alfa Romeo 4	Colotti 5	2-56.0
52	Roberto Lippi	de Tomaso	1961	F1-002	OSCA 4	Colotti 5	3-08.9
54	Roberto Bussinello	de Tomaso	1961	F1-004	Alfa Romeo 4	Colotti 5	3-01.7
56	Wolfgang Seidel	Lotus 18	1960	373	Climax 4	Lotus 5	3-06.0
58	Renato Pirocchi	Cooper 51	1959	FII-13-59	Maserati 4	Cooper 4	3-06.5
60	Jack Lewis	Cooper 53	1960	FI-6-61	Climax 4	Cooper 5	2-54.0
62	Lorenzo Bandini	Cooper 53	1960	FI-13-61	Maserati 4	Colotti 5	2-57.7
72	Gaetano Starrabba	Lotus 18	1960	905	Maserati 4	Lotus 5	3-07.9
74	Carel de Beaufort	Porsche F4	1959	201	Porsche F4	Porsche 6	2-53.8
<i>NON-STARTERS</i>							
34	Alfonse Thiele	Cooper 45	1958	---	Climax 4	---	---
64	Ernesto Prinoth	Lotus 18	1960	---	Climax 4	---	---
66	Menato Boffa	Cooper 45	1958	---	Climax 4	---	---
68	Andre Pilette	Emeryson	1961	P	Climax 4	Colotti 5	3-11.6
70	Michel May	Lotus 18	1960	---	Climax 4	---	---
<i>PRACTICE CARS</i>							
10T	Jack Brabham	Cooper 55	1961	FI-10-61	Climax 4	Cooper 6	n/a
24	Graham Hill	BRM 57	1961	5781	BRM V8	BRM 5	2-48.7
28	Stirling Moss	Lotus 18/21	1960	906	Climax V8	Colotti 5	2-51.8
32	Giancarlo Baghetti	Ferrari 156	1961	(01)	Ferrari V6	Ferrari 5	n/a
40	Roy Salvadori	Cooper 56	1961		Climax 4	Colotti 5	n/a
42	John Surtees	Cooper 56	1961		Climax 4	Colotti 5	n/a
42	John Surtees	Cooper 55	1961	FI-10-61	Climax 4	Cooper 6	2-55.6
44	Joachim Bonnier	Porsche 787	1961	02	Porsche F4	Porsche 6	n/a
46	Dan Gurney	Porsche 787	1961	02	Porsche F4	Porsche 6	n/a
46	Edgar Barth	Porsche 787	1961	02	Porsche F4	Porsche 6	n/a
<i>ALSO PRACTISED</i>							
28	Innes Ireland	Lotus 21	1961	933	Climax 4	ZF 5	2-50.3
38	Stirling Moss	Lotus 18/21	1960	912	Climax 4	Colotti 5	2-51.8
58	Massimo Natili	Cooper 51	1959	FII-13-59	Maserati 4	Cooper 4	n/a

Monza road & banked circuit

43 laps 267-189 miles ch I

Entrant

SEFAC Ferrari
SEFAC Ferrari
SEFAC Ferrari
SEFAC Ferrari
Cooper Car Co
Cooper Car Co
JBW Cars
Tim Parnell
Gerry Ashmore
UDT-Laystall Racing Team
UDT-Laystall Racing Team
Owen Racing Organisation
Owen Racing Organisation
Rob Walker Racing Team
Fred Tuck
Scuderia Sant Ambroeus
Team Lotus
Team Lotus
Yeoman Credit Racing Team
Yeoman Credit Racing Team
Porsche System Engineering
Porsche System Engineering
Scuderia Serenissima
Scuderia Serenissima
Scuderia Settecoggi
Isobele de Tomaso
Scuderia Colonia
Pescara Racing Club
H & L Motors
Scuderia Centro Sud
Gaetano Starrabba
Ecurie Maarsbergen

GRID

von Trips R.Rodriguez
2-46.3 2-46.4
Ginther P.Hill
2-46.8 2-47.2
G.Hill Baghetti
2-48.7 2-49.0
Clark Bonnier
2-49.2 2-49.6
Ireland Brabham
2-50.3 2-51.6
Moss Gurney
2-51.8 2-52.0
Brooks McLaren
2-52.2 2-53.4
de Beaufort Lewis
2-53.8 2-54.0
Gregory Salvadori
2-55.2 2-55.2
Surtees Vaccarella
2-55.6 2-56.0
Bandini Trintignant
2-57.7 2-58.7
H.Taylor Bussinello
3-00.6 3-01.7
Ashmore Fairman
3-03.0 3-04.8
Parnell Seidel
3-05.7 3-06.0
Pirocchi Starrabba
3-06.5 3-07.9
Naylor Lippi
3-08.1 3-08.9

Non-starters: reasons

34 withdrawn
64 withdrawn
66 withdrawn
68 excluded
70 no car

Leaders

1-43 P.Hill

Retirements

0 Ashmore accident
1 von Trips accident
1 Clark accident
1 Seidel engine
1 Lippi engine
1 Bussinello engine
2 Surtees accident
5 Ireland chassis frame
5 Fairman engine
6 Naylor engine
7 Brabham overheating
10 G.Hill valve
11 Gregory rear wishbone
13 Baghetti engine
13 R.Rodriguez fuel pump
13 Vaccarella engine
15 Bonnier rear suspension
19 Starrabba engine
23 Ginther engine
36 Moss wheel bearings

RESULT

Scuderia Sant Ambroeus 1 P.Hill Ferrari 02:03-13.0 129.182
Scuderia Dolomiti 2 Gurney Porsche 02:03-44.2
Menato Boffa 3 McLaren Cooper-Climax 02:05-41.4
Andre Pilette 4 Lewis Cooper-Climax 02:05-53.4
Scuderia Colonia 5 Brooks BRM-Climax 02:05-53.5

6 Salvadori Cooper-Climax 42 laps
7 de Beaufort Porsche 41 laps
Owen Racing Organisation 8 Bandini Cooper-Maserati 41 laps
Rob Walker Racing Team 9 Trintignant Cooper-Maserati 41 laps
SEFAC Ferrari 10 Parnell Lotus-Climax 40 laps
Yeoman Credit Racing Team 11 H.Taylor Lotus-Climax 39 laps
Yeoman Credit Racing Team 12 Pirocchi Cooper-Maserati 38 laps

Fastest lap

Baghetti Ferrari 02-48.4 132.84

Team Lotus
Rob Walker Racing Team
Scuderia Centro Sud

Picture on page 57.

III Flugplatzrennen

September 17 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jack Brabham	Cooper 53	1960	FII-5-60	Climax 4	Cooper 5	1-17.2
2	Joachim Bonnier	Porsche 718	1959	204	Porsche F4	Porsche 6	1-18.1
4	Innes Ireland	Lotus 21	1961	933	Climax 4	ZF 5	1-15.6
5	Jim Clark	Lotus 21	1961	930	Climax 4	ZF 5	1-16.3
6	Tony Marsh	BRM 48	1960	483	Climax 4	Cooper 5	1-17.6
8	John Surtees	Cooper 56	1961		Climax 4	Colotti 5	1-16.6
9	Roy Salvadori	Cooper 53	1960	FI-2-61	Climax 4	Cooper 5	1-17.5
11	Renato Pirocchi	Cooper 51	1959	FII-13-59	Maserati 4	Cooper 4	1-23.0
12	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	1-20.9
14	Andre Pilette	Emeryson	1961	P	Climax 4	Colotti 5	1-25.8
15	Tim Parnell	Lotus 18	1960	904	Climax 4	Lotus 5	1-20.5
16	Wolfgang Seidel	Lotus 18	1960	373	Climax 4	Lotus 5	1-17.5
17	Jo Schlesser	Cooper 51	1959		Climax 4	Cooper 4	1-23.0
18	Ernesto Prinoth	Lotus 18	1960	913	Climax 4	Lotus 5	1-18.4
19	Ian Burgess	Cooper 53	1960	FI-3-61	Climax 4	Cooper 5	1-18.5

NON-STARTERS

3	---	Porsche 718	1959	---	Porsche F4	---	---
7	Jack Lewis	Cooper 53	1960	---	Climax 4	---	---
10	Lorenzo Bandini	Cooper 53	1960	FI-13-61	Maserati 4	Colotti 5	1-19.6
20	Alan Markelson	Lister	---	---	Alfa Romeo 4	---	---

GRID

Ireland	Clark	Surtees	Brabham
1-15.6	1-16.3	1-16.6	1-17.2
	Salvadori	Seidel	Marsh
	1-17.5	1-17.5	1-17.6
Bonnier	Prinoth	Burgess	---
1-18.1	1-18.4	1-18.5	
	Parnell	de Beaufort	Schlesser
	1-20.5	1-20.9	1-23.0
Pirocchi	Pilette		
1-23.0	1-25.8		

Non-starters: reasons

3 withdrawn
 7 withdrawn
 10 engine trouble in practice
 20 no such car

Leaders

1-2 Clark
 3-80 Ireland

Retirements

6 Prinoth accident
 10 Salvadori accident
 36 Seidel engine
 50 Marsh engine

RESULT

1	Ireland	Lotus-Climax	01:44-22.2	91.449
2	Brabham	Cooper-Climax	79 laps	
3	Bonnier	Porsche	79 laps	
4	Clark	Lotus-Climax	77 laps	
5	Burgess	Cooper-Climax	76 laps	
6	de Beaufort	Porsche	76 laps	
7	Parnell	Lotus-Climax	74 laps	
8	Schlesser	Cooper-Climax	73 laps	
9	Pilette	Emeryson-Climax	72 laps	
10	Surtees	Cooper-Climax	60 laps	
11	Pirocchi/Bandini	Cooper-Maserati	47 laps	

Fastest lap

Ireland Lotus-Climax 01-13.6 97.258

Entrant

Jack Brabham
 Porsche System Engineering
 Team Lotus
 Team Lotus
 Tony Marsh
 Yeoman Credit Racing Team
 Yeoman Credit Racing Team
 Scuderia Centro Sud
 Ecurie Maarsbergen
 Andre Pilette
 Tim Parnell
 Scuderia Colonia
 Inter-Autocourse
 Scuderia Dolomiti
 Camoradi International

Porsche System Engineering
 H & L Motors
 Scuderia Centro Sud
 Alan Markelson

COMMENTARY

For various reasons the Italian Grand Prix (see previous spread) represented the motor racing climax of 1961, even though the season was only three-quarters through. The World Championship still lay between von Trips, Phil Hill and Moss and there was a general feeling that the Monza race would settle things one way or another. Everyone wanted to be in on the act and the event attracted an entry of 37, a record number for the entire Formula.

Brabham and the Cooper 58 were not alone as a V8-engined runner as Rob Walker had squeezed a Climax V8 into his second Lotus 18, the chassis having been seen last at Syracuse, and BRM produced their brand new P57 model, complete with brand new BRM V8 engine. Ferrari had a new chassis of the original type which Baghetti raced after crashing his normal car in practice and Porsche brought along a Type 787 as a spare, this still being fitted with the 4-cyl motor. Surtees had trouble with both his Y-C Coopers and did his grid time in Brabham's spare Cooper 55, while Graham Hill elected to drive the older BRM despite being considerably quicker in the new car. Both V8 Climax engines were in trouble with cooling and Moss elected not to race his; Ireland, realising that his own Type 21 Lotus was more competitive than the spare Walker car, offered to swap seats in an effort to give Moss the best possible chance of picking up championship points. Thus in the end Moss raced the works car No 933 and Ireland drove No 912 (retiring with a cracked chassis!), both having been re-sprayed overnight.

Far from being the classic battle everyone had hoped for, the event turned into chaos on lap two with a huge accident befalling Clark and von Trips, whose cars collided at one of the fastest parts of the circuit. Clark escaped uninjured but the German was killed, along with 14 spectators. Brabham's engine overheated, Ashmore and Surtees also crashed and Moss lost second place towards the end when a wheel bearing broke up. Phil Hill won the race and the championship with the lone surviving Ferrari and the most notable British performance came from young Jackie Lewis, whose H & L Cooper had only replaced a Centro Sud entry at the last moment.

The Zeltweg race (recorded on these pages) was a somewhat calmer affair attracting a "four-cylinder" entry only, Ireland demonstrating that on his day he was indeed a force to be reckoned with, as he had at Solitude. The car he was driving was the one he had lent Moss at Monza, while Clark had the chassis last seen at the Roskildering, driven by Ireland. A newcomer to the Formula One ranks was Tony Marsh's BRM-Climax, this being an ex-2½ litre chassis last raced by Graham Hill in the Inter-Continental event at Brands Hatch on Bank Holiday Monday. For Zeltweg the bigger motor was swapped for Marsh's 1½ litre unit, and a Cooper gearbox replaced the BRM one. Andre Pilette raced the original Emeryson which he had practised at Monza and Surtees finally got to race the "FJ" Yeoman Credit Cooper. The strangest entry of all was Alan Markelson's "Lister-Alfa Romeo" which not surprisingly never turned up, although the driver had been seen before in the Goodwood TT.

VIII Gold Cup

September 23 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time -
2	Jack Brabham	Cooper 55	1961	FI-10-61	Climax 4	Cooper 6	1-45.4
3	Bruce McLaren	Cooper 53	1960	FII-8-60	Climax 4	Colotti 5	1-44.6
4	Innes Ireland	Lotus 21	1961	933	Climax 4	ZF 5	1-47.0
5	Jim Clark	Lotus 21	1961	930	Climax 4	ZF 5	1-45.2
6	Trevor Taylor	Lotus 18	1960	371	Climax 4	ZF 5	1-50.0
7	Stirling Moss	Ferguson P99	1961	P99/1	Climax 4	Colotti 5	1-44.8
8	Graham Hill	BRM 48/57	1961	571	Climax 4	BRM 5	1-45.0
9	Tony Brooks	BRM 48/57	1961	572	Climax 4	BRM 5	1-45.2
12	Bernard Collomb	Cooper 53	1960	FI-9-61	Climax 4	Cooper 5	1-57.2
14	Masten Gregory	Lotus 18/21	1960	917	Climax 4	Colotti 5	1-46.6
15	Henry Taylor	Lotus 18/21	1960	918	Climax 4	Colotti 5	1-49.0
16	Roy Salvadori	Cooper 53	1960	FI-4-61	Climax 4	Cooper 5	1-47.6
17	John Surtees	Cooper 56	1961		Climax 4	Colotti 5	1-45.6
18	Tim Parnell	Lotus 18	1960	904	Climax 4	Lotus 5	1-55.8
19	Brian Naylor	JBW	1960	---	Climax 4	Colotti 5	1-51.6
20	Chris Summers	Cooper 45	1958	FII-4-58	Climax 4	Cooper 4	1-54.0
21	Jack Lewis	Cooper 53	1960	FI-6-61	Climax 4	Cooper 5	1-52.6
22	Tony Marsh	BRM 48	1960	483	Climax 4	Cooper 5	1-47.0
25	David Piper	Gilby	1961	---	Climax 4	Colotti 5	1-51.0
26	Graham Eden	Cooper 51	1959		Climax 4	Cooper 5	1-53.8
27	Chris Ashmore	Cooper 51	1959		Climax 4	Cooper 4	1-57.4
28	Wolfgang Seidel	Lotus 18	1960	373	Climax 4	Lotus 5	1-52.6
30	Ian Burgess	Cooper 53	1960	FI-3-61	Climax 4	Cooper 5	1-52.2

NON-STARTERS

1	---	Lotus 18/21	1960	---	Climax 4	---	---
10	Joachim Bonnier	Porsche 718	1959	---	Porsche F4	---	---
11	Dan Gurney	Porsche 718	1959	---	Porsche F4	---	---
23	Roger Revol	BRM 48	1960	---	Climax 4	---	---
24	John Campbell-Jones	Cooper 51	1959	---	Climax 4	---	---
29	Michel May	Lotus 18	1960	---	Climax 4	---	---
31	Jack Fairman	Emeryson	1961	1004	Climax 4	Colotti 5	---

ALSO PRACTISED

7	Graham Hill	Ferguson P99	1961	P99/1	Climax 4	Colotti 5	n/a
---	-------------	--------------	------	-------	----------	-----------	-----

GRID

Clark	G.Hill	Moss	McLaren
1-45.2	1-45.0	1-44.8	1-44.6
Surtees	Brabham	Brooks	
1-45.6	1-45.4	1-45.2	
Salvadori	Ireland	Marsh	Gregory
1-47.6	1-47.0	1-47.0	1-46.6
Piper	T.Taylor	H.Taylor	
1-51.0	1-50.0	1-49.0	
Seidel	Lewis	Burgess	Naylor
1-52.6	1-52.6	1-52.2	1-51.6
Parnell	C.Summers	Eden	
1-55.8	1-54.0	1-53.8	
	C.Ashmore	Collomb	
	1-57.4	1-57.2	

Non-starters: reasons

1	withdrawn--alternative for Moss
10	withdrawn
11	withdrawn
23	driver absent
24	driver unfit
29	no car
31	no official practice

Leaders

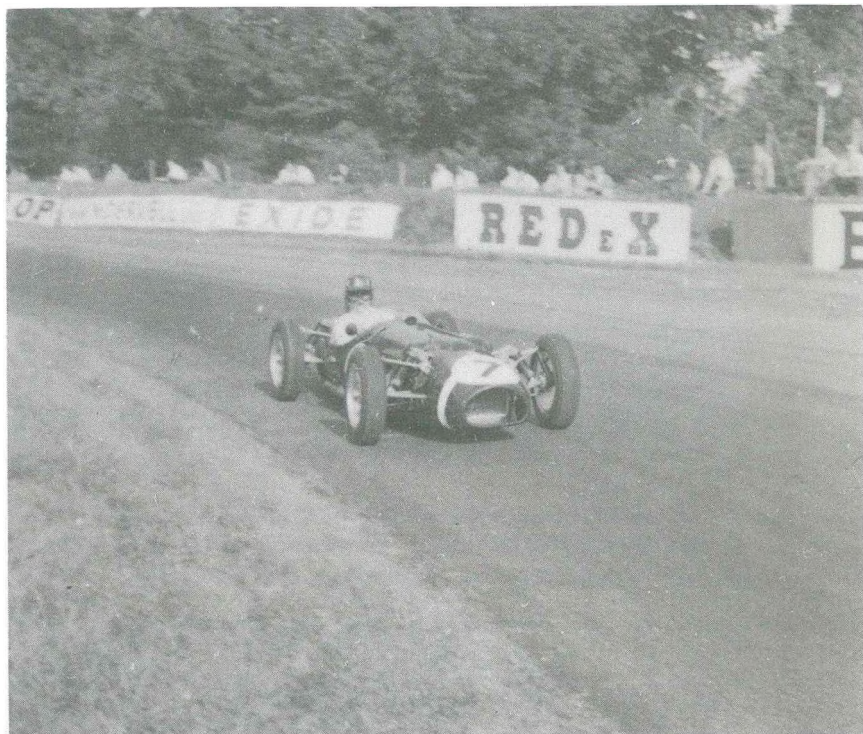
1-3	Clark
4-5	G.Hill
6-60	Moss

Retirements

0	Eden	accident
1	Parnell	fuel pump
7	Lewis	puncture
14	Collomb	front suspension
17	Salvadori	gear selection
23	C.Ashmore	gearbox
23	Ireland	engine
32	Clark	rear suspension
36	Surtees	magneto
38	G.Hill	valve
40	T.Taylor	exhaust pipe

Entrant

Jack Brabham
 Tommy Atkins
 Team Lotus
 Team Lotus
 Team Lotus
 Rob Walker Racing Team
 Owen Racing Organisation
 Owen Racing Organisation
 Bernard Collomb
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Yeoman Credit Racing Team
 Yeoman Credit Racing Team
 Tim Parnell
 JBW Car Co
 Ansty Garage
 H & L Motors
 Tony Marsh
 Gilby Engineering
 Graham Eden
 Denis Taylor
 Scuderia Colonia
 Ian Burgess



GOLD CUP: Graham Hill tries out the unique four-wheel-drive Ferguson during practice. Moss drove the car to victory in the race, which was held on a damp track.

Rob Walker Racing Team
 Porsche System Engineering
 Porsche System Engineering
 Roger Revol
 John Campbell-Jones
 Scuderia Colonia
 Emeryson Cars

Rob Walker Racing Team

RESULT

1 Moss	Ferguson-Climax	01:51-53.8	88.83
2 Brabham	Cooper-Climax	01:52-39.8	
3 McLaren	Cooper-Climax	01:52-47.4	
4 Brooks	BRM-Climax	01:52-50.6	
5 Gregory	Lotus-Climax	58 laps	
6 Burgess	Cooper-Climax	57 laps	
7 Marsh	BRM-Climax	56 laps	
8 H. Taylor	Lotus-Climax	56 laps	
9 Naylor	JBW-Climax	56 laps	
10 Seidel	Lotus-Climax	56 laps	
11 Piper	Gilby-Climax	55 laps	
12 C. Summers	Cooper-Climax	54 laps	
<i>Fastest lap</i>			
Moss	Ferguson-Climax	01-46.4	93.42

COMMENTARY

Disappointingly, there were no multi-cylinder engines present at the last major British F1 race of the season, but Ferguson Research had readied their four-wheel-drive car and since this was not a Grand Prix there was no doubt about Moss driving it. Surtees again drove the T56 Cooper and Salvadori had a chassis normally seen in IC-F racing, his regular car having been shunted off the track at Zeltweg by the Italian driver Pirocchi. More old Coopers appeared at the hands of Chris Summers and Chris Ashmore (brother of Gerry) and Emeryson produced a streamlined car which Fairman practised unofficially. The mysterious Frenchman Roger Revol failed to show up with his BRM, the Porsche team withdrew but David Piper was invited to try the Gilby. Moss won comfortably in the Ferguson, the fwd paying dividends on the damp track.

V Lewis-Evans Trophy

October 1 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Dickie Stoop	Cooper 45	1958	FII-11-58	Climax 4	Cooper 4	2-16.4
4	Maurice Charles	Cooper 45	1958		Climax 4	Cooper 4	2-16.0
5	John Campbell-Jones	Cooper 53	1960	FI-9-61	Climax 4	Cooper 5	1-47.4
6	Chris Ashmore	Cooper 51	1959		Climax 4	Cooper 4	1-51.0
7	Chris Summers	Cooper 45	1958	FII-4-58	Climax 4	Cooper 4	2-06.4
8	Graham Eden	Cooper 51	1959		Climax 4	Cooper 5	2-10.8
11	Tim Parnell	Lotus 18	1960	904	Climax 4	Lotus 5	1-46.6
12	Peter Procter	Lotus 16	1958	367	Climax 4	Lotus 4	2-03.2
14	Tony Marsh	BRM 48	1960	483	Climax 4	Cooper 5	1-43.8
15	Mike Spence	Emeryson	1961	1004	Climax 4	Colotti 5	1-45.6
16	Brian Naylor	JBW	1960	---	Climax 4	Colotti 5	1-59.2
17	Keith Greene	Gilby	1961	---	Climax 4	Colotti 5	1-45.8
18	Hugh Dibley	Lola 3	1961	BRJ38	Ford 4	Hewland 5	1-51.0

NON-STARTERS

1	Jack Lewis	Cooper 53	1960	---	Climax 4	---	---
3	Ian Burgess	Cooper 53	1960	---	Climax 4	---	---
9	Bruce Halford	Lotus 18	1960	---	Climax 4	---	---
10	Gerry Ashmore	Lotus 18	1960	---	Climax 4	---	---

GRID

Parnell	Greene	Spence	Marsh
1-46.6	1-45.8	1-45.6	1-43.8
C.Ashmore	Dibley	Campbell-Jones	
1-51.0	1-51.0	1-47.4	
Eden	C.Summers	Procter	Naylor
2-10.8	2-06.4	2-03.2	1-59.2
	Stoop	Charles	
	2-16.4	2-16.0	

Non-starters: reasons

1 withdrawn
 3 withdrawn
 9 car not ready
 10 car and driver damaged

Leaders

1-30 Marsh

Retirements

0 Naylor rotor arm
 6 Charles overheating
 14 C.Ashmore overheating
 15 Procter oil seal

RESULT

1	Marsh	BRM-Climax	52-19.8	91.15
2	Spence	Emeryson-Climax	53-42.8	
3	Parnell	Lotus-Climax	53-47.6	
4	Greene	Gilby-Climax	29 laps	
5	Eden	Cooper-Climax	28 laps	
6	C.Summers	Cooper-Climax	28 laps	
7	Campbell-Jones	Cooper-Climax	27 laps	
8	Stoop	Cooper-Climax	20 laps	
9	Dibley	Lola-Ford	12 laps	

Fastest lap

Marsh BRM-Climax 01-43.6 92.08

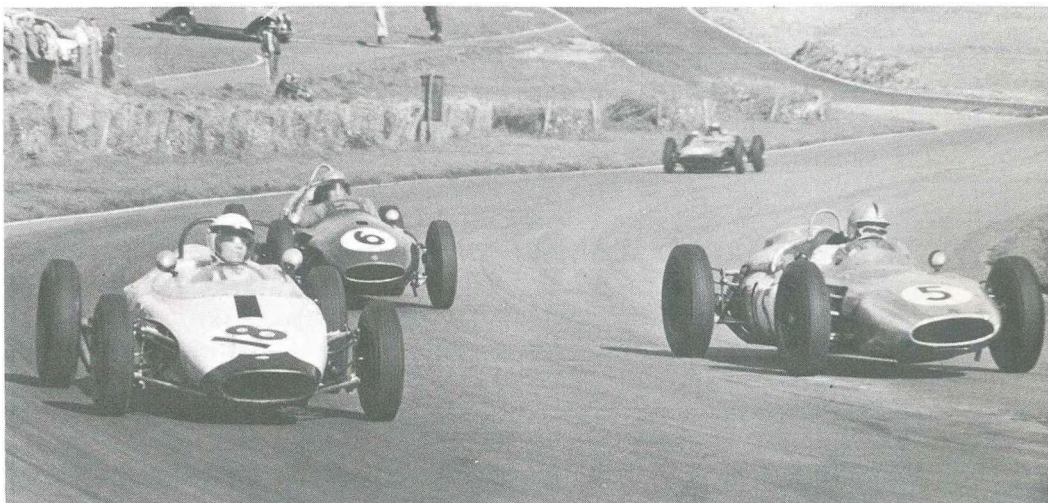
COMMENTARY

The Lewis-Evans Trophy was an attempt by the Brands Hatch people to lay on a race for some of the private British runners who had played such a significant part in international F1 competition throughout the year. As things turned out it was a case of Tony Marsh and his BRM versus the also-rans, really good people like Jack Lewis and Ian Burgess failing to turn up. Spence drove a good race in the new Emeryson (now with standard bodywork) and Tim Parnell had what was arguably his best race of the season with his square-bodied Lotus 18. Early Coopers had a field day, those of Stoop and Charles not having been seen before in F1, but a cat among the pigeons was Hugh Dibley's Lola Mk 3, a Formula Junior car equipped with 1,340 cc Anglia/Classic engine which went well before a wheel bearing seized. Bernard Collomb from France originally intended to drive his Cooper 53, only to discover on arrival that the event excluded overseas drivers; the car was thus raced by Campbell-Jones.

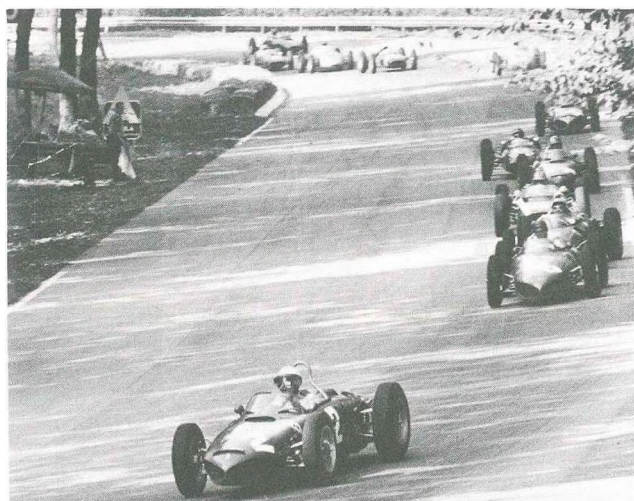
Entrant

Dickie Stoop
 Maurice Charles
 Bernard Collomb
 Denis Taylor
 Ansty Garage
 Graham Eden
 Tim Parnell
 Anthony Brooke
 Tony Marsh
 Emeryson Cars
 JBW Cars
 Gilby Engineering
 Scuderia Light Blue

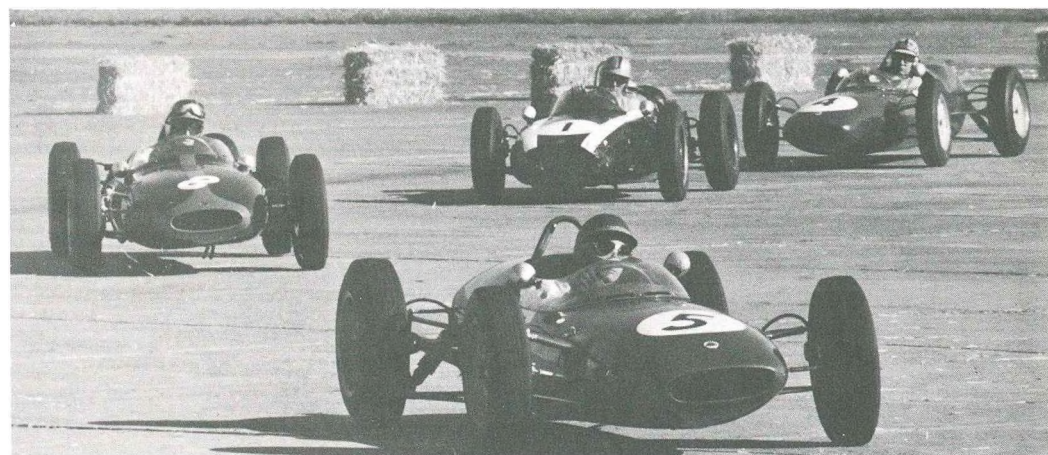
H & L Motors
 Ian Burgess
 Jim Diggory
 Gerry Ashmore



LEWIS-EVANS TROPHY: Mid-field dice between Campbell-Jones in Collomb's Cooper 53, Dibley in the Ford-powered Lola Mk 3 and C.Ashmore in his old Cooper 51. Greene in the Gilby follows.



ITALIAN GP (pages 50-51): Lap one, and Phil Hill in the leading Ferrari is on his way to winning both race and championship. The "train" behind comprises the Ferraris of Ginther and R.Rodriguez, Brabham's V8 Cooper 58, von Trips' Ferrari, Clark's Lotus 21 and Baghetti's Ferrari. Just over a lap later von Trips' car collided with that of Clark and ploughed into the spectators.



FLUGPLATZRENNEN (pages 52-53): Clark's Lotus 21 leads Surtees (Yeoman Credit Cooper 56), Brabham (Cooper 53) and eventual winner Ireland (Lotus 21) on the opening lap. Note the bales!

III Grand Prix of the U.S.A.

October 8 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jack Brabham	Cooper 58	1961	FI-12-61	Climax V8	Cooper 6	1-17.0
2	Bruce McLaren	Cooper 55	1961	FI-11-61	Climax 4	Cooper 6	1-18.2
3	Hap Sharp	Cooper 53	1960	FI-15-61	Climax 4	Cooper 5	1-21.0
4	Graham Hill	BRM 48/57	1961	571	Climax 4	BRM 5	1-18.1
5	Tony Brooks	BRM 48/57	1961	572	Climax 4	BRM 5	1-18.3
6	Roger Penske	Cooper 53	1960	FI-14-61	Climax 4	Cooper 5	1-20.6
7	Stirling Moss	Lotus 18/21	1960	912	Climax 4	Colotti 5	1-18.2
11	Joachim Bonnier	Porsche 718	1959	204	Porsche F4	Porsche 6	1-18.9
12	Dan Gurney	Porsche 718	1959	203	Porsche F4	Porsche 6	1-18.6
14	Jim Clark	Lotus 21	1961	930	Climax 4	ZF 5	1-18.3
15	Innes Ireland	Lotus 21	1961	933	Climax 4	ZF 5	1-18.8
16	Peter Ryan	Lotus 18/21	1960	372	Climax 4	Lotus 5	1-20.0
17	Jim Hall	Lotus 18/21	1960	371	Climax 4	Lotus 5	1-21.8
18	John Surtees	Cooper 53	1960	FI-1-61	Climax 4	Cooper 5	1-18.9
19	Roy Salvadori	Cooper 53	1960	FI-2-61	Climax 4	Cooper 5	1-19.2
21	Olivier Gendebien	Lotus 18/21	1960	918	Climax 4	Colotti 5	1-20.5
22	Masten Gregory	Lotus 18/21	1960	917	Climax 4	Colotti 5	1-19.1
26	Lloyd Ruby	Lotus 18	1960	907	Climax 4	Lotus 5	1-21.8
60	Walter Hansgen	Cooper 53	1960	FI-16-61	Climax 4	Cooper 5	1-22.9

NON-STARTERS

23	Ken Miles	Lotus 18	1960	---	Climax 4	---	---
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PRACTICE CARS

1T	Jack Brabham	Cooper 55	1961	FI-10-61	Climax 4	Cooper 6	1-30.2
1T	Bruce McLaren	Cooper 55	1961	FI-10-61	Climax 4	Cooper 6	n/a
7T	Stirling Moss	Lotus 18/21	1960	906	Climax V8	Colotti 5	1-17.2

ALSO PRACTISED

6	Walter Hansgen	Cooper 53	1960	FI-14-61	Climax 4	Cooper 5	1-20.4
26	John Surtees	Lotus 18	1960	907	Climax 4	Lotus 5	1-23.6

GRID

G.Hill	Brabham
1-18.1	1-17.0
	McLaren Moss
	1-18.2 1-18.2
Brooks	Clark
1-18.3	1-18.3
	Ireland Gurney
	1-18.8 1-18.6
Bonnier	Surtees
1-19.2	1-18.9
	Salvadori Gregory
	1-19.2 1-19.1
Hansgen	Ryan
1-20.4	1-20.0
	Penske Gendebien
	1-20.6 1-20.5
Hall	Sharp
1-21.8	1-21.0
	Ruby
	1-21.8

Non-starters

23 withdrawn
<i>Leaders</i>
1-5 Moss
6-15 Brabham
16 Moss
17-33 Brabham
34-35 Moss
36-38 Brabham
39-58 Moss
59-100 Ireland

Retirements

0 Surtees	con-rod
14 Hansgen	accident
23 Gregory	gear selection
57 Brabham	overheating
58 Moss	main bearings
76 Hall	fuel pipe
76 Ruby	magneto drive
96 Salvadori	con-rod

RESULT

1 Ireland	Lotus-Climax	2:13-45.8	103.22
2 Gurney	Porsche	2:13-50.1	
3 Brooks	BRM-Climax	2:14-33.6	
4 McLaren	Cooper-Climax	2:14-43.8	
5 G.Hill	BRM-Climax	99 laps	
6 Bonnier	Porsche	98 laps	
7 Clark	Lotus-Climax	96 laps	
8 Penske	Cooper-Climax	96 laps	
9 Ryan	Lotus-Climax	96 laps	
10 Sharp	Cooper-Climax	93 laps	
11 Gendebien/ Gregory	Lotus-Climax	92 laps	
<i>Fastest lap</i>			
Brabham	Cooper-Climax	01-18.2	106.14

Entrant

Cooper Car Co
 Cooper Car Co
 Hap Sharp
 Owen Racing Organisation
 Owen Racing Organisation
 John M. Wyatt III
 Rob Walker Racing Team
 Porsche System Engineering
 Porsche System Engineering
 Team Lotus
 Team Lotus
 J.Wheeler Autosport
 Jim Hall
 Yeoman Credit Racing Team
 Yeoman Credit Racing Team
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 J.Frank Harrison
 Momo Corporation

Louise Bryden-Brown

Cooper Car Co
 Cooper Car Co
 Rob Walker Racing Team

John M. Wyatt III
 J.Frank Harrison

COMMENTARY

The third Grand Prix of the USA was not quite what its organisers had hoped for in that the World Championship had already been settled and there were consequently no Ferraris, and no Phil Hill. The V8-Climaxes were out again, however, both Brabham and Moss using them in their Monza cars, though again Moss declined from using his for the race itself. BRM were keeping their V8 for 1962 and Porsche fielded the standard Type 718s, so all in all Watkins Glen boasted little in the way of new machinery. Cooper had clearly been busy earlier in the year making "production" F1 cars, for three more T53s appeared for Hap Sharp, Roger Penske and Walt Hansgen. Another American, Lloyd Ruby, had an ex-Jim Hall square-bodied Lotus 18, No 907, while Hall himself drove the ex-works Lotus 18/21 which Trevor Taylor had raced at Oulton Park. UDT-Laystall co-opted Olivier Gendebien into their team and another ex-factory Lotus was piloted by Canadian Pete Ryan, this one last having been seen in the Aintree 200.

UDT mechanics made extensive repairs to Gendebien's car following a practice shunt and Ireland had a nasty moment when the steering broke on his Lotus 21.

In the race, a splendid Moss-Brabham duel ended when the V8 Climax again overheated and the 4-cyl Climax ran its main bearings, leaving Innes Ireland to hang on grimly to win his first ever Grande Epreuve. Unluckiest driver was Roy Salvadori, whose engine broke right at the end when he was closing rapidly on Ireland. Gregory took over from an unwell Gendebien, but finished last nevertheless.



USA GP: Rare pictures taken before the start showing (above left) Sharp and (above right) Hansgen in their new Cooper 53s, plus (right) Ryan in a re-bodied and uprated ex-works Lotus 18 and Ruby in a standard-body Lotus 18.

I Coppa Italia

October 10 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Ernesto Prinoth	Lotus 18	1960	913	Climax 4	Lotus 5	1-00.1
4	Gaetano Starrabba	Lotus 18	1960	905	Maserati 4	Lotus 5	1-01.3
6	Roberto Bussinello	de Tomaso	1961	F1-004	Alfa Romeo 4	Colotti 5	1-01.2
12	Roberto Lippi	de Tomaso	1961	F1-002	OSCA 4	Colotti 5	1-01.4
14	Rovero Campello	de Sanctis	1961		Fiat 4	Fiat 4	1-02.6
16	Elio Pandolfo	Elios	1961				1-06.0
18	Giancarlo Baghetti	Porsche 718	1959	202	Porsche F4	Porsche 6	0-59.6
20	Albino Buticchi	Cooper 45	1958		Climax 4	Cooper 4	1-02.9
22	Lucien de Sanctis	Cooper 45	1958		Climax 4	Cooper 4	1-04.4
24	Nino Vaccarella	Cooper 51	1959		Maserati 4	Colotti 5	0-59.1

NON-STARTERS

8	Lodovico Scarfiotti	de Tomaso	---	---	OSCA	---	---
10	Menato Boffa	Cooper 45	1958	---	Climax 4	---	---

GRID (Heat 1)

Vaccarella	Baghetti	Prinoth
0-59.1	0-59.6	1-00.1
Bussinello	Starrabba	
1-01.2	1-01.3	
Lippi	Campello	Buticchi
1-01.4	1-02.6	1-02.9
de Sanctis	Pandolfo	
1-04.4	1-06.0	

Non-starters: reasons

8 car not ready
10 car not ready

HEAT 1

Leaders
1-30 Baghetti

Retirements
7 Campello engine
22 Pandolfo engine

Result

1 Baghetti
2 Prinoth
3 Vaccarella
4 Lippi
5 Bussinello
6 Buticchi
7 de Sanctis
8 Starrabba
9 Pandolfo (retired)

HEAT 2

Leaders
1-30 Baghetti

Retirements
0 Pandolfo engine
4 Starrabba engine

Result

1 Baghetti
2 Prinoth
3 Vaccarella
4 Bussinello
5 Lippi
6 Buticchi
7 de Sanctis
8 Starrabba (retired)

AGGREGATE RESULT

1 Baghetti	Porsche	1:00-53.9	66.11
2 Prinoth	Lotus-Climax	1:01-09.2	
3 Vaccarella	Cooper-Maserati	59 laps	
4 Bussinello	de Tomaso-Alfa Romeo	58 laps	
5 Lippi	de Tomaso-OSCA	58 laps	
6 Buticchi	Cooper-Climax	57 laps	
7 de Sanctis	Cooper-Climax	56 laps	
8 Starrabba	Lotus-Maserati	31 laps	
9 Pandolfo	Elios	22 laps	

Fastest lap

Vaccarella Cooper-Maserati 00-58.1 68.27

Entrant

Scuderia Dolomiti
 Gaetano Starrabba
 Isobele de Tomaso
 Scuderia Settecolli
 Rovero Campello
 Scuderia Montegrappa
 Scuderia Sant Ambroeus
 Scuderia Sant Ambroeus
 Scuderia Sant Ambroeus
 Scuderia Serenissima

Pescara Racing Club
 Menato Boffa

COMMENTARY

In a manoeuvre to ensure that their man Baghetti won the Italian drivers' championship for 1961, Scuderia Sant Ambroeus borrowed a works Porsche 718 (Herrmann's Nurburgring car) for this little race, which was a sort of Italian equivalent of the Lewis-Evans Trophy.

Other S.Ambroeus cars, both Cooper 45s, were in the hands of Buticchi and de Sanctis, the former having a chassis which had not been seen before in FI, while the latter drove the ex-Pescara Racing Club vehicle. Campello raced a de Sanctis-Fiat while a real oddity was Pandolfo's home-built Elios, about which information is scarce to say the least.

Baghetti won both heats of the event, and the championship, though the Sicilian ace Vaccarella was quicker in practice with the much-raced Serenissima Cooper-Maserati.

COPPA ITALIA: No picture available

IV Rand Grand Prix

December 9 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jim Clark	Lotus 21	1961	937	Climax 4	ZF 5	1-38.5
2	Trevor Taylor	Lotus 21	1961	933	Climax 4	ZF 5	1-38.8
3	Syd van der Vyver	Lotus 18	1960		Alfa Romeo 4	Lotus 4	1-40.8
4	Edgar Barth	Porsche 718	1959	203	Porsche F4	Porsche 6	n/a*
5	Joachim Bonnier	Porsche 718	1959	204	Porsche F4	Porsche 6	1-39.8*
6	Masten Gregory	Lotus 18/21	1960	917	Climax 4	Colotti 5	1-38.9
7	Ernest Pieterse	Heron	1960		Alfa Romeo 4	Cooper 4	1-41.1
8	Tony Maggs	Cooper 53	1960	FI-1-61	Climax 4	Cooper 5	1-40.5
9	Bruce Johnstone	Cooper 56	1961		Climax 4	Colotti 5	1-41.3
12	Doug Serrurier	Cooper 51	1959	FII-16-60	Maserati 4	Cooper 5	1-48.4
14	Don Philp	Quodra	1961		Climax 4	Cooper 4	1-44.1
15	Sam Tingle	LDS	1960	(01)	Alfa Romeo 4	Cooper 4	1-47.5
16	Helmut Menzler	Lotus 18	1960	911	Borgward 4	Lotus 4	1-43.7
17	Jack Holme	Lotus 18	1960	FJ-720	Climax 4	Lotus 4	1-49.7
18	Clive Trundell	Cooper 52	1959		Climax 4	Cooper 4	1-52.1
19	Bruce Jennings	Jennings	1959		Porsche F4	Porsche 5	1-48.5
20	Fanie Viljoen	LDS	1960	(03)	Climax 4	Cooper 4	1-48.5
22	Bob van Niekerk	Lotus 18	1960		Ford 4	Lotus 4	1-46.8
23	Bernard Podmore	Lotus 18	1960		Ford 4	Lotus 4	1-49.4
24	John Guthrie	Cooper 51	1959	FII-28-59	Alfa Romeo 4	Cooper 5	1-48.5
25	Trevor Blokdyk	Cooper 52	1959		Ford 4	Cooper 4	n/a*
26	Gene Bosman	Lotus 15	1958		Alfa Romeo 4	Lotus 4	1-48.7
28	Bill Dunlop	Cooper 45	1958		Alfa Romeo 4	Cooper 4	1-50.3
29	Rauten Hartmann	Netuar	1960		Peugeot 4	Peugeot 4	1-52.1
<i>NON-STARTERS</i>							
10	Neville Lederle	Lotus 18	1960	---	Ford 4	---	---
11	John Love	LDS	1961	---	Porsche F4	---	---
21	Adrian Pheiffer	Cooper 52	1959		Alfa Romeo 4	Cooper 4	1-44.8
27	Dawie Gous	Porsche RSK	1961	---	Porsche F4	---	---

GRID

Clark	T. Taylor	Gregory
1-38.5	1-38.8	1-38.9
	Bonnier**	Maggs
	1-39.8	1-40.5
van der Vyver	Pieterse	Johnstone
1-40.8	1-41.1	1-41.3
	Barth	Menzler
	n/a	1-43.7
Philp	---	van Niekerk
1-44.1		1-46.8
	Tingle	Serrurier
	1-47.5	1-48.4
Viljoen	Guthrie	Blokdyk
1-48.5	1-48.5	n/a
	Jennings	Bosman
	1-48.5	1-48.7
Podmore	Holme	Dunlop
1-49.4	1-49.7	1-50.3
	Hartmann	Trundell
	1-52.1	1-52.1

Non-starters: reasons

10 car not ready
11 car not ready
21 engine trouble in practice
27 car not ready

Retirements

2 Trundell puncture
5 Blokdyk accident
5 Holme accident
7 Bosman engine
11 Hartmann engine
11 Philp overheating
14 Dunlop engine
14 Maggs overheating
18 Guthrie water pipe
24 Menzler overheating
25 Podmore accident
35 Tingle gearbox
42 Gregory overheating

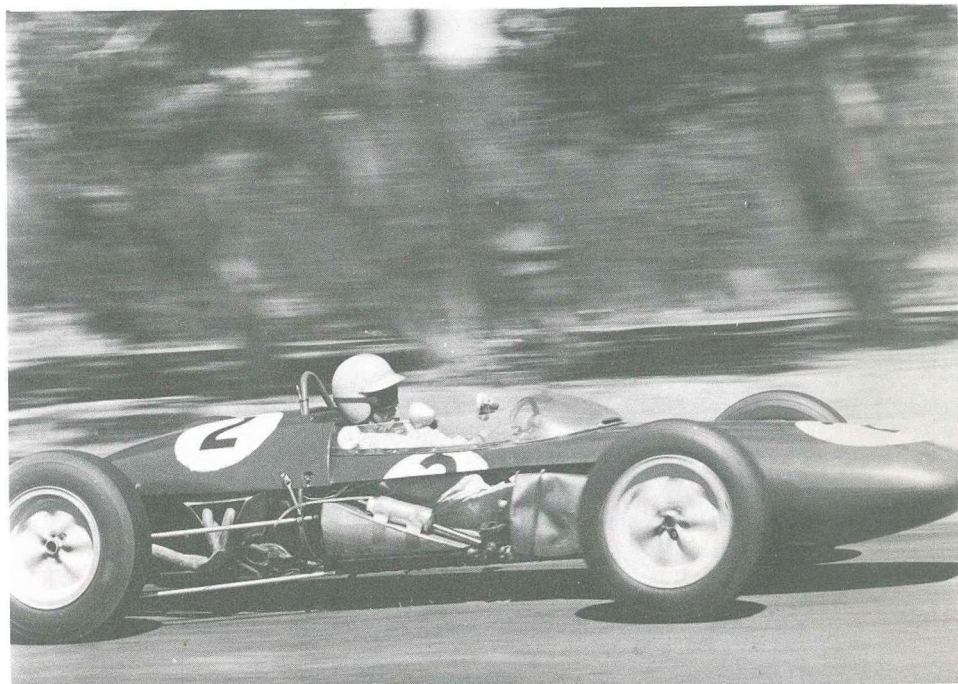
Leaders

1-75 Clark

* Barth, Bonnier and Blokdyk all practiced out of official sessions. Their times nevertheless counted for grid positions.

**Bonnier still on warm-up lap when flag fell--ie he took flying start half a lap behind.

Entrant
 Team Lotus
 Team Lotus
 Syd van der Vyver
 Porsche System Engineering
 Porsche System Engineering
 UDT-Laystall Racing Team
 Scuderia Alfa
 Yeoman Credit Racing Team
 Yeoman Credit Racing Team
 Scuderia Lupini
 Don Philp
 Sam Tingle
 Ecurie Wolman
 Jack Holme
 Clive Trundell
 Bill Jennings
 G.E.Mennie
 Equipe Judette
 Bernard Podmore
 Ecurie Rhodes
 Trevor Blokdyk
 Scuderia Alfa
 Bill Dunlop
 J.Hartmann



RAND GP: To combat the intense heat, Team Lotus removed the side panels on both their type 21 cars. Here Trevor Taylor speeds to second place behind his team-mate Clark.

Neville Lederle
 A.H.Pillman
 Adrian Pheiffer
 Dawie Gous

RESULT

1 Clark	Lotus-Climax	2:06-26.3	90.551
2 T.Taylor	Lotus-Climax	2:06-26.4	
3 Bonnier	Porsche	2:06-48.3	
4 Barth	Porsche	74 laps	
5 Johnstone	Cooper-Climax	73 laps	
6 Pieterse	Heron-Alfa Romeo	72 laps	
7 van der Vyver	Lotus-Alfa Romeo	72 laps	
8 Viljoen	LDS-Climax	70 laps	
9 van Niekerk	Lotus-Ford	70 laps	
10 Serrurier	Cooper-Maserati	69 laps	
11 Jennings	Jennings-Porsche	67 laps	
<i>Fastest lap</i>			
Bonnier	Porsche	01-39.1	91.950

COMMENTARY

Strictly speaking, the major South African races held in December and January, '61-'62, were not Formula One events at all; rather, they were races run to local rules which themselves were similar to F1 regulations in that the engine size was limited to 1½ litres, but not so restrictive in other respects. Vehicles with sports car bodies were accepted for instance. Nevertheless these races were true internationals and the entries included a good quality European contingent. At Kyalami Team Lotus had Taylor on an early Type 21 and Clark on a new one, Porsche brought standard 718 models for Barth and Bonnier, UDT had a single Lotus 18/21 for Gregory while Yeoman Credit arrived with two Coopers for South African drivers Maggs and Johnstone, the former taking Surtees' regular machine and the latter having the "FJ" car. Menzler had a F1 Lotus chassis but the remainder of the entry featured old F2s, FJs, home-built cars and (in the case of the Jennings-Porsche and the Bosman Lotus 15) sports cars. The race: no trouble at all for Clark and Taylor.

I Natal Grand Prix

December 17 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Syd van der Vyver	Lotus 18	1960		Alfa Romeo 4	Lotus 4	1-30.5
2	Bruce Johnstone	Cooper 56	1961		Climax 4	Colotti 5	1-29.4
3	Tony Maggs	Cooper 53	1960	FI-1-61	Climax 4	Cooper 5	1-29.4
4	Joachim Bonnier	Porsche 718	1959	204	Porsche F4	Porsche 6	1-26.8
5	Edgar Barth	Porsche 718	1959	203	Porsche F4	Porsche 6	1-30.6
6	Masten Gregory	Lotus 18/21	1960	917	Climax 4	Colotti 5	1-29.0
7	Stirling Moss	Lotus 18/21	1960	918	Climax 4	Colotti 5	---
8	Jim Clark	Lotus 21	1961	937	Climax 4	ZF 5	1-26.1
9	Trevor Taylor	Lotus 21	1961	933	Climax 4	ZF 5	1-29.0
10	Ernest Pieterse	Heron	1960		Alfa Romeo 4	Cooper 4	1-32.1
11	Doug Serrurier	Cooper 51	1959	FII-16-60	Maserati 4	Cooper 5	1-31.8
14	Don Philp	Quodra	1961		Climax 4	Cooper 4	1-33.3
15	Sam Tingle	LDS	1960	(01)	Alfa Romeo 4	Cooper 4	1-37.6
16	Helmut Menzler	Lotus 18	1960	911	Borgward 4	Lotus 4	1-33.6
17	Dave Wright	Cooper 45	1958	FII-22-58	Climax 4	Cooper 4	1-41.7
19	Bruce Jennings	Jennings	1959		Porsche F4	Porsche 5	1-35.4
20	John Guthrie	Cooper 51	1959	FII-28-59	Alfa Romeo 4	Cooper 5	1-33.5
23	Fanie Viljoen	LDS	1960	(03)	Climax 4	Cooper 4	1-34.7
25	Adrian Pheiffer	Cooper 52	1959		Alfa Romeo 4	Cooper 4	1-31.4
26	Trevor Blokdyk	Cooper 52	1959		Ford 4	Cooper 4	1-36.4
27	Bob van Niekerk	Lotus 18	1960		Ford 4	Lotus 4	1-34.2
29	Neville Lederle	Lotus 18	1960		Ford 4	Lotus 4	1-33.6

NON-STARTERS

12	John Love	LDS	1961	(04)	Porsche F4	Colotti 5	n/a
18	Clive Trundell	Cooper 52	1959	---	Climax 4	---	---
21	Bill Dunlop	Cooper 45	1958	---	Alfa Romeo 4	---	---
22	Gordon Henderson	Cooper Monaco	1959	---	Alfa Romeo 4	---	---
24	Gene Bosman	Lotus 15	1958	---	Alfa Romeo 4	---	---
28	Bernard Podmore	Lotus 18	1960	---	Ford 4	---	---
30	Jack Holme	Lotus 18	1960	---	Climax 4	---	---

GRID

Clark	Bonnier	T.Taylor
1-26.1	1-26.8	1-29.0
Gregory	Maggs	
1-29.0	1-29.4	
Johnstone	van der Vyver	Barth
1-29.4	1-30.5	1-30.6
Pheiffer	Serrurier	
1-31.4	1-31.8	
Pieterse	Philp	Guthrie
1-32.1	1-33.3	1-33.5
Menzler	Lederle	
1-33.6	1-33.6	
van Niekerk	Viljoen	Jennings
1-34.2	1-34.7	1-35.4
Blokdyk	Tingle	
1-36.4	1-37.6	
Wright	Moss	
1-41.7	---	

Non-starters: reasons

12	practice accident
18	car not ready
21	car not ready
22	car not ready
24	car not ready
28	car damaged
30	car damaged

Leaders

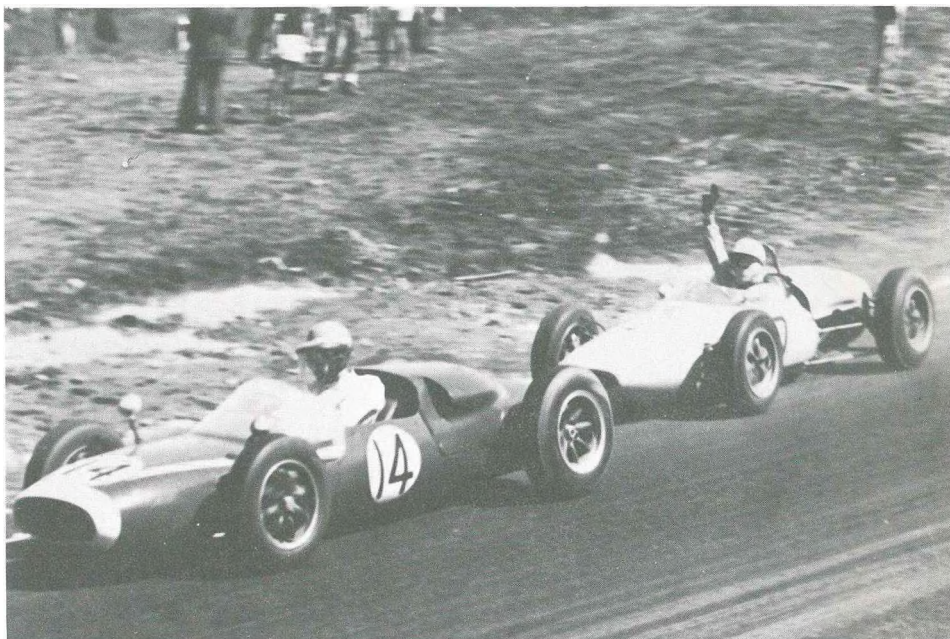
1-89 Clark

Retirements

14	Gregory	cylinder head gasket
14	T.Taylor	accident
22	Maggs	overheating
	Wright	unknown
	Tingle	unknown
	Viljoen	unknown
	Pieterse	suspension
	van Niekerk	unknown
	Lederle	unknown
	Menzler	unknown
	Philp	unknown
54	Johnstone	accident

Entrant

Syd van der Vyver
 Yeoman Credit Racing Team
 Yeoman Credit Racing Team
 Porsche System Engineering
 Porsche System Engineering
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Team Lotus
 Team Lotus
 Scuderia Alfa
 Scuderia Lupini
 Don Philp
 Sam Tingle
 Ecurie Wolman
 Dave Wright
 Bill Jennings
 Ecurie Rhodes
 G.E.Mennie
 Adrian Pheiffer
 Trevor Blokdyk
 Equipe Judette
 Neville Lederle



NATAL GP: Moss in the UDT-Laystall Lotus 18/21 finds Philp's Quodra Special something of a problem as he carves his way up through the field after starting from the back of the grid.

A.H.Pillman
 Clive Trundell
 Bill Dunlop
 George Henderson
 Scuderia Alfa
 Bernard Podmore
 Jack Holme

RESULT

1 Clark	Lotus-Climax	02:13-58.4	89.59
2 Moss	Lotus-Climax	02:14-30.3	
3 Bonnier	Porsche	88 laps	
4 Barth	Porsche	87 laps	
5 van der Vyver	Lotus-Alfa Romeo	86 laps	
6 Serrurier	Cooper-Maserati	86 laps	
7 Pheiffer	Cooper-Alfa Romeo	86 laps	
8 Blokdyk	Cooper-Ford		
9 Jennings	Jennings-Porsche		
10 Guthrie	Cooper-Alfa Romeo		

Fastest lap

Moss Lotus-Climax 01-24.8 93.37

COMMENTARY

Team Lotus, for whom this South African series was to be resoundingly successful, notched up their second win in a row through Clark, while Moss, who had joined Gregory in the UDT team, had to be content with second place for once. Bonnier, despite a good third place in the Rand GP after being well left at the start, was soundly beaten on this occasion. None of the local machinery was able to compete with the "foreigners", not even the marque LDS which was featuring so strongly in South African racing at this time. These cars, designed and built by Doug Serrurier, were based largely on 1960 type Coopers and by and large were smartly turned out. Like so many of the local entries, however, they suffered from the lack of really powerful engines.

VIII South African Grand Prix December 26 1961

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jim Clark	Lotus 21	1961	937	Climax 4	ZF 5	1-33.9
2	Trevor Taylor	Lotus 21	1961	933	Climax 4	ZF 5	1-34.2
3	Syd van der Vyver	Lotus 18	1960		Alfa Romeo 4	Lotus 4	1-37.6
4	Edgar Barth	Porsche 718	1959	203	Porsche F4	Porsche 6	1-37.4
5	Joachim Bonnier	Porsche 718	1959	204	Porsche F4	Porsche 6	1-34.6
6	Masten Gregory	Lotus 18/21	1960	916	Climax 4	Colotti 5	1-35.4
7	Stirling Moss	Lotus 18/21	1960	918	Climax 4	Colotti 5	1-34.1
8	Tony Maggs	Cooper 53	1960	FI-1-61	Climax 4	Cooper 5	1-36.4
10	Ernest Pieterse	Heron	1960		Alfa Romeo 4	Cooper 4	1-40.0
12	Doug Serrurier	Cooper 51	1959	FII-16-60	Maserati 4	Cooper 5	1-40.7
14	Don Philp	Quodra	1961		Climax 4	Cooper 4	1-40.6
15	Sam Tingle	LDS	1960	(01)	Alfa Romeo 4	Cooper 4	1-41.7
16	Helmut Menzler	Lotus 18	1960	911	Borgward 4	Lotus 4	1-41.6
17	Dave Wright	Cooper 45	1958	FII-22-58	Climax 4	Cooper 4	1-46.7
18	Clive Trundell	Cooper 52	1959		Climax 4	Cooper 4	1-47.6
19	Bruce Jennings	Jennings	1959		Porsche F4	Porsche 5	1-43.1
20	Fanie Viljoen	LDS	1960	(03)	Climax 4	Cooper 4	1-41.0
22	Bob van Niekerk	Lotus 18	1960		Ford 4	Lotus 4	1-42.9
23	Adrian Pheiffer	Cooper 52	1959		Alfa Romeo 4	Cooper 4	1-40.5
24	Bill Dunlop	Cooper 45	1958		Alfa Romeo 4	Cooper 4	1-52.1
25	John Guthrie	Cooper 51	1959	FII-28-59	Alfa Romeo 4	Cooper 5	1-45.9
26	Bernard Podmore	Lotus 18	1960		Ford 4	Lotus 4	1-45.7
27	Gene Bosman	Lotus 15	1958		Alfa Romeo 4	Lotus 4	1-46.4

NON-STARTERS

9	Bruce Johnstone	Cooper 56	1961		Climax 4	Colotti 5	---
11	Doug Serrurier	LDS	1960	---	Alfa Romeo 4	---	---
21	John Love	LDS	1961	---	Porsche F4	---	---

ALSO PRACTISED

6	Stirling Moss	Lotus 18/21	1960	916	Climax 4	Colotti 5	n/a
7	Masten Gregory	Lotus 18/21	1960	918	Climax 4	Colotti 5	n/a

GRID

Clark	Moss	T. Taylor
1-33.9	1-34.1	1-34.2
Bonnier	Gregory	
1-34.6	1-35.4	
Maggs	Barth	van der Vyver
1-36.4	1-37.4	1-37.6
Pieterse	Pheiffer	
1-40.0	1-40.5	
Philp	Serrurier	Viljoen
1-40.6	1-40.7	1-41.0
Menzler	Tingle	
1-41.6	1-41.7	
van Niekerk	Jennings	Podmore
1-42.9	1-43.1	1-45.7
Guthrie	Bosman	
1-45.9	1-46.4	
Wright	Trundell	Dunlop
1-46.7	1-47.6	1-52.1

Non-starters: reasons

9 practice accident
11 drove No 12
21 car damaged

Leaders

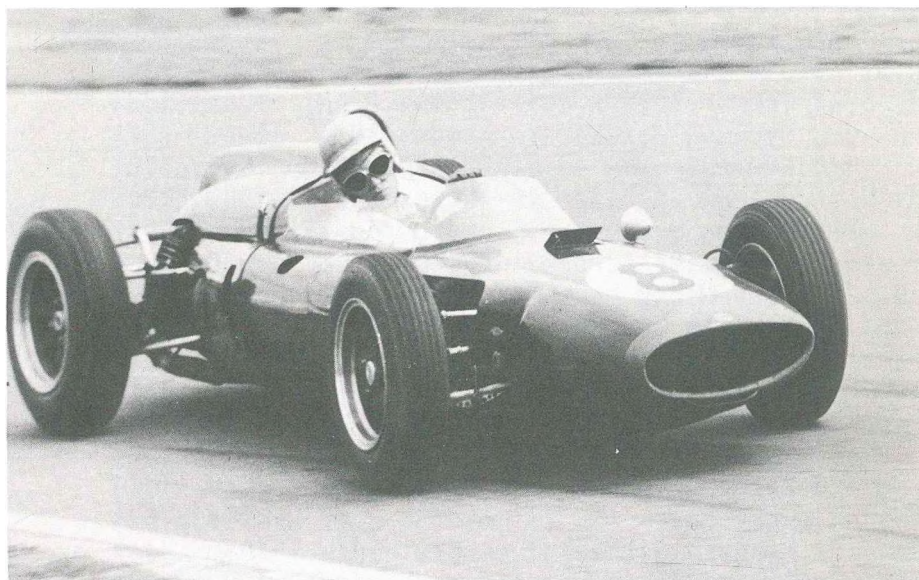
1-6 Clark
7-38 Moss
39-80 Clark

Retirements

5 Podmore con-rod
7 Pieterse gearbox
9 Gregory brake pipe
16 T. Taylor radiator
27 Trundell ignition
31 Bosman accident
31 Dunlop engine
59 Viljoen engine

Entrant

Team Lotus
 Team Lotus
 Syd van der Vyver
 Porsche System Engineering
 Porsche System Engineering
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Yeoman Credit Racing Team
 Scuderia Alfa
 Scuderia Lupini
 Don Philp
 Sam Tingle
 Ecurie Wolman
 Dave Wright
 Clive Trundell
 Bill Jennings
 G.E.Mennie
 Ted Lanfeair
 Adrian Pheiffer
 Bill Dunlop
 Ecurie Rhodes
 Bernard Podmore
 Scuderia Alfa



SOUTH AFRICAN GP: Maggs gets his first F1 drive in the Yeoman Credit Cooper 53, later to be sold to Mike Harris and fitted with Alfa Romeo engine.

Yeoman Credit Racing Team
 Scuderia Alfa
 A.H.Pillman

UDT-Laystall Racing Team
 UDT-Laystall Racing Team

RESULT

1 Clark	Lotus-Climax	2:06-49.2	92.20
2 Moss	Lotus-Climax	2:07-04.9	
3 Bonnier	Porsche	79 laps	
4 Maggs	Cooper-Climax	79 laps	
5 Barth	Porsche	78 laps	
6 van der Vyver	Lotus-Alfa Romeo	77 laps	
7 Serrurier	Cooper-Maserati	77 laps	
8 Tingle	LDS-Alfa Romeo	76 laps	
9 van Niekerk	Lotus-Ford	76 laps	
10 Menzler	Lotus-Borgward	75 laps	
11 Pheiffer	Cooper-Alfa Romeo	75 laps	
12 Jennings	Jennings-Porsche	71 laps	
13 Guthrie	Cooper-Alfa Romeo	71 laps	
14 Philp	Quodra-Climax	70 laps	
15 Wright	Cooper-Climax	65 laps	
<i>Fastest lap</i>			
Clark	Lotus-Climax	01-33.1	94.20

COMMENTARY

Clark won and Bonnier came third yet again, with Moss between them, and it began to look as if the finishing order of these S.A. races had been arranged well beforehand! This time, however, Clark did not have things all his own way, an early spin causing him to work very hard in catching Moss. A few months earlier and it might have been the other way round, but by now it was clear that the Scottish farmer and the latest Lotus were a match for any other four-cylinder car, even one driven by the great Moss. The entry was much the same as for the previous two events and the "credibility gap" between the first three rows of the grid and the remainder was very noticeable. Van der Vyver's efforts in the Lotus 18 were highly commendable, the fact that he occupied the position of South African champion obviously being no fluke.

V Cape Grand Prix

January 2 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jim Clark	Lotus 21	1961	937	Climax 4	ZF 5	1-28.4
2	Trevor Taylor	Lotus 21	1961	933	Climax 4	ZF 5	1-29.3
3	Syd van der Vyver	Lotus 18	1960		Alfa Romeo 4	Lotus 4	1-32.8
4	Edgar Barth	Porsche 718	1959	203	Porsche F4	Porsche 6	1-31.6
5	Joachim Bonnier	Porsche 718	1959	204	Porsche F4	Porsche 6	1-30.0
6	Masten Gregory	Lotus 18/21	1960	917	Climax 4	Colotti 5	1-31.1
7	Ernest Pieterse	Heron	1960		Alfa Romeo 4	Cooper 4	1-33.1
8	Tony Maggs	Cooper 53	1960	FI-1-61	Climax 4	Cooper 5	1-31.6
10	Neville Lederle	Lotus 18	1960		Ford 4	Lotus 4	1-38.4
15	Sam Tingle	LDS	1960	(01)	Alfa Romeo 4	Cooper 4	1-37.7
16	Helmut Menzler	Lotus 18	1960	911	Borgward 4	Lotus 4	1-34.5
18	Clive Trundell	Cooper 52	1959		Climax 4	Cooper 4	---
19	Bruce Jennings	Jennings	1959		Porsche F4	Porsche 5	---
20	Fanie Viljoen	LDS	1960	(03)	Climax 4	Cooper 4	1-35.5
21	John Love	LDS	1961	(04)	Porsche F4	Colotti 5	1-31.8
22	Bob van Niekerk	Lotus 18	1960		Ford 4	Lotus 4	1-35.3
23	Adrian Pheiffer	Cooper 52	1959		Alfa Romeo 4	Cooper 4	1-33.6
24	Bernard Podmore	Lotus 18	1960		Ford 4	Lotus 4	1-41.2
25	John Guthrie	Cooper 51	1959	FII-28-59	Alfa Romeo 4	Cooper 5	---

NON-STARTERS

9	Bruce Johnstone	Cooper 56	1961	---	Climax 4	---	---
11	Doug Serrurier	LDS	1960	---	Alfa Romeo 4	---	---
12	Doug Serrurier	Cooper 51	1959	---	Maserati 4	---	---
14	Don Philp	Quodra	1961	---	Climax 4	---	---
17	Vic Procter	Vic	1961		Alfa Romeo		n/a

GRID

Clark	T. Taylor	Bonnier
1-28.4	1-29.3	1-30.0
	Gregory	Barth
	1-31.1	1-31.6
Maggs	Love	van der Vyver
1-31.6	1-31.8	1-32.8
	Pieterse	Pheiffer
	1-33.1	1-33.6
Menzler	van Niekerk	Viljoen
1-34.5	1-35.3	1-35.5
	Tingle	Lederle
	1-37.7	1-38.4
Podmore	Trundell	Guthrie
1-41.2	---	---
	Jennings	

Non-starters: reasons

9 car damaged
 11 withdrawn
 12 withdrawn
 14 car not ready
 17 excluded

Leaders

1-3 Bonnier
 4-18 Clark
 19-25 T. Taylor
 26-33 Clark
 34-40 T. Taylor
 41-49 Clark
 50-60 T. Taylor

Retirements

5 Tingle engine
 6 Guthrie engine
 20 Trundell engine
 25 Pheiffer stub axle
 35 Jennings valve gear

Killarney

60 laps 123-47 miles

Entrant

Team Lotus
Team Lotus
Syd van der Vyver
Porsche System Engineering
Porsche System Engineering
UDT-Laystall Racing Team
Scuderia Alfa
Yeoman Credit Racing Team
Neville Lederle
Sam Tingle
Ecurie Wolman
Clive Trundell
Bill Jennings
G.E.Mennie
A.H.Pillman
Ted Lanfear
Adrian Pheiffer
Bernard Podmore
Ecurie Rhodes

Yeoman Credit Racing Team
Scuderia Alfa
Scuderia Lupini
Don Philp
Vic Procter

COMMENTARY

Another convincing demonstration by the "Lotus Twins" rounded off the South African series, and indeed the 1961 season. A rare spin by Clark allowed Trevor Taylor to get away and despite some fast lappery by the Lotus team leader it was T.T. who crossed the line first to chalk up a deserved and personally encouraging victory. John Love started in the new LDS-Porsche (it had been crashed at Westmead during practice) but lost time early on and in general the Springboks were outclassed by their overseas visitors. The one new car to appear was the incredibly dodgy Vic Special, built by one Vic Procter of Cape Town. It was so wayward in practice that the organisers refused it a start.

The year had been nothing if not varied, but in the World Championship stakes Ferrari had shown that there is nothing like being well-prepared before the show starts. The British teams, having bemoaned the introduction of this "underpowered" and "therefore dangerous" (!) formula, were caught with their pants down at the beginning of the year; fortunately, and creditably, they all did their darndest to rectify the situation and new chassis and (later) new V8 engines combined to close the gap on the red cars. Porsche had dropped behind, but the flat-8 engine was on its way.

RESULT

1	T. Taylor	Lotus-Climax	1:30-54.0	81.50
2	Clark	Lotus-Climax	1:30-54.6	
3	Bonnier	Porsche	1:31-00.6	
4	Gregory	Lotus-Climax	1:31-32.6	
5	Maggs	Cooper-Climax	1:31-36.0	
6	Barth	Porsche	59 laps	
7	van der Vyver	Lotus-Alfa Romeo	58 laps	
8	Pieterse	Heron-Alfa Romeo	58 laps	
9	Love	LDS-Porsche	58 laps	
10	Menzler	Lotus-Borgward	57 laps	
11	van Niekerk	Lotus-Ford	56 laps	
12	Viljoen	LDS-Climax	55 laps	
13	Podmore	Lotus-Ford	54 laps	
14	Lederle	Lotus-Ford	48 laps	
<i>Fastest lap</i>				
	Clark	Lotus-Climax	01-29.1	82.00



CAPE GP: Bonnier's Porsche 718 holds a slender lead over the Lotuses of Clark and Taylor, who dominated the four-race Springbok series.

IV Grand Prix de Bruxelles

April 1 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Stirling Moss	Lotus 18/21	1960	906	Climax V8	Colotti 6	2-03.3
2	Innes Ireland	Lotus 18/21	1960	916	Climax 4	Colotti 5	2-07.7
3	Masten Gregory	Lotus 18/21	1960	917	Climax 4	Colotti 5	2-09.6
4	John Surtees	Lola 4	1962	BRGP41	Climax 4	Colotti 5	2-09.8
5	Roy Salvadori	Cooper 56	1961		Climax 4	Colotti 5	2-09.2
6	Jim Clark	Lotus 24	1962	948	Climax V8	ZF 5	2-03.1
7	Trevor Taylor	Lotus 21	1961	938	Climax 4	Colotti 5	2-12.0
8	John Campbell-Jones	Emeryson	1961	1004	Climax 4	Colotti 5	2-13.0
9	Andre Pilette	Emeryson	1961	1005	Climax 4	Colotti 5	2-25.5
10	Willy Mairesse	Ferrari 156	1961	(03)	Ferrari V6	Ferrari 6	2-04.7
11	Lucien Bianchi	ENB	1962	---	Maserati 4	Colotti 5	2-32.5
12	Graham Hill	BRM 57	1961	5781	BRM V8	BRM 5	2-03.9
14	Tony Marsh	BRM 48/57	1961	573	BRM V8	BRM 5	2-06.0
16	Joachim Bonnier	Porsche 718	1959	203	Porsche F4	Porsche 6	2-06.2
17	Wolfgang Seidel	Porsche 718	1959	201	Porsche F4	Porsche 6	2-19.5
18	Heinz Schiller	Porsche 718	1959	202	Porsche F4	Porsche 6	2-17.5
19	Jo Siffert	Lotus 22	1962	22-J-7	Ford 4	Hewland 5	2-13.3
20	Ian Burgess	Cooper 53	1960	FI-3-61	Climax 4	Cooper 5	2-13.7
21	Keith Greene	Gilby	1961	---	Climax 4	Colotti 6	2-10.9

NON-STARTERS

8	Peter Arundell	Lotus 21	1961	---	Climax 4	---	---
15	Nino Vaccarella	Lotus 18/21	1960	912	Climax 4	Colotti 5	2-21.2
22	Bernard Collomb	Cooper 53	1960	FI-9-61	Climax 4	Cooper 5	n/a

Non-starters: reasons

8 car not ready--entry taken over by Campbell-Jones
 15 excluded
 22 car burnt out in practice accident

HEAT 1

Leaders

1-22 G.Hill

Retirements

1 Clark valve
 8 Pilette engine
 15 Bianchi engine
 18 Gregory front wishbone

Result

1	G.Hill	47-01.5
2	Moss	47-07.0
3	Mairesse	47-15.7
4	Marsh	47-32.6
5	Surtees	48-00.6
6	Bonnier	48-30.4
7	Ireland	48-33.0
8	Campbell-Jones	21 laps
9	Greene	21 laps
10	Salvadori	21 laps
11	Burgess	21 laps
12	Schiller	20 laps
13	Siffert	20 laps
14	Seidel	20 laps
15	T.Taylor	19 laps

Fastest lap

Moss 02-02.0

HEAT 2

Leaders

1-2 Mairesse

3-10 Moss

11 Salvadori

12-16 Bonnier

17-22 Mairesse

Retirements

2 G.Hill disqualified
 2 Marsh disqualified
 4 Surtees engine
 6 T.Taylor broken wheel
 11 Moss valve gear
 14 Salvadori engine

Result

1	Mairesse	45-39.2
2	Bonnier	45-46.5
3	Ireland	46-13.5
4	Campbell-Jones	46-56.8
5	Greene	47-21.7
6	Burgess	21 laps
7	Siffert	21 laps
8	Schiller	21 laps
9	Seidel	21 laps
10	T.Taylor	6 laps

Fastest lap

Moss 02-00.0

HEAT 3

Leaders

1-22 Mairesse

Retirements

18 Burgess engine

Result

1	Mairesse	45-42.2
2	Bonnier	46-10.4
3	Ireland	46-31.2
4	T.Taylor	46-47.2
5	Greene	46-56.2
6	Siffert	21 laps
7	Seidel	21 laps
8	Schiller	21 laps
9	Burgess	18 laps
10	Campbell-Jones	12 laps

Fastest lap

Mairesse 02-02.1

Entrant

Rob Walker Racing Team
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Bowmaker Racing Team
 Bowmaker Racing Team
 Team Lotus
 Team Lotus
 Emeryson Cars
 Andre Pilette
 SEFAC Ferrari
 Equipe Nationale Belge
 Owen Racing Organisation
 Owen Racing Organisation
 Scuderia SSS Republica di Venezia
 Autosport Team Wolfgang Seidel
 Ecurie Nationale Suisse
 Ecurie Nationale Suisse
 Anglo-American Equipe
 Gilby Engineering

Team Lotus
 Scuderia SSS Republica di Venezia
 Bernard Collomb

GRID (Heat 1)

G.Hill	Moss	Clark
2-03.9	2-03.3	2-03.1
	Marsh	Mairesse
	2-06.0	2-04.7
Salvadori	Ireland	Bonnier
2-09.2	2-07.7	2-06.2
	Surtees	Gregory
	2-09.8	2-09.6
Campbell-Jones	T.Taylor	Greene
2-13.0	2-12.0	2-10.9
	Burgess	Siffert
	2-13.7	2-13.3
Pilette	Seidel	Schiller
1-25.5	2-19.5	2-17.5
	L.Bianchi	
	2-32.5	

OVERALL RESULT

1 Mairesse	Ferrari	5 points
2 Bonnier	Porsche	10 points
3 Ireland	Lotus-Climax	13 points
4 Greene	Gilby-Climax	19 points
5 Campbell-Jones	Emeryson-Climax	22 points
6 Siffert	Lotus-Ford	26 points
7 Burgess	Cooper-Climax	26 points
8 Schiller	Porsche	28 points
9 Seidel	Porsche	30 points
10 T.Taylor	Lotus-Climax	31 points

Fastest lap

Moss Lotus-Climax 02-00.0 84.85

COMMENTARY

If 1961 had benefited from the brave and consistent efforts of those with ex-Formula Two vehicles, 1962 was clearly going to demand investment in newer and altogether more purpose-built machinery, and indeed from now on anyone who had serious thoughts of winning could hardly rely on a four-cylinder engine. At Brussels the writing was quickly inscribed upon the wall when the five multi-cylinder cars entered occupied the first five places on the starting grid. These were Clark in a new Lotus model, the Type 24, designed specifically to accept the Climax V8 unit; Moss, still with the Rob Walker Lotus 18 Special, but with V8 Climax of course; Graham Hill with the P57 BRM V8 which had appeared for Monza practice, and which was destined to have an illustrious history; Marsh with a BRM 48/57 (the '61 spare) now with V8 engine; and Mairesse in a '61 Ferrari V6, this being the chassis used at Monza by Rodriguez. Apart from the Lotus 24 there were several other new cars present, namely Taylor's Lotus 21, Siffert's Formula Junior Lotus 22 with 1½ litre Ford engine, Surtees's very new and extremely attractive Lola Mk 4 and the ENB, a "bitza" machine built up from such parts Equipe Nationale Belge could salvage from their previous year's Emerysons. Ireland had joined UDT-Laystall and found himself back driving Lotus 18s, Salvadori had the Y-C Cooper 56, Campbell-Jones drove a surprisingly nippy works Emeryson, albeit a '61 model, and Bonnier was still in a four-cylinder Porsche, this one being Gurney's car from the previous year and entered now by the Scuderia Venezia stable. Seidel had borrowed de Beaufort's Porsche and a third of the marque was in the hands of the Swiss Heinz Schiller, this having last been driven by Baghetti in the Coppa Italia.

Once again the organisers mucked things up by disqualifying G.Hill and Marsh for push-starting in Heat 2. Moss went out with a broken timing wheel after leading, leaving Mairesse to provide a popular victory despite some wild driving. A major disaster befell Collomb's Cooper, which was burnt out during practice.



BRUSSELS GP: Moss in Rob Walker's V8-engined Lotus 18/21 slithers his way past Seidel in de Beaufort's Porsche 718 after the British driver had left the track due to a grabbing brake.

III Lombank Trophy

April 14 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Joachim Bonnier	Porsche 718	1959	203	Porsche F4	Porsche 6	1-38.2
3	Jim Clark	Lotus 24	1962	948	Climax V8	ZF 5	1-34.4
4	Trevor Taylor	Lotus 21	1961	938	Climax 4	Colotti 5	1-37.0
6	Innes Ireland	Lotus 18/21	1960	916	Climax 4	Colotti 5	1-36.6
7	Stirling Moss	Lotus 18/21	1960	906	Climax V8	Colotti 6	1-34.2
8	Masten Gregory	Lotus 18/21	1960	917	Climax 4	Colotti 5	1-36.4
9	Graham Hill	BRM 57	1961	5781	BRM V8	BRM 5	1-34.6
11	Roy Salvadori	Cooper 56	1961		Climax 4	Colotti 5	1-39.8
12	John Surtees	Lola 4	1962	BRGP41	Climax 4	Colotti 5	1-35.8
14	Tim Parnell	Lotus 18/21	1960	(P2)	Climax 4	Colotti 5	1-38.8
15	Tony Shelly	Lotus 18/21	1960	(P1)	Climax 4	Colotti 5	1-40.4
16	Graham Eden	Emeryson	1961	1005	Climax 4	Colotti 5	1-47.8
17	Wolfgang Seidel	Porsche 718	1959	201	Porsche F4	Porsche 6	1-42.8
18	Chris Ashmore	Cooper 51	1959		Climax 4	Cooper 4	1-51.8
20	Keith Greene	Gilby	1961	---	Climax 4	Colotti 6	1-38.8

NON-STARTERS

1	Jack Brabham	Lotus 21	1961	---	Climax 4	---	---
5	Peter Arundell	Lotus 21	1961	---	Climax 4	---	---
10	Ritchie Ginther	BRM 57	1961	---	BRM V8	---	---
19	Ross Greenville	Cooper	---	---	Climax 4	---	---
21	Ian Burgess	Cooper 53	1960	---	Climax 4	---	---
22	Tony Settember	Emeryson	1961	---	Climax 4	---	---

GRID

Surtees	G.Hill	Clark	Moss
1-35.8	1-34.6	1-34.4	1-34.2
T.Taylor	Ireland	Gregory	
1-37.0	1-36.6	1-36.4	
Salvadori	Greene	Parnell	Bonnier
1-39.8	1-38.8	1-38.8	1-38.2
Eden	Seidel	Shelly	
1-47.8	1-42.8	1-40.4	
		C.Ashmore	
		1-51.8	

Non-starters: reasons

1 car damaged by fire in workshop
 5 no car
 10 driver unfit
 19 driver unfit
 21 car not ready
 22 car not ready

Leaders

1-5 G.Hill
 6-17 Moss
 18-50 Clark

Retirements

3 Salvadori engine
 7 Gregory accident
 7 Ireland accident
 8 T.Taylor engine
 15 Eden clutch
 16 Surtees overheating
 17 Parnell overheating

RESULT

1	Clark	Lotus-Climax	1:20-25.6	101.09
2	G.Hill	BRM	1:21-23.0	
3	Bonnier	Porsche	49 laps	
4	Greene	Gilby-Climax	49 laps	
5	Shelly	Lotus-Climax	47 laps	
6	Seidel	Porsche	46 laps	
7	Moss	Lotus-Climax	45 laps	
8	C.Ashmore	Cooper-Climax	42 laps	
<i>Fastest lap</i>				
	Moss	Lotus-Climax	01-33.6	104.23

Entrant

Scuderia SSS Republica di Venezia
 Team Lotus
 Team Lotus
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Owen Racing Organisation
 Bowmaker Racing Team
 Bowmaker Racing Team
 Tim Parnell
 John Dalton
 Gerry Ashmore
 Autosport Team Wolfgang Seidel
 Gerry Ashmore
 Gilby Engineering

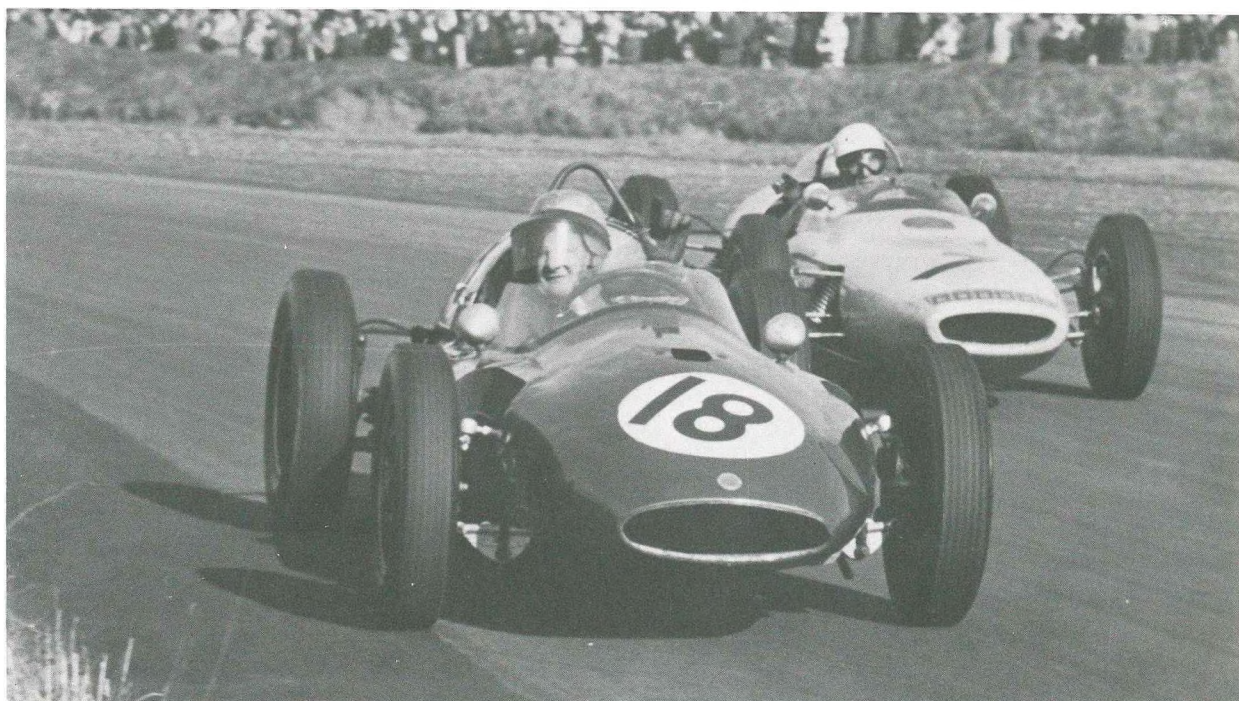
Brabham Racing Organisation
 Team Lotus
 Owen Racing Organisation
 Ross Greenville
 Anglo-American Equipe
 Emeryson Cars

COMMENTARY

The British public's first sight of the V8-engined cars was an encouraging one with Clark, Moss and G.Hill again dominating the proceedings, the "tearing calico" sound of the Climax and the lower, more musical note of the BRM causing the familiar rough growl of the four-cylinders to pale into insignificance.

Despite the V8 engine Moss's car was in essence an elderly one, the chassis having been loaned to UDT-Laystall and painted light green; yet once more he was without doubt the quickest competitor on the circuit. Throttle trouble cost him the race and after several pitstops he settled for a "demonstration" of fast driving which netted him the fastest lap, 4.4 seconds inside the old 1½ litre record. Clark in the Brussels Lotus outpaced Hill's BRM while the new Lola went out with a cooked engine. "Teammates" Ireland and Gregory eliminated each other in a needless accident.

John Dalton had a new Lotus 18 chassis built outside the Lotus factory and therefore carrying no official chassis number, this car being driven by the young New Zealander Tony Shelly. A similar 18/21, again brand new, was in the hands of Tim Parnell and for the sake of clarity we have "numbered" these chassis "P1" and "P2" respectively. Gerry Ashmore had bought Pilette's Emeryson, this chassis having been brand new at Brussels, while of the non-starters Brabham's new Lotus had been damaged by fire and Ginther was still unfit after crashing and writing off another BRM P57 (No 5782) during private testing, it too having caught fire.



LOMBANK TROPHY: Chris Ashmore in his 1959 Cooper waves through Moss in the V8 Lotus, now on loan to UDT-Laystall.

XIV Lavant Cup

April 23 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
6	Roy Salvadori	Lola 4	1962	BRGP43	Climax 4	Colotti 5	1-49.2
10	Tony Settember	Emeryson	1961	1004	Climax 4	Colotti 5	1-44.8
11	Wolfgang Seidel	Porsche 718	1959	201	Porsche F4	Porsche 6	1-56.0
12	Gunther Seifert	Lotus 18	1960	373	Climax 4	Lotus 5	---
14	Gerry Ashmore	Lotus 18/21	1960	919	Climax 4	Lotus 5	---
15	Graham Eden	Emeryson	1961	1005	Climax 4	Colotti 5	2-02.2
16	Jay Chamberlain	Lotus 18	1960	908	Climax 4	Lotus 5	1-50.8
17	Tony Shelly	Lotus 18/21	1960	(P1)	Climax 4	Colotti 5	1-42.8
18	Keith Greene	Gilby	1961	---	Climax 4	Colotti 6	1-59.0
21	John Surtees	Lola 4	1962	BRGP41	Climax 4	Colotti 5	1-43.0
22	Bruce McLaren	Cooper 55	1961	FI-11-61	Climax 4	Cooper 5	1-37.0

NON-STARTERS

3	---	Lotus 21	1961	---	Climax 4	---	---
19	John Campbell-Jones	Emeryson	1961	1006	Climax 4	Colotti 5	1-50.0
24	Ross Greenville	Cooper	---	---	Climax 4	---	---

GRID

Surtees	Shelly	McLaren
1-43.0	1-42.8	1-37.0
	Salvadori	Settember
	1-49.2	1-44.8
Seidel	Chamberlain	---
1-56.0	1-50.8	
	Eden	Greene
	2-02.2	1-59.0
	G.Ashmore	Seifert
	---	---

Non-starters: reasons

3 withdrawn
 19 engine trouble on grid
 24 driver unfit

Leaders

1-2 McLaren
 3-4 Surtees
 4-21 McLaren

Retirements

3 Seifert accident
 4 Surtees accident
 8 Settember oil and water leaks
 12 G.Ashmore oil pipe

RESULT

1	McLaren	Cooper-Climax	30-31.8	99.05
2	Salvadori	Lola-Climax	31-17.6	
3	Shelly	Lotus-Climax	31-28.0	
4	Greene	Gilby-Climax	20 laps	
5	Chamberlain	Lotus-Climax	19 laps	
6	Eden	Emeryson-Climax	19 laps	
7	Seidel	Porsche	19 laps	

Fastest lap

McLaren Cooper-Climax 01-25.4 101.17

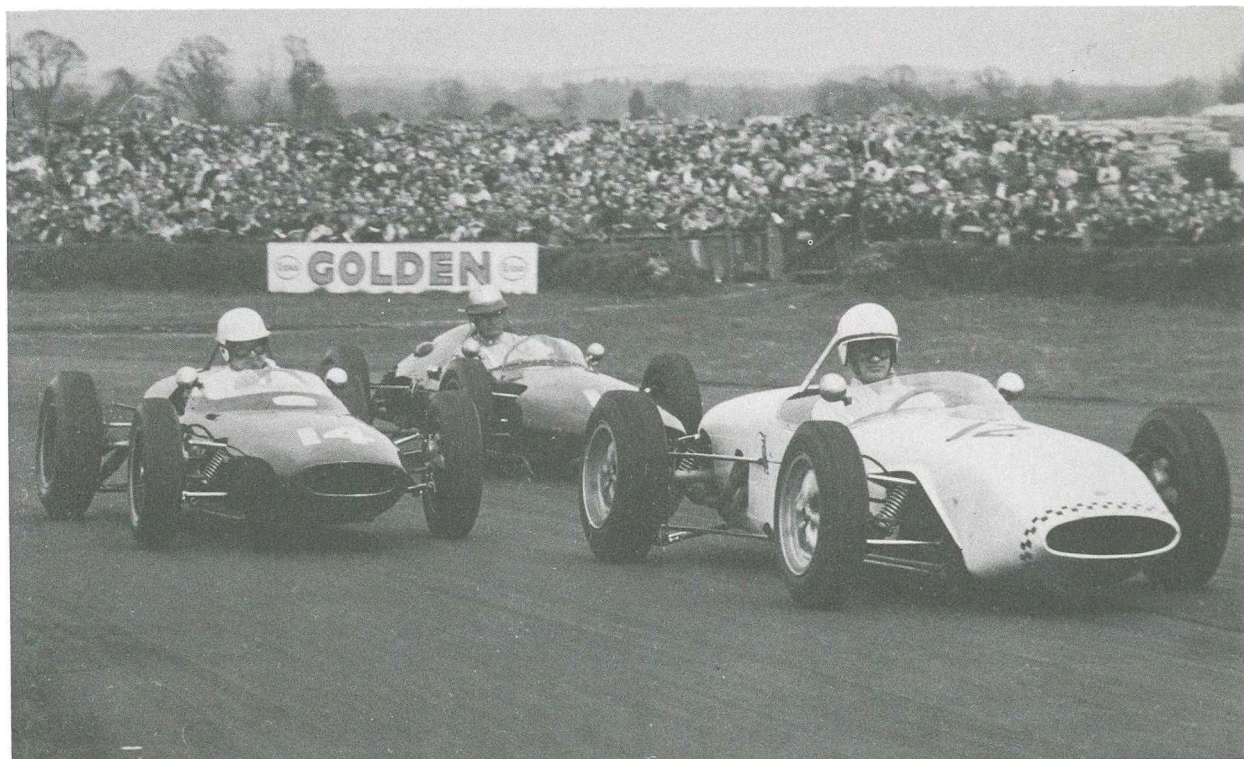
COMMENTARY

In 1960 the BARC had laid on both a Formula One race and a Formula Two race as part of their Easter programme and the club was clearly anxious to repeat the presentation. Thus in the absence of any F2 they ran two F1 events, the first of which was limited to four-cylinder cars only. This enabled McLaren, who had had a miserable '61 season, to demonstrate that Cooper were still alive and well, though Surtees might have beaten him had tailender Gunther Seifert, in Seidel's ex-works Lotus, not got in the way entering the chicane. The result was a spectacular if unfortunate shunt and a very annoyed Surtees, but team-mate Salvadori, in a second and brand new Lola, was able to follow McLaren home. The other new car entered, Campbell-Jones' Emeryson, suffered engine bothers on the starting grid.

Entrant

Bowmaker Racing Team
Emeryson Cars
Autosport Team Wolfgang Seidel
Autosport Team Wolfgang Seidel
Gerry Ashmore
Gerry Ashmore
Jay Chamberlain
John Dalton
Gilby Engineering
Bowmaker Racing Team
Cooper Car Co

Team Lotus
Emeryson Cars
Ross Greenville



LAVANT CUP: Seifert's ex-works Lotus 18 is under attack from Gerry Ashmore's Lotus 18/21 and Eden's Emeryson. The German driver was soon to spoil the race by getting in the way of Surtees while entering the chicane.

X Glover Trophy

April 23 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Graham Hill	BRM 57	1961	5781	BRM V8	BRM 5	1-36.2
2	Ritchie Ginther	BRM 57	1961	5783	BRM V8	BRM 5	1-38.4
4	Bruce McLaren	Cooper 55	1961	FI-11-61	Climax 4	Cooper 5	1-37.0
5	John Surtees	Lola 4	1962	BRGP42	Climax V8	Colotti 5	1-37.8
6	Roy Salvadori	Lola 4	1962	BRGP43	Climax 4	Colotti 5	1-49.2
7	Stirling Moss	Lotus 18/21	1960	906	Climax V8	Colotti 6	1-34.2
8	Innes Ireland	Lotus 18/21	1960	916	Climax 4	Colotti 5	1-37.6
9	Masten Gregory	Lotus 18/21	1960	917	Climax 4	Colotti 5	1-43.0
10	Tony Settember	Emeryson	1961	1004	Climax 4	Colotti 5	1-44.8
11	Wolfgang Seidel	Porsche 718	1959	201	Porsche F4	Porsche 6	1-56.0
14	Gerry Ashmore	Lotus 18/21	1960	919	Climax 4	Lotus 5	---
15	Graham Eden	Emeryson	1961	1005	Climax 4	Colotti 5	2-02.2
16	Jay Chamberlain	Lotus 18	1960	908	Climax 4	Lotus 5	1-50.8
17	Tony Shelly	Lotus 18/21	1960	(P1)	Climax 4	Colotti 5	1-42.8
18	Keith Greene	Gilby	1961	---	Climax 4	Colotti 6	1-59.0

NON-STARTERS

3	---	Lotus 21	1961	---	Climax 4	---	---
12	Gunther Seifert	Lotus 18	1960	373	Climax 4	Lotus 5	---
19	John Campbell-Jones	Emeryson	1961	1006	Climax 4	Colotti 5	1-50.0

GRID

McLaren	G.Hill	Moss
1-37.0	1-36.2	1-34.2
	Surtees	Ireland
	1-37.8	1-37.6
Gregory	Shelly	Ginther
1-43.0	1-42.8	1-38.4
	Salvadori	Settember
	1-49.2	1-44.8
Seidel	Chamberlain	---
1-56.0	1-50.8	
	Eden	Greene
	2-02.2	1-59.0
		G.Ashmore

Non-starters: reasons

3 withdrawn
 12 car damaged in Lavant Cup
 19 engine trouble at start of Lavant Cup

Leaders

1-2 McLaren
 3-42 G.Hill

Retirements

6 Chamberlain water leak
 6 Eden engine
 35 Surtees engine
 36 Moss accident

RESULT

1	G.Hill	BRM	58-55.2	102.65
2	McLaren	Cooper-Climax	59-38.6	
3	Ireland	Lotus-Climax	41 laps	
4	Salvadori	Lola-Climax	41 laps	
5	Gregory	Lotus-Climax	41 laps	
6	Shelly	Lotus-Climax	40 laps	
7	Greene	Gilby-Climax	39 laps	
8	Settember	Emeryson-Climax	38 laps	
9	Ashmore	Lotus-Climax	38 laps	
10	Ginther	BRM	38 laps	
11	Seidel	Porsche	38 laps	

Fastest lap

Moss	Lotus-Climax	01-22.0	105.37
Surtees	Lola-Climax	01-22.0	105.37

Entrant

Owen Racing Organisation
 Owen Racing Organisation
 Cooper Car Co
 Bowmaker Racing Team
 Bowmaker Racing Team
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Emeryson Cars
 Autosport Team Wolfgang Seidel
 Gerry Ashmore
 Gerry Ashmore
 Jay Chamberlain
 John Dalton
 Gilby Engineering

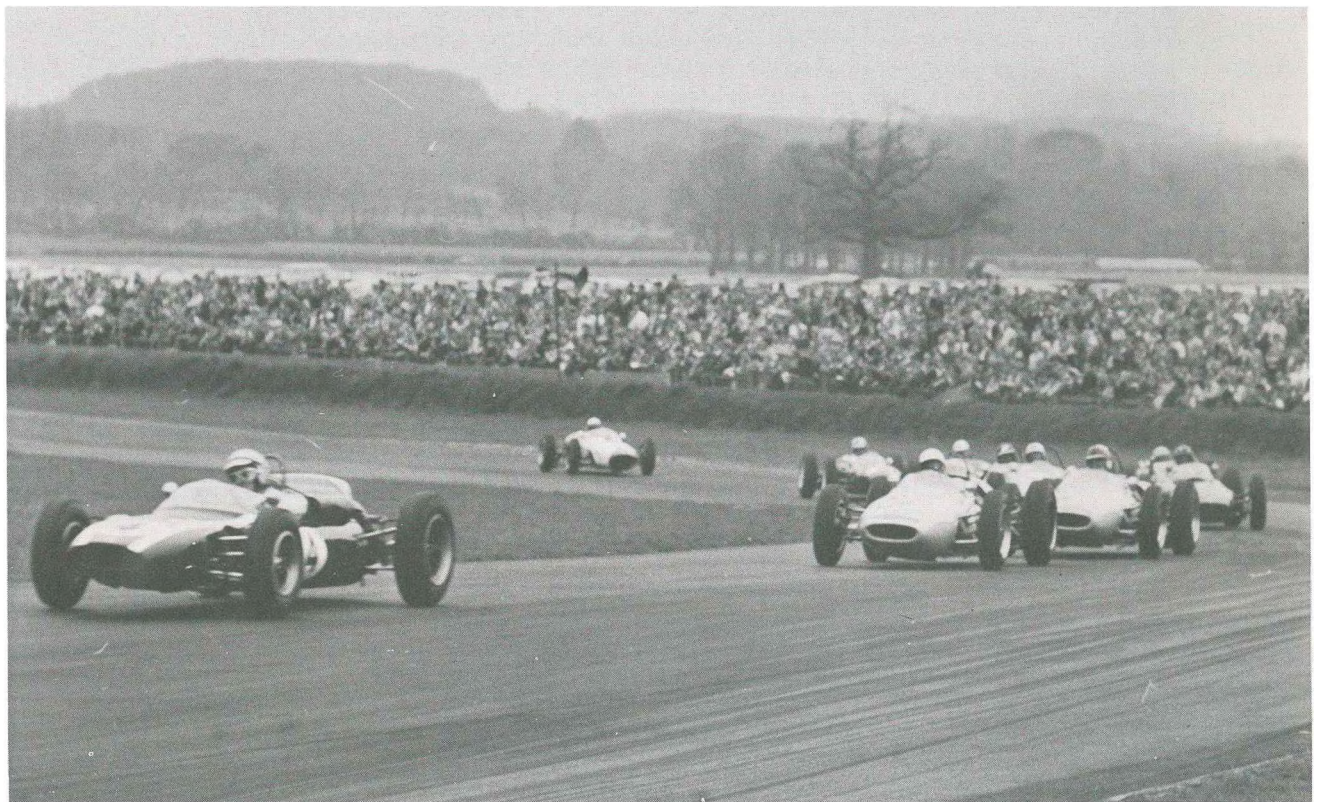
Team Lotus

Autosport Team Wolfgang Seidel
 Emeryson Cars

COMMENTARY

The 1962 Glover Trophy was a fateful event for British motor sport, for it marked the last racing appearance of Stirling Moss, for many the best driver since the war. Quite what caused his V8 Lotus to career off the track and into the bank only two laps before the end we shall probably never determine. It could have been driver error although clearly most fans will prefer the popular "sticking-throttle" theory. Certainly Moss's race was an uncanny repeat of his Snetterton drive, when he had suffered throttle linkage problems: well in contention at the start, forced way back through pit-stops (this time to sort out selection difficulties with the new Colotti six-speed gearbox) and ending up going all out for the lap record. The Lotus was written-off of course but amazingly the driver, though badly injured, survived.

Hill drove a fine race in the BRM to win from McLaren, while Ginther's new BRM 57 (No 5783) had trouble starting. Surtees's new Lola V8 proved fast but frail.



GLOVER TROPHY: Moss, in his last race, lies second here to McLaren's four-cylinder Cooper 55. Winner Graham Hill lies about fifth.

XXII Grand Prix de Pau

April 23 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Jim Clark	Lotus 24	1962	948	Climax V8	ZF 5	1-30.6
4	Trevor Taylor	Lotus 24	1962	950	Climax 4	ZF 5	1-34.1
6	Ricardo Rodriguez	Ferrari 156	1961	(02)	Ferrari V6	Ferrari 6	1-32.5
8	Lorenzo Bandini	Ferrari 156	1961	(03)	Ferrari V6	Ferrari 6	1-33.1
10	Jack Brabham	Lotus 21	1961	936	Climax 4	Colotti 5	1-32.9
12	Maurice Trintignant	Lotus 18/21	1960	918	Climax 4	Colotti 5	1-33.1
14	Ludwig Heimrath	Porsche 718	1959	204	Porsche F4	Porsche 6	1-36.2
16	Joachim Bonnier	Porsche 718	1959	203	Porsche F4	Porsche 6	1-32.7
18	Nino Vaccarella	Lotus 18/21	1960	912	Climax 4	Colotti 5	1-36.1
20	Tony Marsh	BRM 48/57	1961	573	BRM V8	BRM 5	1-34.0
22	Jack Lewis	BRM 48/57	1961	572	BRM V8	BRM 5	1-33.7
24	Lucien Bianchi	ENB	1962	---	Maserati 4	Colotti 5	1-35.9
26	Ian Burgess	Cooper Sp.	1961	---	Climax 4	Cooper 5	1-37.2
32	Jo Siffert	Lotus 21	1961	938	Climax 4	Colotti 5	1-37.2
34	Heinz Schiller	Porsche 718	1959	202	Porsche F4	Porsche 6	1-38.5
40	Jo Schlesser	Cooper 51	1959		Climax 4	Cooper 4	1-39.1

NON-STARTERS

28	Bernard Collomb	Cooper 53	1960	FI-9-61	Climax 4	---	---
30	Michel May	---	---	---	---	---	---
36	Kurt Kuhnke	Lotus 18	1960	914	Climax 4	Lotus 5	1-59.3
38	Maurice Caillet	Cegga	1962	---	Maserati 4	Maserati 5	1-45.0

GRID

Bonnier	R.Rodriguez	Clark
1-32.7	1-32.5	1-30.6
Trintignant	Brabham	
1-33.1	1-32.9	
Marsh	Lewis	Bandini
1-34.0	1-33.7	1-33.1
L.Bianchi	T.Taylor	
1-35.9	1-34.1	
Burgess	Heimrath	Vaccarella
1-37.2	1-36.2	1-36.1
Schiller	Siffert	
1-38.5	1-37.2	
	Schlesser	
	1-39.1	

Non-starters: reasons

28 car destroyed
 30 withdrawn
 36 excluded
 38 excluded

Leaders

1-8 R.Rodriguez
 9-15 Clark
 16-100 Trintignant

Retirements

4 Brabham oil pressure
 24 Heimrath accident
 24 Clark gear change linkage
 62 L.Bianchi rear suspension
 70 Bonnier crown wheel and pinion

RESULT

1	Trintignant	Lotus-Climax	2:39-35.5	64.48
2	R.Rodriguez	Ferrari	2:40-09.1	
3	Lewis	BRM	2:40-10.1	
4	Marsh	BRM	99 laps	
5	Bandini	Ferrari	99 laps	
6	Vaccarella	Lotus-Climax	98 laps	
7	Siffert	Lotus-Climax	97 laps	
8	Burgess	Cooper-Climax	95 laps	
9	Schiller	Porsche	95 laps	
10	Schlesser	Cooper-Climax	94 laps	
11	T.Taylor	Lotus-Climax	92 laps	

Fastest lap

Clark Lotus-Climax 01-33.4 66.09

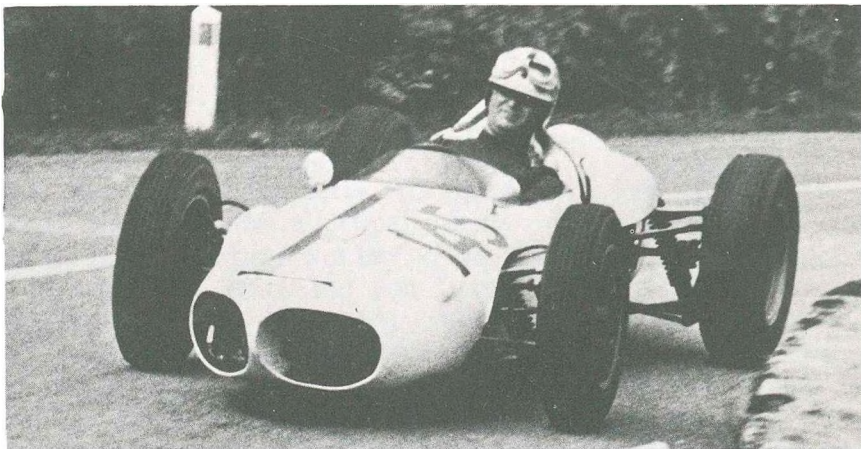
Entrant

Team Lotus
 Team Lotus
 SEFAC Ferrari
 SEFAC Ferrari
 Brabham Racing Organisation
 Rob Walker Racing Team
 Porsche System Engineering
 Scuderia SSS Repubblica di Venezia
 Scuderia SSS Repubblica di Venezia
 Owen Racing Organisation
 Ecurie Galloise
 Equipe Nationale Belge
 Anglo-American Equipe
 Ecurie Nationale Suisse
 Ecurie Nationale Suisse
 Equipe Lausanne

Bernard Collomb
 Michel May
 Autosport Team Wolfgang Seidel
 Ets Cegga

COMMENTARY

The coincidence of the Pau Grand Prix with the Goodwood meeting meant that on this Easter Monday a remarkable total of three Formula One events were held. If anything, Pau attracted an even better entry than did the Sussex track, with teams from Ferrari and Lotus taking the race very seriously indeed. Clark's car was as seen before, but Trevor Taylor had a new Type 24, albeit still with four-cylinder engine. Bandini had Mairesse's Brussels Ferrari, with 60° engine, while Rodriguez was given the car last raced by Phil Hill at Monza. British private owners Marsh and Lewis provided strong and welcome opposition to the works teams with their BRMs, both Type 48/57s and both now with V8 engines, Lewis's Ecurie Galloise car being Brooks's works model from 1961. Jack Brabham turned up with a hastily prepared Lotus 21, No 936, and from Lotus records it would appear that this was the damaged chassis repaired rather than a second new one. Trintignant, the local hero, was in a Lotus 18/21 which Rob Walker had been loaned by UDT-Laystall--a "swop" for the V8 car Moss drove at Goodwood--this being No. 918, while Nino Vaccarella drove the famous Lotus No. 912 which Moss had campaigned so successfully the previous year. Further new cars came from Ian Burgess, who had built up the Aiden-Cooper Special, based on a Formula Junior chassis, with rear-mounted radiators and special bodywork, and from the brothers Claude and Georges Gachnang, a Swiss pair who had constructed the Cegga. The car was essentially conventional, with Maserati engine and gearbox, but the driver Caillet was unable to qualify it. Kuhnke, in an ex-Seidel Lotus, was also excluded. The race did not follow the expected pattern for Clark retired and the canny Trintignant saw off all the other multi-cylinder cars to win his third Pau GP, with Rodriguez and Lewis scrapping over second place. Canadian Ludwig Heimrath, who had earned a drive in this race through his '61 performances in Canada, lasted only 24 laps before crunching the works Porsche. All this year's Ferraris, incidentally, were equipped with six-speed gearboxes.



PAU GP: No picture available from the race itself, but here is a shot of the ENB-Maserati, seen at the Cote de Hauyet hillclimb and driven by Nicolas Koob.

VII Aintree 200

April 28 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Phil Hill	Ferrari 156	1961	(04)	Ferrari V6	Ferrari 6	1-57.4
2	Giancarlo Baghetti	Ferrari 156	1961	(02)	Ferrari V6	Ferrari 6	1-57.6
3	John Surtees	Lola 4	1962	BRGP42	Climax V8	Colotti 5	1-55.0
4	Roy Salvadori	Lola 4	1962	BRGP43	Climax 4	Colotti 5	2-03.0
5	Jim Clark	Lotus 24	1962	948	Climax V8	ZF 5	1-53.8
6	Trevor Taylor	Lotus 24	1962	950	Climax 4	ZF 5	2-08.4
8	Innes Ireland	Lotus 18/21	1960	916	Climax 4	Colotti 5	1-56.6
9	Masten Gregory	Lotus 18/21	1960	917	Climax 4	Colotti 5	1-57.0
10	Jack Brabham	Lotus 21	1961	936	Climax 4	Colotti 5	---
11	Graham Hill	BRM 57	1961	5781	BRM V8	BRM 5	1-55.0
12	Ritchie Ginther	BRM 57	1961	5783	BRM V8	BRM 5	1-56.6
15	Tony Marsh	BRM 48/57	1961	573	BRM V8	BRM 5	1-59.2
16	Bruce McLaren	Cooper 55	1961	FI-11-61	Climax 4	Cooper 5	1-57.0
17	Ian Burgess	Cooper Sp.	1961	---	Climax 4	Cooper 5	2-10.6
19	Tony Shelly	Lotus 18/21	1960	(P1)	Climax 4	Colotti 5	2-02.0
20	Jay Chamberlain	Lotus 18	1960	908	Climax 4	Lotus 5	2-05.4
21	Tim Parnell	Lotus 18/21	1960	(P2)	Climax 4	Colotti 5	2-04.4
22	David Piper	Lotus 18/21	1960	919	Climax 4	Lotus 5	2-05.4
23	Keith Greene	Gilby	1961	---	Climax 4	Colotti 6	2-00.0
24	Tony Settember	Emeryson	1961	1004	Climax 4	Colotti 5	2-07.4
25	John Campbell-Jones	Emeryson	1961	1006	Climax 4	Colotti 5	1-59.8
26	Wolfgang Seidel	Porsche 718	1959	201	Porsche F4	Porsche 6	2-02.0
27	Gunther Seifert	Lotus 18	1960	373	Climax 4	Lotus 5	2-11.6
<i>NON-STARTERS</i>							
7	Stirling Moss	Lotus 18/21	1960	---	Climax V8	Colotti 6	---
14	Jack Lewis	BRM 48/57	1961	---	BRM V8	---	---
18	Ross Greenville	Cooper	---	---	Climax 4	---	---
<i>PRACTICE CARS</i>							
5T	Jack Brabham	Lotus 24	1962	948	Climax V8	ZF 5	2-00.0

GRID

Clark	G.Hill	Surtees
1-53.8	1-55.0	1-55.0
	Ginther	Ireland
	1-56.6	1-56.6
McLaren	Gregory	P.Hill
1-57.0	1-57.0	1-57.4
	Baghetti	Marsh
	1-57.6	1-59.2
Campbell-Jones	Greene	Shelly
1-59.8	2-00.0	2-02.0
	Seidel	Salvadori
	2-02.0	2-03.0
Parnell	Piper	Chamberlain
2-04.4	2-05.4	2-05.4
	Settember	T.Taylor
	2-07.4	2-08.4
Burgess	Seifert	Brabham
2-10.6	2-11.6	---

Non-starters: reasons

7 driver injured, car written-off
14 car not ready
18 withdrawn

Leaders

1 Ginther
2-50 Clark

Retirements

1 Chamberlain disqualified for push-start
5 Brabham gearbox
6 Marsh oil leak
8 Salvadori throttle linkage
10 Seidel differential
22 Ginther gearbox
26 Ireland valve
34 Gregory valve
37 Surtees valve gear
45 G.Hill piston

Entrant

SEFAC Ferrari
 SEFAC Ferrari
 Bowmaker Racing Team
 Bowmaker Racing Team
 Team Lotus
 Team Lotus
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Brabham Racing Organisation
 Owen Racing Organisation
 Owen Racing Organisation
 Owen Racing Organisation
 Cooper Car Co
 Anglo-American Equipe
 John Dalton
 Jay Chamberlain
 Tim Parnell
 Speed Sport
 Gilby Engineering
 Emeryson Cars
 Emeryson Cars
 Autosport Team Wolfgang Seidel
 Autosport Team Wolfgang Seidel

UDT-Laystall Racing Team
 Ecurie Galloise
 Ross Greenville

Team Lotus



AINTREE 200: Ginther presses on in his handsome BRM 57. He wrote the car off at Silverstone just two weeks later.

RESULT

1 Clark	Lotus-Climax	1:37-08.2	92.65
2 McLaren	Cooper-Climax	1:38-38.4	
3 P.Hill	Ferrari	1:38-42.4	
4 Baghetti	Ferrari	1:38-43.2	
5 T.Taylor	Lotus-Climax	49 laps	
6 Campbell-Jones	Emeryson-Climax	48 laps	
7 Shelly	Lotus-Climax	48 laps	
8 Settember	Emeryson-Climax	48 laps	
9 Parnell	Lotus-Climax	46 laps	
10 Greene	Gilby-Climax	40 laps	
11 Piper	Lotus-Climax	38 laps	
12 Seifert	Lotus-Climax	37 laps	
13 Burgess	Cooper-Climax	24 laps	

Fastest lap

Clark Lotus-Climax 01-54.0 94.74

COMMENTARY

There were no new cars at Aintree, but World Champion Phil Hill made his 1962 debut in the works Ferrari, alongside Giancarlo Baghetti, now a proper member of the Scuderia. Not everybody was certain that Hill was an altogether worthy champion, and certainly he had, on occasion, been outdriven in 1961 by both Moss and von Trips. Nevertheless there was little doubt that when in the mood he could go incredibly quickly, and with great determination: his 08-55.2 lap of the Nurburgring during practice was itself one of the outstanding achievements of the previous season. Unfortunately he was not feeling well at Aintree and the performance of both Ferraris was generally disappointing. McLaren drove superbly, but star of the show was unquestionably Clark, who was uncatchable.

XIV International Trophy

May 12 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Graham Hill	BRM 57	1961	5781	BRM V8	BRM 5	1-34.6
2	Ritchie Ginther	BRM 57	1961	5783	BRM V8	BRM 5	1-36.8
3	Tony Marsh	BRM 48/57	1961	573	BRM V8	BRM 5	1-40.4
4	Jack Lewis	BRM 48/57	1961	572	BRM V8	BRM 5	1-37.2
6	Bruce McLaren	Cooper 55	1961	FI-11-61	Climax 4	Cooper 5	1-38.0
7	Maurice Trintignant	Lotus 18/21	1960	918	Climax 4	Colotti 5	1-41.6
8	Masten Gregory	Lotus 24	1962	942	Climax V8	Colotti 5	1-38.0
9	Innes Ireland	Ferrari 156	1961	(02)	Ferrari V6	Ferrari 6	1-37.4
10	Jack Brabham	Lotus 24	1962	947	Climax V8	Colotti 5	---
11	Jim Clark	Lotus 24	1962	948	Climax V8	ZF 5	1-34.8
12	Trevor Taylor	Lotus 24	1962	950	Climax 4	ZF 5	1-38.2
14	John Surtees	Lola 4	1962	BRGP42	Climax V8	Colotti 5	1-35.4
15	Roy Salvadori	Lola 4	1962	BRGP43	Climax 4	Colotti 5	1-40.4
16	Tim Parnell	Lotus 18/21	1960	(P2)	Climax 4	Colotti 5	1-48.4
17	Joachim Bonnier	Porsche 718	1959	203	Porsche F4	Porsche 6	1-41.2
18	Nino Vaccarella	Lotus 18/21	1960	912	Climax 4	Colotti 5	1-43.0
19	Ian Burgess	Cooper Sp.	1961	---	Climax 4	Cooper 5	1-57.8
20	John Rhodes	Cooper 59	1962	GR-13-62	Ford 4	Cooper 5	1-41.6
21	David Piper	Lotus 18/21	1960	919	Climax 4	Lotus 5	1-43.8
22	Tony Shelly	Lotus 18/21	1960	(P1)	Climax 4	Colotti 5	1-43.8
24	Jay Chamberlain	Lotus 18	1960	908	Climax 4	Lotus 5	1-44.2
25	Keith Greene	Gilby	1961	---	Climax 4	Colotti 6	1-41.4
26	Tony Settember	Emeryson	1961	1004	Climax 4	Colotti 5	1-43.0
27	John Campbell-Jones	Emeryson	1961	1006	Climax 4	Colotti 5	1-39.6

NON-STARTERS

5	Gerry Ashmore	BRM 48/57	1961	---	BRM V8	---	---
23	Ross Greenville	Cooper	---	---	Climax 4	---	---

PRACTICE CARS

10T	Jack Brabham	Lotus 21	1961	936	Climax 4	Colotti 5	1-41.0
-----	--------------	----------	------	-----	----------	-----------	--------

GRID

Ginther	Surtees	Clark	G.Hill
1-36.8	1-35.4	1-34.8	1-34.6
McLaren	Ireland	Lewis	
1-38.0	1-37.4	1-37.2	
Marsh	Campbell-Jones	T.Taylor	Gregory
1-40.4	1-39.6	1-38.2	1-38.0
Bonnier	Brabham	Salvadori	
1-41.2	1-41.0	1-40.4	
Vaccarella	Rhodes	Trintignant	Greene
1-43.0	1-41.6	1-41.6	1-41.4
Piper	Shelly	Settember	
1-43.8	1-43.8	1-43.0	
Burgess	Parnell	Chamberlain	
1-57.8	1-48.4	1-44.2	

Non-starters: reasons

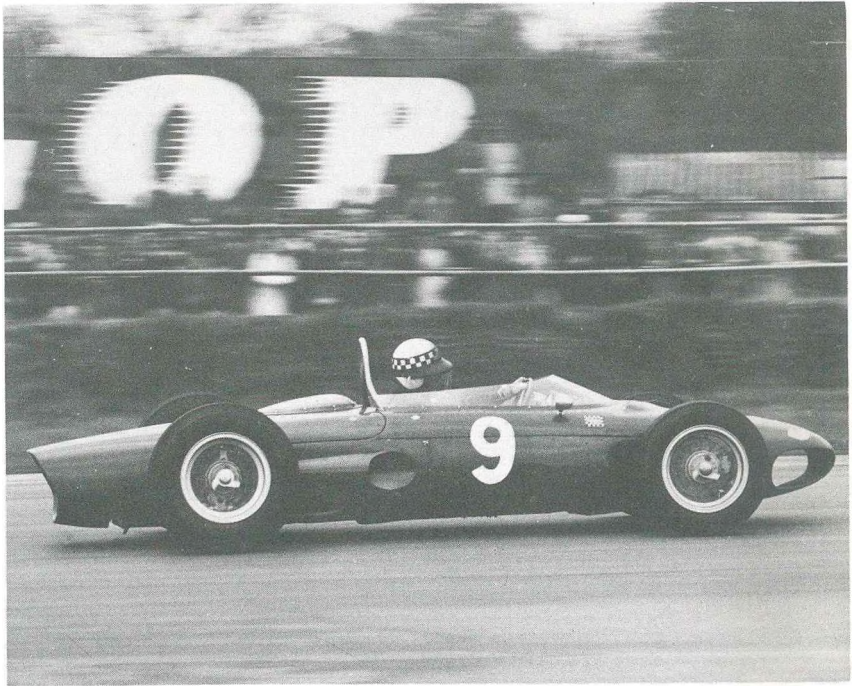
5	car not ready
23	withdrawn
<i>Leaders</i>	
1-51	Clark
52	G.Hill
<i>Retirements</i>	
2	Salvadori accident
2	Shelly accident
4	Ginther accident
11	Parnell oil pressure
35	Vaccarella valve
47	Trintignant ignition

COMMENTARY

Did Enzo Ferrari loan UDT-Laystall a car as an indication to his works drivers that he was dissatisfied with their performances, or did he merely find it more convenient for a private team to manage this single Silverstone entry? Whatever the reason, UDT found themselves in a unique position, and it must be said that Ireland did both them and Ferrari proud by bringing the car--finished with pale green stripe for the occasion--into fourth place. Clark also had a unique experience, that of being relegated to second place on the very last corner; a shower of rain enabled Hill in the BRM to catch right up, despite losing several of his "chimney stack" exhaust pipes. Ginther unfortunately wrote off the second works BRM at Club corner. Gregory and Brabham had new Lotus 24s and Bob Gerard entered his FJ Cooper Special.

Entrant

Owen Racing Organisation
 Owen Racing Organisation
 Owen Racing Organisation
 Ecurie Galloise
 Cooper Car Co
 Rob Walker Racing Team
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Brabham Racing Organisation
 Team Lotus
 Team Lotus
 Bowmaker Racing Team
 Bowmaker Racing Team
 Tim Parnell
 Scuderia SSS Republica di Venezia
 Scuderia SSS Republica di Venezia
 Anglo-American Equipe
 Gerard Racing
 Gerry Ashmore
 John Dalton
 Jay Chamberlain
 Gilby Engineering
 Emeryson Cars
 Emeryson Cars



*INTERNATIONAL TROPHY: Ireland
 races an F1 Ferrari for the
 only time in his career.*

Derek Wilkinson
 Ross Greenville

Brabham Racing Organisation

RESULT

1	G.Hill	BRM	1:31-34.2	99.73
2	Clark	Lotus-Climax	1:31-34.2	
3	Surtees	Lola-Climax	1:33-30.6	
4	Ireland	Ferrari	51 laps	
5	McLaren	Cooper-Climax	51 laps	
6	Brabham	Lotus-Climax	51 laps	
7	Marsh	BRM	51 laps	
8	Gregory	Lotus-Climax	51 laps	
9	Lewis	BRM	50 laps	
10	T.Taylor	Lotus-Climax	50 laps	
11	Campbell-Jones	Emeryson-Climax	49 laps	
12	Bonnier	Porsche	49 laps	
13	Rhodes	Cooper-Ford	49 laps	
14	Settember	Emeryson-Climax	48 laps	
15	Greene	Gilby-Climax	47 laps	
16	Chamberlain	Lotus-Climax	46 laps	
17	Piper	Lotus-Climax	45 laps	
18	Burgess	Cooper-Climax	43 laps	
<i>Fastest lap</i>				
	Clark	Lotus-Climax	01-36.4	109.31

X Grote Prijs van Nederland

May 20 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Phil Hill	Ferrari 156	1961	(06)	Ferrari V6	Ferrari 6	1-35.0
2	Giancarlo Baghetti	Ferrari 156	1961	(02)	Ferrari V6	Ferrari 6	1-36.3
3	Ricardo Rodriguez	Ferrari 156	1961	(04)	Ferrari V6	Ferrari 6	1-36.1
4	Jim Clark	Lotus 25	1962	R1	Climax V8	ZF 5	1-33.2
5	Trevor Taylor	Lotus 24	1962	948	Climax V8	ZF 5	1-35.4
6	Bruce McLaren	Cooper 60	1962	FI-17-61	Climax V8	Cooper 6	1-33.9
7	Tony Maggs	Cooper 55	1961	FI-11-61	Climax 4	Cooper 5	1-37.5
8	Jack Brabham	Lotus 24	1962	947	Climax V8	Colotti 5	1-33.3
9	Innes Ireland	Lotus 24	1962	942	Climax V8	Colotti 5	1-34.1
10	Masten Gregory	Lotus 18/21	1960	917	Climax 4	Colotti 5	1-38.0
11	Joachim Bonnier	Porsche 804	1962	01	Porsche F8	Porsche 6	1-37.0
12	Dan Gurney	Porsche 804	1962	02	Porsche F8	Porsche 6	1-34.7
14	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	1-37.4
15	Ben Pon	Porsche 787	1961	02	Porsche F4	Porsche 6	1-40.9
16	Wolfgang Seidel	Emeryson	1961	1006	Climax 4	Colotti 5	1-46.0
17	Graham Hill	BRM 57	1961	5781	BRM V8	BRM 5	1-32.6
18	Ritchie Ginther	BRM 48/57	1961	571	BRM V8	BRM 5	1-34.5
19	John Surtees	Lola 4	1962	BRGP42	Climax V8	Colotti 5	1-32.5
20	Roy Salvadori	Lola 4	1962	BRGP43	Climax V8	Colotti 5	1-38.8
21	Jack Lewis	Cooper 53	1960	FI-6-61	Climax 4	Cooper 5	1-43.2
<i>NON-STARTERS</i>							
16	Rob Slotemaker	Porsche 718	1959	---	Porsche F4	---	---
21	Maurice Trintignant	Lotus 24	1962	---	Climax V8	---	---
<i>PRACTICE CARS</i>							
5T	Trevor Taylor	Lotus 24	1962	950	Climax 4	ZF 5	1-36.0
<i>ALSO PRACTISED</i>							
5	Jim Clark	Lotus 24	1962	948	Climax V8	ZF 5	1-36.1

GRID

Clark	G.Hill	Surtees
1-33.2	1-32.6	1-32.5
	McLaren	Brabham
	1-33.9	1-33.3
Gurney	Ginther	Ireland
1-34.7	1-34.5	1-34.1
	T.Taylor	P.Hill
	1-35.4	1-35.0
Bonnier	Baghetti	R.Rodriguez
1-37.0	1-36.3	1-36.1
	Maggs	de Beaufort
	1-37.5	1-37.4
Pon	Salvadori	Gregory
1-40.9	1-38.8	1-38.0
	Seidel	Lewis
	1-46.0	1-43.2

Non-starters: reasons

16 car not ready--entry taken over by Seidel in borrowed works Emeryson
21 car not ready--entry taken over by Ecurie Galloise

Leaders

1-11 Clark
12-80 G.Hill

Retirements

2 Pon accident
4 Brabham accident
8 Surtees accident
12 Salvadori withdrawn following Surtees' accident
21 McLaren gearbox
47 Gurney gearbox
54 Gregory half-shaft
61 Ireland accident
71 Ginther accident
73 R.Rodriguez accident

Entrant

SEFAC Ferrari
 SEFAC Ferrari
 SEFAC Ferrari
 Team Lotus
 Team Lotus
 Cooper Car Co
 Cooper Car Co
 Brabham Racing Organisation
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Porsche System Engineering
 Porsche System Engineering
 Ecurie Maarsbergen
 Ecurie Maarsbergen
 Ecurie Maarsbergen
 Owen Racing Organisation
 Owen Racing Organisation
 Bowmaker Racing Team
 Bowmaker Racing Team
 Ecurie Galloise

Ecurie Maarsbergen
 Rob Walker Racing Team

Team Lotus

Team Lotus



DUTCH GP: This was the race for which Lotus introduced their new monocoque Type 25 chassis. Here Clark drifts the car through the sand dunes after being held up with clutch trouble; in the opening laps the Scotsman had the measure of everyone else.

RESULT

1 G.Hill	BRM	2:11-02.1	95.44
2 T.Taylor	Lotus-Climax	2:11-29.3	
3 P.Hill	Ferrari	2:12-23.2	
4 Baghetti	Ferrari	79 laps	
5 Maggs	Cooper-Climax	78 laps	
6 de Beaufort	Porsche	76 laps	
7 Bonnier	Porsche	75 laps	
8 Lewis	Cooper-Climax	70 laps	
9 Clark	Lotus-Climax	70 laps	
10 Seidel	Emeryson-Climax	52 laps	

Fastest lap

McLaren Cooper-Climax 01-34.4 99.36

COMMENTARY

The Dutch Grand Prix marked the beginning of a new chapter in motor racing with the introduction by Lotus of the Type 25 car with monocoque as opposed to space frame chassis. At the same time Porsche introduced their long-awaited flat-8 engined car, the Type 804, and Cooper too launched their '62 model, the T60, complete of course with V8 Climax motor. For the first time the four-cylinder cars were in the minority and suddenly F1 motor racing had taken on a sharper, more competitive edge. Trevor Taylor took over Clark's Type 24 and Ginther had to make do with a P48/57 BRM V8, this car originally being intended for Derek Wilkinson. Ferrari had three 1961 cars and were obviously going to struggle for places and Salvadori now had a V8 in his Bowmaker Lola.

In contrast to the previous year's event, half the entry retired, no fewer than six through accidents: Pon spun into the sand, Brabham struck Rodriguez' spinning Ferrari, Rodriguez himself crumpled his car late in the race, Surtees had a wishbone break and went off at high speed, Ireland turned over his Lotus and Ginther was pushed out of the race by Trevor Taylor. Graham Hill remained aloof from such nonsenses and won his first Grand Prix after Clark's new and at that time revolutionary Lotus had clutch trouble.

XX Gran Premio di Napoli

May 20 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Tony Shelly	Lotus 18/21	1960	(P1)	Climax 4	Colotti 5	1-22.9
4	Ian Burgess	Cooper Sp.	1961	---	Climax 4	Cooper 5	1-22.4
6	Lorenzo Bandini	Ferrari 156	1961	(07)	Ferrari V6	Ferrari 6	1-18.7
10	Willy Mairesse	Ferrari 156	1961	(03)	Ferrari V6	Ferrari 6	1-18.9
12	Keith Greene	Gilby	1961	---	Climax 4	Colotti 6	1-21.2
14	Tim Parnell	Lotus 18/61	1960	(P2)	Climax 4	Colotti 5	1-21.2
24	Tony Settember	Emeryson	1961	1004	Climax 4	Colotti 5	1-23.4
26	Gaetano Starrabba	Lotus 18	1960	905	Maserati 4	Lotus 5	1-25.1
32	Carlo Abate	Porsche 718	1959	203	Porsche F4	Porsche 6	1-23.3
46	David Piper	Lotus 18/21	1960	919	Climax 4	Lotus 5	1-24.4

NON-STARTERS

8	Jay Chamberlain	Lotus 18	1960	908	Climax 4	Lotus 5	1-27.1
16	John Campbell-Jones	Emeryson	1961	---	Climax 4	---	---
18	Roberto Lippi	de Tomaso	1961	F1-002	OSCA 4	Colotti 5	1-27.0
20	Dino Govoni	Emeryson	1961	---	Maserati 4	---	---
22	Umberto Filotico	Cooper	---	---	Climax 4	---	---
28	"Wal Ever"	Cooper 45	1958	---	Cooper 4	---	---
34	Maurice Caillet	Cegga	1962	---	Maserati 4	Maserati 5	1-28.1
36	Jo Siffert	Lotus 21	1961	---	Climax 4	---	---
38	Gastone Zanarotti	de Tomaso	1960	F2-001	OSCA 4	Colotti 5	1-29.6
40	Heinz Schiller	Porsche 718	1959	202	Porsche F4	Porsche 6	1-27.2
42	Graham Eden	Emeryson	1961	1005	Climax 4	Colotti 5	1-26.8
48	Gunther Seifert	Lotus 18	1960	373	Climax 4	Lotus 5	1-33.0

GRID

Bandini	Mairesse
1-18.7	1-18.9
Greene	Parnell
1-21.2	1-21.2
Burgess	Shelly
1-22.4	1-22.9
Abate	Settember
1-23.3	1-23.4
Piper	Starrabba
1-24.4	1-25.1

Non-starters: reasons

8 excluded
 16 car at Zandvoort
 18 excluded
 20 car not ready
 22 withdrawn
 28 withdrawn
 34 excluded
 36 withdrawn
 38 excluded
 40 excluded
 42 excluded
 48 excluded

Leaders

1-23 Bandini
 24-60 Mairesse

Retirements

0 Starrabba half-shaft

RESULT

1	Mairesse	Ferrari	1:19-36.1	70.31
2	Bandini	Ferrari	1:19-39.4	
3	Greene	Gilby-Climax	59 laps	
4	Abate	Porsche	59 laps	
5	Burgess	Cooper-Climax	58 laps	
6	Shelly	Lotus-Climax	58 laps	
7	Parnell	Lotus-Climax	55 laps	
8	Piper	Lotus-Climax	51 laps	
9	Settember	Emeryson-Climax	50 laps	

Fastest lap

Mairesse	Ferrari		
Bandini	Ferrari	01-17.7	71.76

Entrant

John Dalton
 Anglo-American Equipe
 SEFAC Ferrari
 SEFAC Ferrari
 Gilby Engineering
 Tim Parnell
 Emeryson Cars
 Gaetano Starrabba
 Scuderia SSS Republica di Venezia
 David Piper

Jay Chamberlain
 Emeryson Cars
 Scuderia Settecilli
 Dino Govoni
 Umberto Filotico
 "Wal Ever"
 Ets Cegga
 Ecurie Filipinetti
 Scuderia Tomaso
 Scurie Filipinetti
 Graham Eden
 Autosport Team Wolfgang Seidel

COMMENTARY

With only nominal, four cylinder opposition, Ferrari had no difficulty winning the Naples GP, Bandini and Mairesse sharing the lead from the start. Mairesse's car was the one with which he had been successful at Brussels and driven later at Pau by Bandini, while for this race Bandini was given a new chassis, still a 1961 design. Only 10 cars were permitted to start and thus there were several non-qualifiers, including both de Tomasos and, sadly, the Cegga-Maserati. A new contender was Carlo Mario Abate driving the Venezia Porsche, his F1 debut almost resulting in a third place: however Keith Greene just managed to hold him off after a good race with the '61 Gilby.



NAPLES GP: Another win for Mairesse and the works Ferrari, seen here trying to find a way round Marsh's BRM 48/57 at Brussels.

XX Grand Prix de Monaco

June 3 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Joachim Bonnier	Porsche 718	1959	203	Porsche F4	Porsche 6	1-42.4
4	Dan Gurney	Porsche 804	1962	02	Porsche F8	Porsche 6	1-36.4
8	Ritchie Ginther	BRM 48/57	1961	571	BRM V8	BRM 5	1-41.4
10	Graham Hill	BRM 57	1961	5781	BRM V8	BRM 5	1-35.8
14	Bruce McLaren	Cooper 60	1962	FI-17-61	Climax V8	Cooper 6	1-36.4
16	Tony Maggs	Cooper 55	1961	FI-11-61	Climax 4	Cooper 5	1-42.7
18	Jim Clark	Lotus 25	1962	R1	Climax V8	ZF 5	1-35.4
20	Trevor Taylor	Lotus 24	1962	948	Climax V8	ZF 5	1-40.0
22	Jack Brabham	Lotus 24	1962	947	Climax V8	Colotti 5	1-36.5
26	Roy Salvadori	Lola 4	1962	BRGP43	Climax V8	Colotti 5	1-38.5
28	John Surtees	Lola 4	1962	BRGP42	Climax V8	Colotti 5	1-37.9
30	Maurice Trintignant	Lotus 24	1962	940	Climax V8	Colotti 5	1-36.8
34	Innes Ireland	Lotus 24	1962	943	Climax V8	Colotti 5	1-37.0
36	Phil Hill	Ferrari 156	1961	(06)	Ferrari V6	Ferrari 6	1-38.0
38	Lorenzo Bandini	Ferrari 156	1961	(02)	Ferrari V6	Ferrari 6	1-37.7
40	Willy Mairesse	Ferrari 156	1961	(03)	Ferrari V6	Ferrari 6	1-36.4

NON-STARTERS

6	Roberto Bussinello	de Tomaso	---	---	Alfa Romeo 4	---	---
12	Tony Marsh	BRM 48/57	1961	---	BRM V8	---	---
24	Jack Lewis	BRM 48/57	1961	572	BRM V8	BRM 5	1-39.0
32	Masten Gregory	Lotus 24	1962	944	BRM V8	Colotti 5	1-39.2
42	Nino Vaccarella	Lotus 18/21	1960	912	Climax 4	Colotti 5	2-01.8
44	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	1-44.4
46	Jo Siffert	Lotus 21	1961	938	Climax 4	Colotti 5	1-38.9

PRACTICE CARS

8T	Ritchie Ginther	BRM 57	1961	5784	BRM V8	Colotti 6	1-39.0
18T	Jim Clark	Lotus 24	1962	950	BRM V8	Colotti 6	n/a
20T	Trevor Taylor	Lotus 24	1962	950	BRM V8	Colotti 6	n/a
34T	Innes Ireland	Lotus 18/21	1960	917	Climax 4	Colotti 5	1-41.8
36T	Phil Hill	Ferrari 156	1961	(07)	Ferrari V6	Ferrari 6	1-37.1
38T	Lorenzo Bandini	Ferrari 156	1961	(07)	Ferrari V6	Ferrari 6	1-37.2
40T	Willy Mairesse	Ferrari 156	1961	(04)	Ferrari V6	Ferrari 6	n/a
40T	Ricardo Rodriguez	Ferrari 156	1961	(04)	Ferrari V6	Ferrari 6	1-40.1

ALSO PRACTISED

20	Jim Clark	Lotus 24	1962	948	Climax V8	ZF 5	n/a
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GRID

McLaren	G.Hill	Clark
1-36.4	1-35.8	1-35.4
	Gurney	Mairesse
	1-36.4	1-36.4
Ireland	Trintignant	Brabham
1-37.0	1-36.8	1-36.5
	Bandini	P.Hill
	1-37.2	1-37.1
Ginther	Salvadori	Surtees
1-39.0	1-38.5	1-37.9
	Bonnier	T.Taylor
	1-42.4	1-40.0
		Maggs
		1-42.7

Non-starters: reasons

6 withdrawn
 12 car not ready
 24 excluded
 32 excluded
 42 excluded
 44 excluded
 46 excluded

Leaders

1-6 McLaren
 7-92 G.Hill
 93-100 McLaren

Entrant

Porsche System Engineering
 Porsche System Engineering
 Owen Racing Organisation
 Owen Racing Organisation
 Cooper Car Co
 Cooper Car Co
 Team Lotus
 Team Lotus
 Brabham Racing Organisation
 Bowmaker Racing Team
 Bowmaker Racing Team
 Rob Walker Racing Team
 UDT-Laystall Racing Team
 SEFAC Ferrari
 SEFAC Ferrari
 SEFAC Ferrari

Scuderia Tomaso
 Owen Racing Organisation
 Ecurie Galloise
 UDT-Laystall Racing Team
 Scuderia SSS Republica di Venezia
 Ecurie Maarsbergen
 Ecurie Nationale Suisse

Owen Racing Organisation
 Team Lotus
 Team Lotus
 UDT-Laystall Racing Team
 SEFAC Ferrari
 SEFAC Ferrari
 SEFAC Ferrari
 SEFAC Ferrari

COMMENTARY

The seeding system at Monte Carlo meant that Maggs, Bonnier and T.Taylor in works cars were in, but that Lewis and Gregory were out, despite setting faster practice times. Pity. Gregory's car was a new Lotus 24 with BRM engine and Ireland and Trintignant also had new chassis. Team Lotus tried a V8 BRM in the Type 24 which had previously been seen with Climax 4-cyl, but the car was not raced. Ginther had another P57 BRM, No 5784, this one with a Colotti six-speed gearbox which was not behaving itself. During practice he also suffered from throttles which would not open smoothly, but at the start of the race itself, driving the spare P48/57, the trouble was that the throttle would not close, resulting in a first-corner accident which eliminated not only the BRM but the Lotus of Trintignant and the Porsche of Gurney as well. Mairesse led but then spun, all on the opening lap, then McLaren led and then Hill led, and generally the race took some time to settle down. A challenge from Clark disappeared when the Lotus's clutch broke (again) but towards the end the BRM went sick and it was McLaren who swept through to win narrowly from a fighting Phil Hill.

The aftermath of the multiple pile-up was that the Rob Walker Lotus needed a new frame while the BRM was written-off as far as Formula One racing was concerned, though interestingly the chassis formed the basis of the Rover-BRM gas turbine car which eventually ran at Le Mans.

Picture: page 91.

Team Lotus

Retirements

0 Trintignant accident
 0 Gurney accident
 0 Ginther accident
 24 T.Taylor oil leak
 43 Maggs gearbox
 44 Salvadori suspension
 55 Clark clutch
 64 Ireland fuel pump
 77 Brabham accident
 90 Mairesse oil pressure
 92 G.Hill con-rod

RESULT

1 McLaren	Cooper-Climax	2:46-29.7	70.46
2 P.Hill	Ferrari	2:46-31.0	
3 Bandini	Ferrari	2:47-53.8	
4 Surtees	Lola-Climax	99 laps	
5 Bonnier	Porsche	93 laps	
6 G.Hill	BRM	92 laps (retired)	
7 Mairesse	Ferrari	90 laps (retired)	
8 Brabham	Lotus-Climax	77 laps (retired)	

Fastest lap

Clark	Lotus-Climax	01-35.5	73.70
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International 2000 Guineas

June 11 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Tony Shelly	Lotus 18/21	1960	(P1)	Climax 4	Colotti 5	0-54.4
2	Michael Parkes	Cooper 56	1961		Climax 4	Colotti 5	0-54.2
3	John Dalton	Lotus 18/21	1960	(P2)	Climax 4	Colotti 5	0-58.0
4	John Surtees	Lola 4	1962	BRGP42	Climax V8	Colotti 5	0-52.6
6	Jim Clark	Lotus 25	1962	R1	Climax V8	ZF 5	0-51.0
7	Masten Gregory	Lotus 18/21	1960	917	Climax 4	Colotti 5	0-53.8
8	Jack Brabham	Lotus 24	1962	947	Climax V8	Colotti 5	0-51.6
10	Joachim Bonnier	Porsche 718	1959	203	Porsche F4	Porsche 6	0-53.2
11	Colin Davis	Lotus 18/21	1960	912	Climax 4	Colotti 5	0-56.2
12	Graham Hill	Lotus 18/21	1960	918	Climax 4	Colotti 5	0-52.0
15	Ian Burgess	Cooper Sp.	1961	---	Climax 4	Cooper 5	0-53.8
85	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	0-53.4
86	John Rhodes	Cooper 59	1962	GR-13-62	Ford 4	Cooper 5	0-54.0

NON-STARTERS

1	Phil Hill	Ferrari 156	1961	---	Ferrari V6	---	---
5	Peter Arundell	Lotus	---	---	---	---	---
9	Tony Marsh	BRM 48/57	1961	---	BRM V8	---	---
14	---	Lotus	---	---	---	---	---

GRID

Clark	Brabham	G.Hill	Surtees
0-51.0	0-51.6	0-52.0	0-52.6
Bonnier	de Beaufort	Gregory	
0-53.2	0-53.4	0-53.8	
Burgess	Rhodes	Parkes	Shelly
0-53.8	0-54.0	0-54.4	0-54.4
Davis	Dalton		
0-56.2	0-58.0		

Non-starters: reasons

1 withdrawn--entry taken over by John Dalton
 5 no car available
 9 car not ready
 14 withdrawn

Leaders

1-75 Surtees

Retirements

32 Dalton fuel starvation
 42 Clark oil pressure
 49 Rhodes ignition

RESULT

1	Surtees	Lola-Climax	1:05-03.6	93.38
2	Brabham	Lotus-Climax	1:05-21.8	
3	G.Hill	Lotus-Climax	1:05-31.8	
4	Parkes	Cooper-Climax	74 laps	
5	Gregory	Lotus-Climax	74 laps	
6	Bonnier	Porsche	73 laps	
7	Davis	Lotus-Climax	73 laps	
8	Shelly	Lotus-Climax	72 laps	
9	de Beaufort	Porsche	72 laps	
10	Burgess	Cooper-Climax	71 laps	

Fastest lap

Surtees Lola-Climax 00-50.8 95.67

COMMENTARY

The dilemma confronting race organisers at this time was the lack of a major single-seater formula as an alternative to F1 itself; thus both the main Whit Monday events in England were run for the 1½ litre cars, which for the major teams meant splitting their efforts into two. At Mallory Park Lotus entered Clark, UDT Gregory and Bowmaker Surtees and Parkes, the latter making his F1 debut in the 1961 Cooper 56. In the absence of works BRM Graham Hill drove Rob Walker's ex-UDT Lotus 18/21, John Dalton took over from Tim Parnell, who was unwell, and Englishman Colin Davis landed a drive in the ex-Moss Venezia Lotus. Tony Marsh originally entered his BRM V8, but servicing problems at the factory were already beginning to curtail his season. In the race, Surtees led all the way in the Bowmaker Lola, still with the shortened Monaco nose.

Entrant

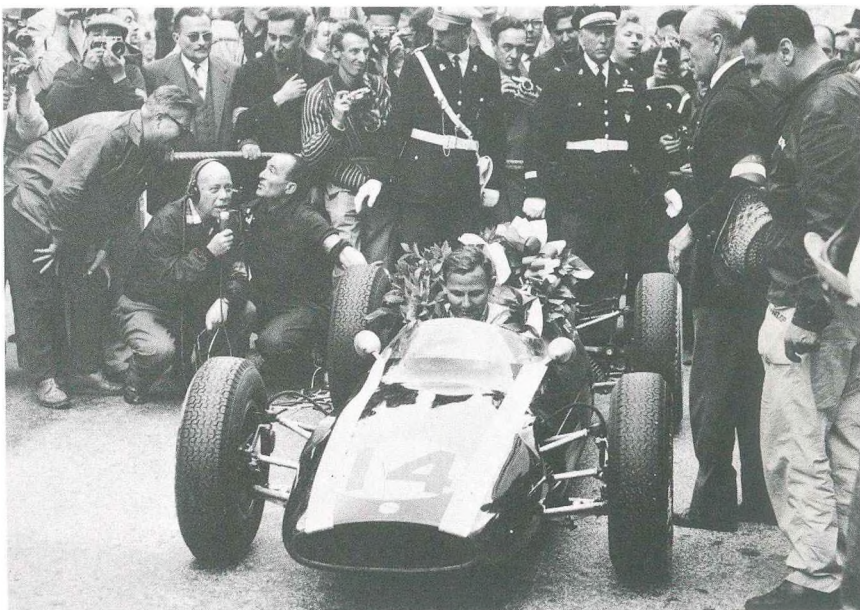
John Dalton
 Bowmaker Racing Team
 Tim Parnell
 Bowmaker Racing Team
 Team Lotus
 UDT-Laystall Racing Team
 Brabham Racing Organisation
 Scuderia SSS Repubblica di Venezia
 Scuderia SSS Repubblica di Venezia
 Rob Walker Racing Team
 Anglo-American Equipe
 Ecurie Maarsbergen
 Gerard Racing

SEFAC Ferrari

Team Lotus

Tony Marsh

Team Lotus



MONACO GP (pages 88-89): The spoils of victory. McLaren relaxes in the cockpit of his Cooper 60 after winning the Monaco race. A delighted John Cooper looks on (right).



2000 GUINEAS: Surtees' Lola Mk 4, still with its shortened "Monaco" nose, leads away at the start.

XIII Crystal Palace Trophy

June 11 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Roy Salvadori	Lola 4	1962	BRGP43	Climax V8	Colotti 5	0-58.0
2	Bruce McLaren	Cooper 55	1961	FI-11-61	Climax 4	Cooper 5	0-58.2
3	Trevor Taylor	Lotus 24	1962	950	BRM V8	Colotti 6	0-58.4
4	Innes Ireland	Lotus 24	1962	944	BRM V8	Colotti 5	---
5	Gunther Seifert	Lotus 18	1960	373	Climax 4	Lotus 5	1-06.2
6	David Piper	Lotus 18/21	1960	919	Climax 4	Lotus 5	1-01.4
7	Jay Chamberlain	Lotus 18	1960	908	Climax 4	Lotus 5	---
9	Brian Hart	Lotus 20	1960		Ford 4	Hewland 5	1-01.8
10	John Campbell-Jones	Emeryson	1961	1006	Climax 4	Colotti 5	0-59.4
11	Tony Settember	Emeryson	1961	1004	Climax 4	Colotti 5	1-01.0
12	Graham Eden	Lotus 18	1960	909	Climax 4	Cooper 5	1-05.2
14	Keith Greene	Gilby	1961	---	Climax 4	Colotti 6	1-01.4

NON-STARTERS

8	Philip Robinson	Lotus 18	1960	---	Climax 4	---	---
---	-----------------	----------	------	-----	----------	-----	-----

GRID

Salvadori	McLaren	T. Taylor
0-58.0	0-58.2	0-58.4
Campbell-Jones	Settember	
0-59.4	1-01.0	
Greene	Piper	Hart
1-01.4	1-01.4	1-01.8
Eden	Seifert	
1-05.2	1-06.2	
Ireland	Chamberlain	
---	---	

Non-starters: reasons

8 car not ready

Leaders

1-2 Salvadori
3-36 Ireland

Retirements

0 Eden gearbox
1 Chamberlain con-rod
17 Campbell-Jones fuel feed
25 Seifert gearbox
35 T. Taylor ignition

RESULT

1	Ireland	Lotus-BRM	34-46.4	86.34
2	Salvadori	Lola-Climax	35-06.6	
3	McLaren	Cooper-Climax	35-09.0	
4	Settember	Emeryson-Climax	35 laps	
5	Hart	Lotus-Ford	35 laps	
6	Piper	Lotus-Climax	34 laps	
7	Greene	Gilby-Climax	32 laps	
<i>Fastest lap</i>				
	Ireland	Lotus-BRM	00-57.2	87.46

COMMENTARY

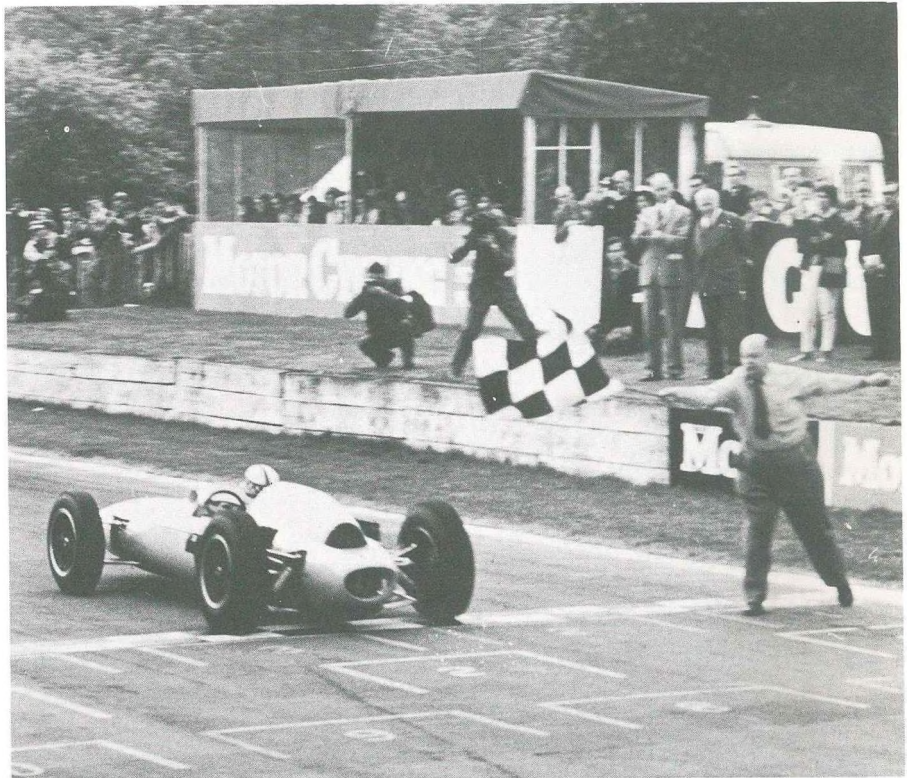
This race, actually the last F1 event to be held on the tight but picturesque Crystal Palace circuit, was dubbed "the London Grand Prix" by the locals, although at 50 miles the race could hardly be said to be of Grand Prix length! Team Lotus and UDT-Laystall entered their Lotus-BRMs, both having been seen at Monaco and Palace regular Salvadori was in his usual Lola-Climax. Cooper preferred this event to that at Mallory, but confined their effort to the 4-cyl car, but Emeryson were trying really hard with their two 1961 machines. Brian Hart had the one "new" car, this being a 1961 Formula Junior chassis with which he was giving a rather special 1½ litre Cosworth-Ford engine some "race testing". Piper had his usual ex-Ashmore Lotus 18, Seifert drove Seidel's early one while Chamberlain once again entered his ex-Camoradi car. Eden, originally down to drive Ashmore's Emeryson, found himself in the ex-Marsh Lotus 18.

Ireland, who arrived too late for practice, rushed past everyone in a couple of laps to win comfortably, leaving Salvadori, McLaren and Taylor to dispute second place. Campbell-Jones, who had enjoyed a moment of glory at Silverstone by lying fourth on the opening lap, was going well here too until the engine suffered a mysterious fuel-feed problem; afterwards the driver confided suspicions of foul play.

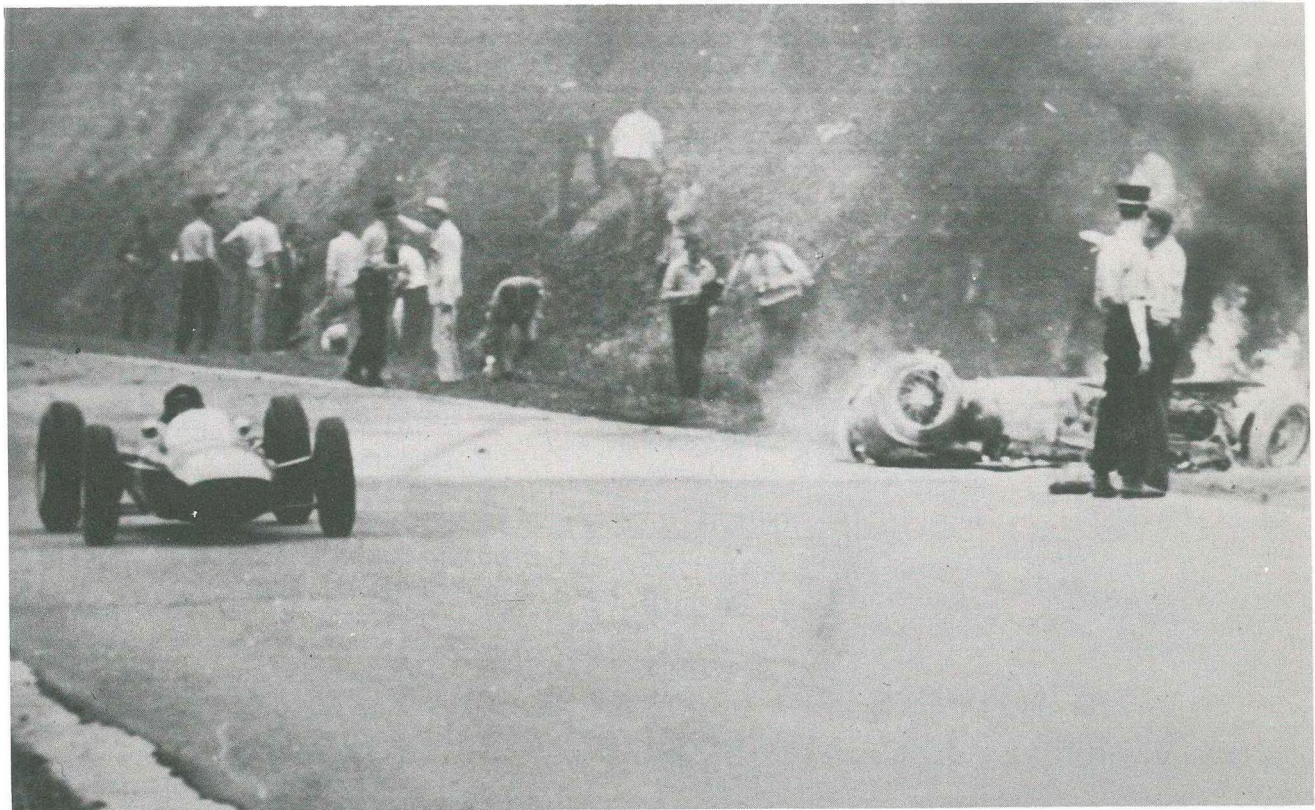
Entrant

Bowmaker Racing Team
 Cooper Car Co
 Team Lotus
 UDT-Laystall Racing Team
 Autosport Team Wolfgang Seidel
 Speed Sport
 Jay Chamberlain
 Brian Hart
 Emeryson Cars
 Emeryson Cars
 Gerry Ashmore
 Gilby Engineering

A. Robinson & Sons



CRYSTAL PALACE TROPHY: Ireland crosses the line after a record-breaking drive in the UDT-Laystall Lotus-BRM 24.



BELGIAN GP (pages 94-95): Spa almost claimed two more victims when Trevor Taylor's Lotus 24 jumped out of gear, slid sideways and was rammed by Willy Mairesse's Ferrari. In this picture the Lotus is almost hidden by police and marshals while the Ferrari is upside down and on fire. The car passing is the Lotus 25 of the winner, Clark.

XXI Grand Prix de Belgique

June 17 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Graham Hill	BRM 57	1961	5781	BRM V8	BRM 5	3-57.0
2	Ritchie Ginther	BRM 57	1961	5784	BRM V8	Colotti 6	4-01.4
4	John Campbell-Jones	Lotus 18	1960	373	Climax 4	Lotus 5	---
5	John Surtees	Lola 4	1962	BRGP42	Climax V8	Colotti 5	4-04.4
7	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	4-07.7
9	Phil Hill	Ferrari 156	1961	(06)	Ferrari V6	Ferrari 6	3-59.6
10	Willy Mairesse	Ferrari 156	1961	(04)	Ferrari V6	Ferrari 6	3-59.8
11	Giancarlo Baghetti	Ferrari 156	1961	(08)	Ferrari V6	Ferrari 6	4-08.0
12	Ricardo Rodriguez	Ferrari 156	1961	(02)	Ferrari V6	Ferrari 6	4-01.0
15	Jack Brabham	Lotus 24	1962	947	Climax V8	Colotti 5	4-08.2
16	Jim Clark	Lotus 25	1962	R1	Climax V8	ZF 5	4-09.2
17	Trevor Taylor	Lotus 24	1962	948	Climax V8	ZF 5	3-59.3
18	Maurice Trintignant	Lotus 24	1962	940	Climax V8	Colotti 5	4-09.2
19	Lucien Bianchi	Lotus 18/21	1960	918	Climax 4	Colotti 5	4-18.0
20	Innes Ireland	Lotus 24	1962	943	Climax V8	Colotti 5	3-59.8
21	Masten Gregory	Lotus 24	1962	944	BRM V8	Colotti 5	4-05.7
22	Jo Siffert	Lotus 21	1961	938	Climax 4	Colotti 5	4-11.6
25	Bruce McLaren	Cooper 60	1962	FI-17-61	Climax V8	Cooper 6	3-58.8
26	Tony Maggs	Cooper 60	1962	FI-18-61	Climax V8	Cooper 6	4-03.6

NON-STARTERS

3	Tony Marsh	BRM 48/57	1961	---	BRM V8	---	---
4	Jack Lewis	BRM 48/57	1961	---	BRM V8	---	---
4	Gerry Ashmore	BRM 48/57	1961	---	BRM V8	---	---
6	Roy Salvadori	Lola 4	1962	---	Climax V8	---	---
8	Heinz Schiller	Porsche 718	1959	---	Porsche F4	---	---
14	Lucien Bianchi	Porsche 718	1959	---	Porsche F4	---	---
23	Dan Gurney	Lotus 24	1962	950	BRM V8	Colotti 6	6-42.2
23	Dan Gurney	Porsche 804	1962	---	Porsche F8	---	---
24	Joachim Bonnier	Porsche 804	1962	---	Porsche F8	---	---

PRACTICE CARS

4	John Campbell-Jones	Emeryson	1961	1006	Climax 4	Colotti 5	4-26.9
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ALSO PRACTISED

17	Jim Clark	Lotus 24	1962	948	Climax V8	ZF 5	4-04.9
20	Masten Gregory	Lotus 24	1962	943	Climax V8	Colotti 5	4-01.0
21	Innes Ireland	Lotus 24	1962	944	BRM V8	Colotti 5	n/a

GRID

G.Hill	McLaren	T.Taylor
3-57.0	3-58.8	3-59.3
P.Hill	Ireland	
3-59.6	3-59.8	
Mairesse	R.Rodriguez	Gregory
3-59.8	4-01.0	4-01.0
Ginther	Maggs	
4-01.4	4-03.6	
Surtees	Clark	de Beaufort
4-04.4	4-04.9	4-07.7
Baghetti	Brabham	
4-08.0	4-08.2	
Trintignant	Siffert	L.Bianchi
4-09.2	4-11.6	4-18.0
Campbell-Jones		
4-26.9		

Non-starters: reasons

3 car not ready
 4 Lewis: withdrawn
 4 Ashmore: withdrawn
 6 withdrawn
 8 withdrawn
 14 car withdrawn, driver in No 19
 23 (Lotus): withdrawn after practice
 23 (Porsche): withdrawn
 24 withdrawn

Leaders

1 G.Hill
 2-3 T.Taylor
 4 Mairesse
 5 T.Taylor
 6-7 Mairesse
 8 T.Taylor
 9-32 Clark

Entrant

Owen Racing Organisation
 Owen Racing Organisation
 Emeryson Cars
 Bowmaker Racing Team
 Ecurie Maarsbergen
 SEFAC Ferrari
 SEFAC Ferrari
 SEFAC Ferrari
 SEFAC Ferrari
 Brabham Racing Organisation
 Team Lotus
 Team Lotus
 Rob Walker Racing Team
 Equipe Nationale Belge
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Ecurie Filipinetti
 Cooper Car Co
 Cooper Car Co

Owen Racing Organisation
 Ecurie Galloise
 Derek Wilkinson
 Bowmaker Racing Team
 Ecurie Maarsbergen
 Scuderia SSS Republica di Venezia
 Autosport Team Wolfgang Seidel
 Porsche System Engineering
 Porsche System Engineering

Emeryson Cars

Team Lotus
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team

COMMENTARY

To drive a four-cylinder car at Spa was clearly going to be a waste of time (although de Beaufort's practice effort was highly commendable) and with the addition of a new Cooper V8 for Maggs all the major teams were now up to full 1962 strength. Ferrari entered four cars, all save Rodriguez' having new front wishbones, while Baghetti's was yet another new chassis of the '61 type. Campbell-Jones borrowed Seifert's Lotus 18, the gearbox having broken on the Emeryson, and being the Belgian GP the ENB had to enter Bianchi, albeit on a Lotus 18 borrowed from Rob Walker. A disappointment was the withdrawal of the works Porsches, the factory suffering from strike action. Dan Gurney was present to put in a few laps at the wheel of Seidel's recently-delivered Lotus-BRM 24. This was not a brand new car but the one raced at Crystal Palace by Taylor, and it had been handed over to Seidel in lieu of a further chassis still to be built; Gurney quickly decided that the car was not raceworthy.

Mairesse and Taylor collided at high speed during the race, both cars being written off and the Belgian sustaining minor burns. By this time Clark had got well away, building up a lead about which Graham Hill, inheriting second place, could do nothing.

Picture: page 93.

Retirements

3 Baghetti ignition
 8 Ireland rear wishbone
 13 Gregory withdrawn following breakage
 on Ireland's car
 19 McLaren big-end bearings
 22 Maggs gearbox
 22 Ginther gearbox
 25 Mairesse accident
 25 T.Taylor accident

RESULT

1 Clark	Lotus-Climax	2:07-32.3	131.89
2 G.Hill	BRM	2:08-16.4	
3 P.Hill	Ferrari	2:09-38.8	
4 R.Rodriguez	Ferrari	2:09-38.9	
5 Surtees	Lola-Climax	31 laps	
6 Brabham	Lotus-Climax	30 laps	
7 de Beaufort	Porsche	30 laps	
8 Trintignant	Lotus-Climax	30 laps	
9 L.Bianchi	Lotus-Climax	29 laps	
10 Siffert	Lotus-Climax	29 laps	
11 Campbell-Jones	Lotus-Climax	16 laps	

Fastest lap

Clark	Lotus-Climax	03-55.6	133.87
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III Grand Prix de Reims

July 1 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Graham Hill	BRM 57	1961	5781	BRM V8	BRM 5	2-23.5
4	Ritchie Ginther	BRM 57	1961	5784	BRM V8	Colotti 6	2-27.9
6	Bruce McLaren	Cooper 60	1962	FI-18-61	Climax V8	Cooper 6	2-24.2
8	Tony Maggs	Cooper 55	1961	FI-11-61	Climax 4	Cooper 5	2-33.9
10	Jim Clark	Lotus 25	1962	R1	Climax V8	ZF 5	2-22.9
12	Trevor Taylor	Lotus 24	1962	949	Climax V8	Colotti 5	---
14	Peter Arundell	Lotus 24	1962	950	BRM V8	Colotti 6	2-32.7
22	Jack Brabham	Lotus 24	1962	947	Climax V8	Colotti 5	2-24.7
24	Maurice Trintignant	Lotus 24	1962	940	Climax V8	Colotti 5	2-27.5
26	John Surtees	Lola 4	1962	BRGP42	Climax V8	Colotti 5	2-23.7
28	Roy Salvadori	Lola 4	1962	BRGP43	Climax V8	Colotti 5	2-28.6
30	Innes Ireland	Lotus 24	1962	943	Climax V8	Colotti 5	2-26.7
32	Masten Gregory	Lotus 24	1962	944	BRM V8	Colotti 5	2-25.2
34	Jack Lewis	Cooper 53	1960	FI-6-61	Climax 4	Cooper 5	2-35.5
36	Joachim Bonnier	Porsche 718	1959	203	Porsche F4	Porsche 6	2-33.2
38	Carlo Abate	Lotus 18/21	1960	912	Climax 4	Colotti 5	2-56.0
40	Jo Siffert	Lotus 21	1961	938	Climax 4	Colotti 5	2-33.8
42	Tony Shelly	Lotus 18/21	1960	(P1)	Climax 4	Colotti 5	2-41.1
44	Ian Burgess	Cooper Sp.	1961	---	Climax 4	Cooper 5	2-35.0
46	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	2-30.9

NON-STARTERS

16	Giancarlo Baghetti	Ferrari 156	1961	---	Ferrari V6	---	---
18	Ricardo Rodriguez	Ferrari 156	1961	---	Ferrari V6	---	---
20	Willy Mairesse	Ferrari 156	1961	---	Ferrari V6	---	---
42	Tony Marsh	BRM 48/57	1961	---	BRM V8	---	---

ALSO PRACTISED

14	Trevor Taylor	Lotus 24	1962	950	BRM V8	Colotti 6	2-32.3
24	Jim Clark	Lotus 24	1962	940	Climax V8	Colotti 5	n/a
24	Innes Ireland	Lotus 24	1962	940	Climax V8	Colotti 5	n/a

GRID

Surtees	G.Hill	Clark
2-23.7	2-23.5	2-22.9
Brabham	McLaren	
2-24.7	2-24.2	
Trintignant	Ireland	Gregory
2-27.5	2-26.7	2-25.2
Salvadori	Ginther	
2-28.6	2-27.9	
Arundell	T.Taylor	de Beaufort
2-32.7	2-32.3	2-30.9
Siffert	Bonnier	
2-33.8	2-33.2	
Lewis	Burgess	Maggs
2-35.5	2-35.0	2-33.9
Abate	Shelly	
2-56.0	2-41.1	

Non-starters: reasons

16 withdrawn
 18 withdrawn
 20 withdrawn, and driver injured
 42 car not ready--entry taken over by John Dalton

Leaders

1-25 Surtees
 26-32 McLaren
 33-36 Brabham
 37-50 McLaren

Retirements

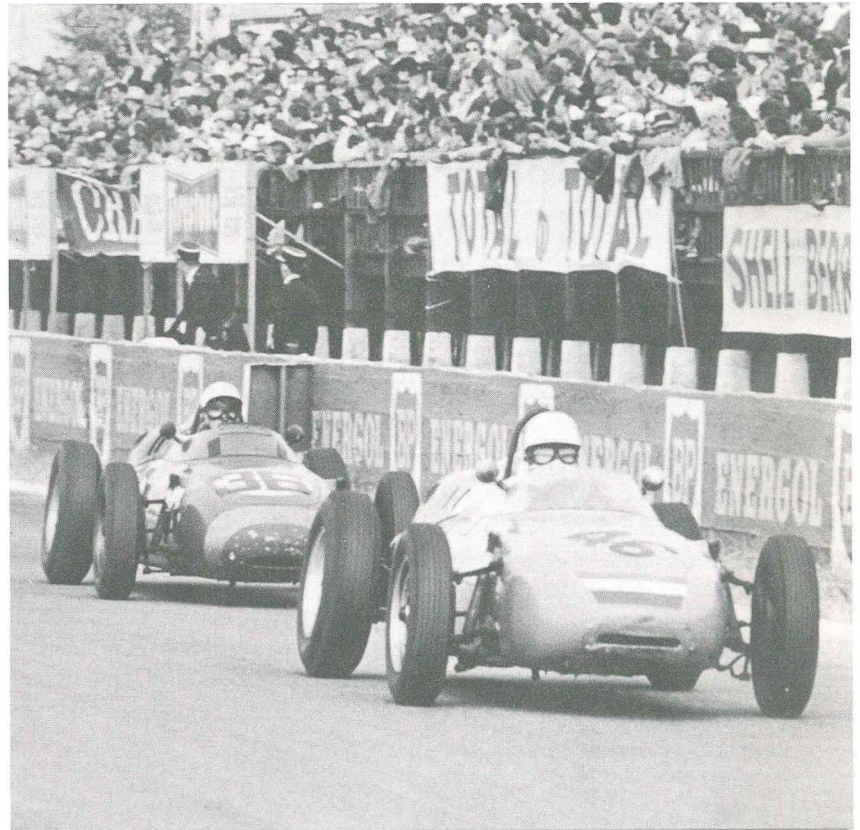
0 Gregory accident on grid
 1 Shelly cylinder head gasket
 1 T.Taylor accident
 5 Clark header tank
 21 Maggs oil pressure
 23 Abate accident
 28 Surtees valve spring
 30 Ginther gearbox
 37 Arundell/
 Clark out of fuel

Entrant

Owen Racing Organisation
 Owen Racing Organisation
 Cooper Car Co
 Cooper Car Co
 Team Lotus
 Team Lotus
 Team Lotus
 Brabham Racing Organisation
 Rob Walker Racing Team
 Bowmaker Racing Team
 Bowmaker Racing Team
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Ecurie Galloise
 Scuderia SSS Repubblica di Venezia
 Scuderia SSS Repubblica di Venezia
 Ecurie Filipinetti
 John Dalton
 Anglo-American Equipe
 Ecurie Maarsbergen

SEFAC Ferrari
 SEFAC Ferrari
 SEFAC Ferrari
 Tony Marsh

Team Lotus
 Rob Walker Racing Team
 Rob Walker Racing Team



REIMS GP: The four-cylinder Porsches of de Beaufort and Bonnier were almost inseparable throughout the race, the Dutchman beating the Swede by inches at the finish to gain seventh place.

RESULT

1	McLaren	Cooper-Climax	2:02-30.2	126.32
2	G.Hill	BRM	2:02-38.2	
3	Ireland	Lotus-Climax	2:04-06.5	
4	Brabham	Lotus-Climax	2:04-33.8	
5	Trintignant	Lotus-Climax	49 laps	
6	Salvadori	Lola-Climax	49 laps	
7	de Beaufort	Porsche	48 laps	
8	Bonnier	Porsche	48 laps	
9	Siffert	Lotus-Climax	46 laps	
10	Lewis	Cooper-Climax	46 laps	
11	Burgess	Cooper-Climax	45 laps	

Fastest lap

G.Hill BRM 02-24.0 128.97

COMMENTARY

With the Grand Prix de l'ACF being held this year at Rouen, the Automobile Club du Champagne attempted to run their own "French GP" at Reims and a good turn-out of cars they enjoyed too. Ferrari withdrew and Porsche did not enter, but all the other leading teams were present and the race turned out to be a classic Reims "slipstreamer". Surtees got away early on, but was put out with a broken valve spring, leaving the final result wide open until the last few laps when McLaren broke away from G.Hill and Brabham. Lotus had built another Type 24 (No 949) to replace the one crashed in Belgium, and had also taken back the BRM-powered car from Wolfgang Seidel. Arundell drove this, but was called in after six laps to hand over to team-leader Clark. de Beaufort, going really well, beat Bonnier to win the four-cylinder battle.

XLVIII Grand Prix de l'A.C.F.

July 8 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
8	Graham Hill	BRM 57	1961	5781	BRM V8	BRM 5	2-15.0
10	Ritchie Ginther	BRM 57	1961	5784	BRM V8	BRM 5	2-18.2
12	Jim Clark	Lotus 25	1962	R2	Climax V8	ZF 5	2-14.8
14	Trevor Taylor	Lotus 25	1962	R1	Climax V8	ZF 5	2-21.5
18	John Surtees	Lola 4	1962	BRGP42	Climax V8	Colotti 5	2-16.3
20	Roy Salvadori	Lola 4	1962	BRGP43	Climax V8	Colotti 5	2-21.3
22	Bruce McLaren	Cooper 60	1962	FI-17-61	Climax V8	Cooper 6	2-15.4
24	Tony Maggs	Cooper 60	1962	FI-18-61	Climax V8	Cooper 6	2-18.6
26	Jack Brabham	Lotus 24	1962	947	Climax V8	Colotti 5	2-16.1
28	Maurice Trintignant	Lotus 24	1962	940	Climax V8	Colotti 5	2-20.8
30	Dan Gurney	Porsche 804	1962	01	Porsche F8	Porsche 6	2-16.5
32	Joachim Bonnier	Porsche 804	1962	02	Porsche F8	Porsche 6	2-17.9
34	Masten Gregory	Lotus 24	1962	944	BRM V8	Colotti 5	2-17.3
36	Innes Ireland	Lotus 24	1962	942	Climax V8	Colotti 5	2-17.5
38	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	2-26.5
40	Jo Siffert	Lotus 24	1962	950	BRM V8	Colotti 6	2-23.4
42	Jack Lewis	Cooper 53	1960	FI-6-61	Climax 4	Cooper 5	2-25.5

NON-STARTERS

2	---	Ferrari 156	1961	---	Ferrari V6	---	---
4	---	Ferrari 156	1961	---	Ferrari V6	---	---
6	---	Ferrari 156	1961	---	Ferrari V6	---	---
16	Peter Arundell	Lotus 24	1962	---	---	---	---
--	Tony Marsh	BRM 48/57	1961	---	BRM V8	---	---
--	Colin Davis	Porsche 718	1959	---	Porsche F4	---	---
--	Carlo Abate	Lotus 18/21	1960	---	Climax 4	---	---
--	Ian Burgess	Cooper Sp.	1961	---	Climax 4	---	---

PRACTICE CARS

12T	Jim Clark	Lotus 24	1962	949	Climax V8	Colotti 5	n/a
36T	Innes Ireland	Lotus 24	1962	943	Climax V8	Colotti 5	2-19.1
40	Jo Siffert	Lotus 21	1961	938	Climax 4	Colotti 5	2-27.9

ALSO PRACTISED

12	Trevor Taylor	Lotus 25	1962	R2	Climax V8	ZF 5	2-19.1
14	Jim Clark	Lotus 25	1962	R1	Climax V8	ZF 5	2-16.7
30	Joachim Bonnier	Porsche 804	1962	01	Porsche F8	Porsche 6	n/a
32	Dan Gurney	Porsche 804	1962	02	Porsche F8	Porsche 6	n/a

GRID

McLaren	G.Hill	Clark
2-15.4	2-15.0	2-14.8
Surtees	Brabham	
2-16.3	2-16.1	
Ireland	Gregory	Gurney
2-17.5	2-17.3	2-16.5
Ginther	Bonnier	
2-18.2	2-17.9	
Trintignant	T.Taylor	Maggs
2-20.8	2-19.1	2-18.6
Siffert	Salvadori	
2-23.4	2-21.3	
de Beaufort	Lewis	
2-26.5	2-25.5	

Non-starters: reasons

2 withdrawn
4 withdrawn
6 withdrawn
16 no car
Marsh no car
Davis withdrawn
Abate withdrawn
Burgess withdrawn

Leaders

1-29 G.Hill
30-32 Clark
33-41 G.Hill
42-54 Gurney

Retirements

2 Ireland puncture
6 Siffert clutch
11 Brabham rear suspension
15 Gregory overheating
21 Salvadori oil pressure
28 Lewis accident
34 Clark front suspension
43 Bonnier fuel feed

Entrant

Owen Racing Organisation
 Owen Racing Organisation
 Team Lotus
 Team Lotus
 Bowmaker Racing Team
 Bowmaker Racing Team
 Cooper Car Co
 Cooper Car Co
 Brabham Racing Organisation
 Rob Walker Racing Team
 Porsche System Engineering
 Porsche System Engineering
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Ecurie Maarsbergen
 Ecurie Filipinetti
 Ecurie Galloise

SEFAC Ferrari
 SEFAC Ferrari
 SEFAC Ferrari
 Team Lotus
 Tony Marsh
 Scuderia SSS Republica di Venezia
 Scuderia SSS Republica di Venezia
 Anglo-American Equipe

Team Lotus
 UDT-Laystall Racing Team
 Ecurie Filipinetti

Team Lotus
 Team Lotus
 Porsche System Engineering
 Porsche System Engineering

RESULT

1 Gurney	Porsche	2:07-35.5	101.90
2 Maggs	Cooper-Climax	53 laps	
3 Ginther	BRM	52 laps	
4 McLaren	Cooper-Climax	51 laps	
5 Surtees	Lola-Climax	51 laps	
6 de Beaufort	Porsche	51 laps	
7 Trintignant	Lotus-Climax	50 laps	
8 T.Taylor	Lotus-Climax	48 laps	
9 G.Hill	BRM	44 laps	

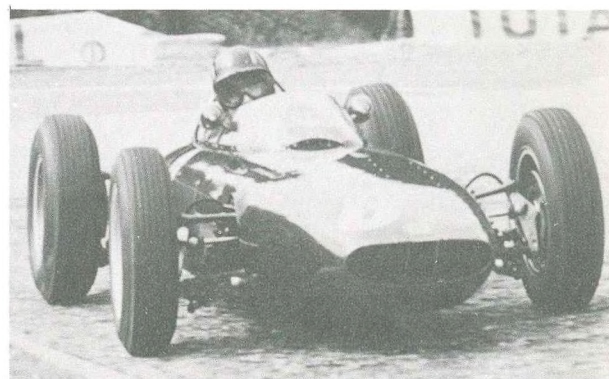
Fastest lap

G.Hill BRM 02-16.9 106.90

COMMENTARY

Team Lotus had produced one new car for Reims and for the French Grand Prix proper they produced another, this time a new monocoque type 25, chassis No R2. Clark took this eventually, leaving Taylor with R1, though nearly all this driver's practice had been done with the newer car. BRM reverted to their own five-speed gearbox in Ginther's car and Porsche returned to the fray with their Monaco cars now featuring revised suspension and gearchange mechanism. Lewis, despairing of having his V8 BRM properly serviced by the factory, reverted to his 1961 Cooper T53, while of Marsh there was no sign. Ireland's Lotus 24 was not, as widely reported at the time, a brand new car, but the one he had inverted at Zandvoort, now completely rebuilt. The works Type 24 Lotus with BRM engine had now been passed on to the Swiss driver Jo Siffert, who was racing under the Ecurie Filipinetti banner.

The race was full of surprises, with Hill being pushed off by Lewis while leading, Clark then in front but retiring with suspension failure, Hill leading again but stopping with fuel-injection problems and a surprised and delighted Gurney reeling off the final laps to secure Porsche's first Grand Prix victory. Right at the end, even after the cars had crossed the finishing line, Taylor's Lotus smote that of Trintignant after the Frenchman had been obstructed by Surtees, who in turn had been prevented from stopping at his pit by a row of Gendarmes.



FRENCH GP: Graham Hill, unlucky not to win, presses on with his works BRM 57 chassis 5781.

XII Grosser Preis der Solitude

July 15 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jim Clark	Lotus 25	1962	R2	Climax V8	ZF 5	3-53.9
2	Trevor Taylor	Lotus 24	1962	949	Climax V8	Colotti 5	4-02.3
8	Heinz Schiller	Porsche 718	1959	202	Porsche F4	Porsche 6	n/a
9	Jo Siffert	Lotus 24	1962	950	BRM V8	Colotti 6	4-14.0
10	Dan Gurney	Porsche 804	1962	03	Porsche F8	Porsche 6	3-54.8
11	Joachim Bonnier	Porsche 804	1962	02	Porsche F8	Porsche 6	3-55.8
14	Tony Marsh	BRM 48	1960	483	Climax 4	Cooper 5	4-14.0
16	Tony Settember	Emeryson	1961	1006	Climax 4	Colotti 5	4-21.8
18	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	4-21.2
19	Bernard Collomb	Cooper 53	1960	VR	Climax 4	Cooper 5	n/a
20	Ian Burgess	Cooper Sp.	1961	---	Climax 4	Cooper 5	4-17.5
22	Kurt Kuhnke	Lotus 18	1960	914	Climax 4	Lotus 5	4-27.9
23	Gunther Seifert	Lotus 18	1960	373	Climax 4	Lotus 5	n/a
24	Gerhard Mitter	Lotus 21	1961	938	Climax 4	Colotti 5	---

NON-STARTERS

3	Peter Arundell	Lotus 24	1962	---	Climax V8	---	---
4	Nino Vaccarella	Porsche 718	1959	---	Porsche F4	---	---
5	Carlo Abate	Porsche 718	1959	---	Porsche F4	---	---
6	Innes Ireland	Lotus 24	1962	---	Climax V8	---	---
7	Masten Gregory	Lotus 24	1962	---	BRM V8	---	---
12	---	Porsche 804	1962	---	Porsche F8	---	---
15	John Surtees	Lola 4	1962	---	Climax V8	---	---
17	John Campbell-Jones	Emeryson	1961	1005	Climax 4	Colotti 5	n/a
21	Wolfgang Seidel	Lotus 24	1962	---	BRM V8	---	---

ALSO PRACTISED

23	Gerhard Mitter	Lotus 18	1960	373	Climax 4	Lotus 5	n/a
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GRID

Bonnier	Gurney	Clark
3-55.8	3-54.8	3-53.9
Siffert	T. Taylor	
4-14.0	4-02.3	
de Beaufort	Burgess	Marsh
4-21.2	4-17.5	4-14.0
Kuhnke	Settember	
4-27.9	4-21.8	
Seifert	Collomb	Schiller
n/a	n/a	n/a
	Mitter	

Non-starters: reasons

3	no car available
4	withdrawn
5	withdrawn
6	withdrawn
7	withdrawn
12	withdrawn
15	withdrawn
17	practice accident
21	car not delivered

Leaders

1-25	Gurney
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Retirements

2	Siffert	electrics
5	Kuhnke	engine
10	Marsh	clutch
11	Settember	oil leak
19	Clark	accident

RESULT

1	Gurney	Porsche	1:45-37.2	100.72
2	Bonnier	Porsche	1:47-24.3	
3	T. Taylor	Lotus-Climax	1:49-32.3	
4	Burgess	Cooper-Climax	24 laps	
5	de Beaufort	Porsche	23 laps	
6	Mitter	Lotus-Climax	23 laps	
7	Schiller	Porsche	23 laps	
8	Collomb	Cooper-Climax	19 laps	

Fastest lap

Gurney	Porsche	03-55.6	108.37
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Not classified

Seifert	Lotus-Climax	18 laps	
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Entrant

Team Lotus
 Team Lotus
 Ecurie Filipinetti
 Ecurie Filipinetti
 Porsche System Engineering
 Porsche System Engineering
 Tony Marsh
 Emeryson Cars
 Ecurie Maarsbergen
 Bernard Collomb
 Anglo-American Equipe
 Autosport Team Wolfgang Seidel
 Autosport Team Wolfgang Seidel
 Ecurie Filipinetti

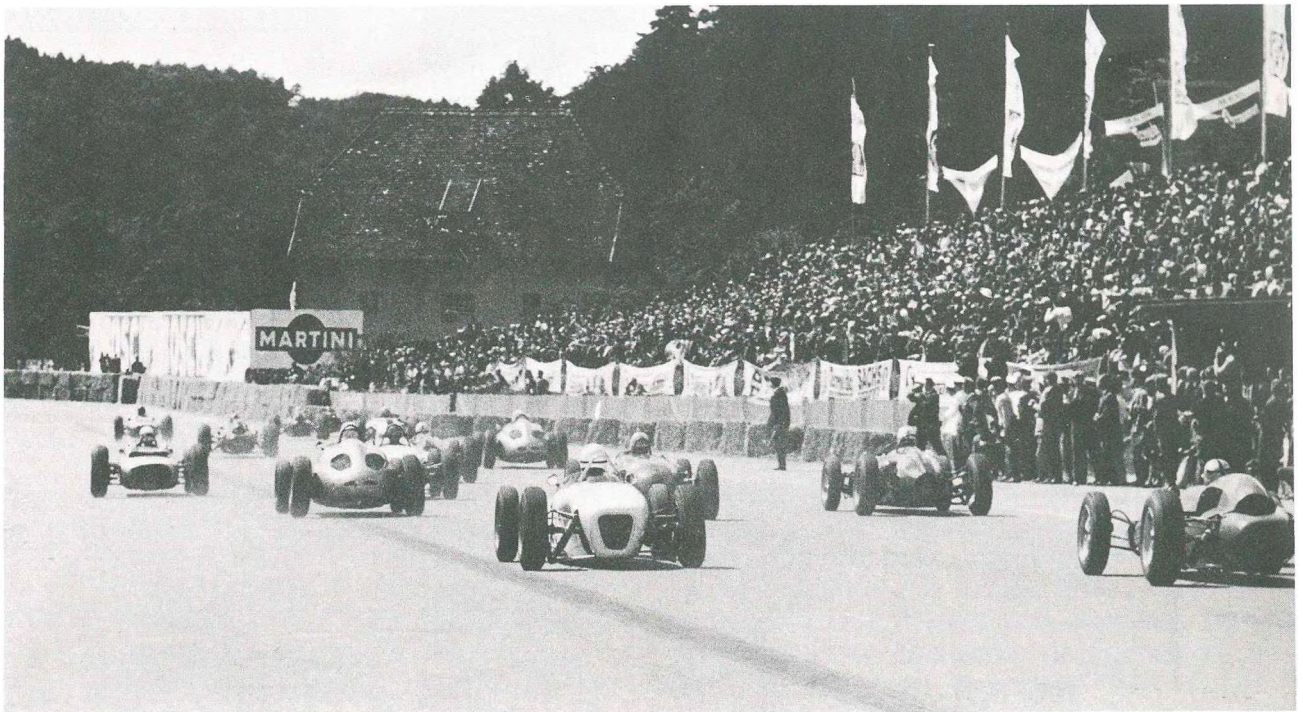
Team Lotus
 Scuderia SSS Republica di Venezia
 Scuderia SSS Republica di Venezia
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Porsche System Engineering
 Bowmaker Racing Team
 Emeryson Cars
 Autosport Team Wolfgang Seidel

Autosport Team Wolfgang Seidel

COMMENTARY

Charged with their success at Rouen the Porsche team were determined to do well on their home circuit of Solitude and indeed they prepared a brand new Type 804 for Gurney. There were many withdrawals, but Team Lotus were present with the Type 25 R2 for Clark and the Type 24 No 949 for Taylor, the R1 chassis having met its end in the Rouen accident. Tony Marsh solved the problem of getting his BRM V8 serviced by abandoning it and resurrecting his P48 car from last year, the car again having Climax 4-cyl engine and Cooper 5-sp gearbox. Emeryson, with an eye on the British Grand Prix in under a week's time, entered Settember on his usual car but borrowed Ashmore's car for Campbell-Jones to drive; unhappily it crashed and burnt out during practice and the driver suffered a certain amount of injury. The young German Gerhard Mitter drove the Filipinetti Lotus 21 previously raced by Siffert and Frenchman Bernard Collomb reappeared with the ex-Yeoman Credit Cooper 53 "streamliner".

Gurney and Bonnier provided a popular one-two, but both Clark and Taylor spun their Lotuses, Clark's car making contact with something solid and retiring. Burgess did very well to finish fourth but Seifert once again disgraced himself by not being classified.



SOLITUDE GP: This unusual shot of the start shows the complete field and careful study, together with reference to the grid, should result in the identification of each runner. Right at the back is Mitter's four-cylinder Lotus 21, fitted with Type 24 bodywork. The white car to his left is Seifert's Lotus 18, which follows de Beaufort's Porsche 718, Collomb's Cooper "Streamliner" (partially hidden) and Marsh's BRM 48. Right up the front the race is led by Clark, Taylor and Gurney.

XV R.A.C. British Grand Prix

July 21 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Phil Hill	Ferrari 156	1961	(07)	Ferrari V6	Ferrari 6	1-56.2
8	Dan Gurney	Porsche 804	1962	03	Porsche F8	Porsche 6	1-54.8
10	Joachim Bonnier	Porsche 804	1962	02	Porsche F8	Porsche 6	1-55.2
12	Graham Hill	BRM 57	1961	5781	BRM V8	BRM 5	1-54.6
14	Ritchie Ginther	BRM 57	1961	5784	BRM V8	BRM 5	1-55.2
16	Bruce McLaren	Cooper 60	1962	FI-17-61	Climax V8	Cooper 6	1-54.6
18	Tony Maggs	Cooper 60	1962	FI-18-61	Climax V8	Cooper 6	1-57.0
20	Jim Clark	Lotus 25	1962	R2	Climax V8	ZF 5	1-53.6
22	Trevor Taylor	Lotus 24	1962	949	Climax V8	Colotti 5	1-56.0
24	John Surtees	Lola 4	1962	BRGP42	Climax V8	Colotti 5	1-54.2
26	Roy Salvadori	Lola 4	1962	BRGP43	Climax V8	Colotti 5	1-56.2
30	Jack Brabham	Lotus 24	1962	947	Climax V8	Colotti 5	1-55.4
32	Innes Ireland	Lotus 24	1962	943	Climax V8	Colotti 5	1-54.4
34	Masten Gregory	Lotus 24	1962	942	Climax V8	Colotti 5	1-57.2
36	Ian Burgess	Cooper Sp.	1961	---	Climax 4	Cooper 5	2-00.6
40	Tony Settember	Emeryson	1961	1004	Climax 4	Colotti 5	2-02.4
42	Jack Lewis	Cooper 53	1960	FI-6-61	Climax 4	Cooper 5	1-59.4
44	Wolfgang Seidel	Lotus 24	1962	946	BRM V8	Colotti 6	2-11.6
46	Jay Chamberlain	Lotus 18	1960	908	Climax 4	Lotus 5	2-03.4
48	Tony Shelly	Lotus 18/21	1960	(P1)	Climax 4	Colotti 5	2-02.4
54	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	2-01.4

NON-STARTERS

4	---	Ferrari 156	1961	---	Ferrari V6	---	---
6	---	Ferrari 156	1961	---	Ferrari V6	---	---
28	Maurice Trintignant	Lotus 24	1962	940	Climax V8	---	---
38	John Campbell-Jones	Emeryson	1961	---	Climax 4	---	---
50	Keith Greene	Gilby	1962	---	BRM V8	---	---
52	Jo Siffert	Lotus 24	1962	---	BRM V8	---	---

PRACTICE CARS

12T	Graham Hill	BRM 57	1961	5785	BRM V8	BRM 5	2-00.4
24T	John Surtees	Lola 4A	1962	BRGP44	Climax V8	Colotti 6	1-58.2

ALSO PRACTISED

18	Bruce McLaren	Cooper 60	1962	FI-18-61	Climax V8	Cooper 6	2-06.6
22	Jim Clark	Lotus 24	1962	949	Climax V8	Colotti 5	1-57.8
34	Innes Ireland	Lotus 24	1962	942	Climax V8	Colotti 5	1-55.8
48	Keith Greene	Lotus 18/21	1960	(P1)	Climax 4	Colotti 5	2-08.2

GRID

Clark	Surtees	Ireland
1-53.6	1-54.2	1-54.4
McLaren	G.Hill	
1-54.6	1-54.6	
Gurney	Bonnier	Ginther
1-54.8	1-55.2	1-55.2
Brabham	T.Taylor	
1-55.4	1-56.0	
Salvadori	P.Hill	Maggs
1-56.2	1-56.2	1-57.0
Gregory	Lewis	
1-57.2	1-59.4	
Burgess	de Beaufort	Shelly
2-00.6	2-01.4	2-02.4
Settember	Chamberlain	
2-02.4	2-03.4	
Seidel		
2-11.6		

Non-starters: reasons

4	withdrawn
6	withdrawn
28	car damaged
38	driver unfit
50	car not ready
52	withdrawn--insufficient starting money

Leaders

1-75 Clark

Retirements

6	Shelly	cylinder head gasket
11	Seidel	brakes and overheating
27	Bonnier	crown wheel and pinion
35	Salvadori	battery
47	P.Hill	valve

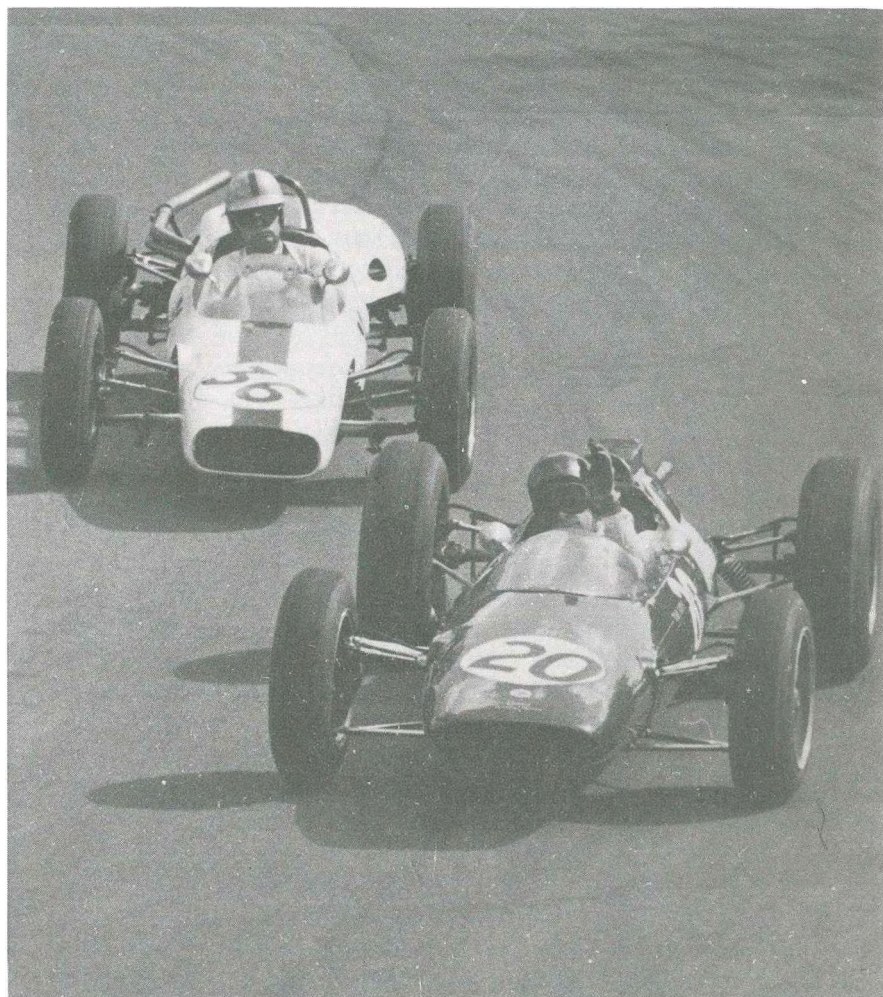
Entrant

SEFAC Ferrari
 Porsche System Engineering
 Porsche System Engineering
 Owen Racing Organisation
 Owen Racing Organisation
 Cooper Car Co
 Cooper Car Co
 Team Lotus
 Team Lotus
 Bowmaker Racing Team
 Bowmaker Racing Team
 Brabham Racing Organisation
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Anglo-American Equipe
 Emeryson Cars
 Ecurie Galloise
 Autosport Team Wolfgang Seidel
 Ecurie Excelsior
 John Dalton
 Ecurie Maarsbergen

SEFAC Ferrari
 SEFAC Ferrari
 Rob Walker Racing Team
 Emeryson Cars
 Gilby Engineering
 Ecurie Filipinetti

Owen Racing Organisation
 Bowmaker Racing Team

Cooper Car Co
 Team Lotus
 UDT-Laystall Racing Team
 John Dalton



BRITISH GP: Clark in the works Lotus 25 says thanks to Burgess in his Anglo-American Aiden-Cooper Special as the former progresses to a smooth triumph in his home Grande Epreuve. The original rear-mounted radiator setup on the Cooper has now been abandoned in favour of a single front radiator.

RESULT

1 Clark	Lotus-Climax	2:26-20.8	92.25
2 Surtees	Lola-Climax	2:27-10.0	
3 McLaren	Cooper-Climax	2:28-05.6	
4 G.Hill	BRM	2:28-17.6	
5 Brabham	Lotus-Climax	74 laps	
6 Maggs	Cooper-Climax	74 laps	
7 Gregory	Lotus-Climax	74 laps	
8 T.Taylor	Lotus-Climax	74 laps	
9 Gurney	Porsche	73 laps	
10 Lewis	Cooper-Climax	72 laps	
11 Settember	Emeryson-Climax	71 laps	
12 Burgess	Cooper-Climax	71 laps	
13 Ginther	BRM	70 laps	
14 de Beaufort	Porsche	69 laps	
15 Chamberlain	Lotus-Climax	64 laps	
16 Ireland	Lotus-Climax	61 laps	
<i>Fastest lap</i> Clark	Lotus-Climax	01-55.0	93.91

COMMENTARY

A new model from Lola, the "lightweight" Mk 4A with six-speed gearbox, plus a new chassis from BRM (No 5785) hinted at some real opposition for Clark in the British GP, but in the event neither car was used and the Scotsman dominated the race, chased hard but vainly throughout by Surtees in his usual Lola. UDT entered their two Climax-powered cars on this occasion and were delighted when Ireland attained the front row of the grid; tragically for all concerned, a gear selector fork broke on the warming-up lap. Ferrari entered Phil Hill on the Monaco T-car, but it was two seconds off the pace. The new Brabham was not yet ready and Keith Greene was still awaiting his new V8-powered Gilby.

XXIV Grosser Preis von Deutschland

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Phil Hill	Ferrari 156	1961	(07)	Ferrari V6	Ferrari 6	09-24.7
2	Giancarlo Baghetti	Ferrari 156	1961	(08)	Ferrari V6	Ferrari 6	09-28.1
3	Ricardo Rodriguez	Ferrari 156	1961	(03)	Ferrari V6	Ferrari 6	09-14.2
4	Lorenzo Bandini	Ferrari 156	1962	(09)	Ferrari V6	Ferrari 6	09-39.7
5	Jim Clark	Lotus 25	1962	R2	Climax V8	ZF 5	08-51.2
6	Trevor Taylor	Lotus 24	1962	949	Climax V8	Colotti 5	09-57.0
7	Dan Gurney	Porsche 804	1962	01	Porsche F8	Porsche 6	08-47.2
8	Joachim Bonnier	Porsche 804	1962	02	Porsche F8	Porsche 6	09-04.0
9	Bruce McLaren	Cooper 60	1962	FI-17-61	Climax V8	Cooper 6	09-00.7
10	Tony Maggs	Cooper 55	1961	FI-11-61	Climax 4	Cooper 5	10-21.2
11	Graham Hill	BRM 57	1961	5781	BRM V8	BRM 5	08-50.2
12	Ritchie Ginther	BRM 57	1961	5784	BRM V8	BRM 5	09-05.9
14	John Surtees	Lola 4	1962	BRGP42	Climax V8	Colotti 5	08-57.5
15	Roy Salvadori	Lola 4	1962	BRGP43	Climax V8	Colotti 5	09-14.1
16	Jack Brabham	Brabham BT3	1962	FI-1-62	Climax V8	Colotti 6	10-21.6
17	Maurice Trintignant	Lotus 24	1962	940	Climax V8	Colotti 5	09-19.0
18	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	09-12.9
19	Jo Siffert	Lotus 21	1961	938	Climax 4	Colotti 5	09-39.3
20	Jack Lewis	Cooper 53	1960	FI-6-61	Climax 4	Cooper 5	09-58.0
21	Lucien Bianchi	ENB	1962	---	Maserati 4	Colotti 5	10-40.7
25	Ian Burgess	Cooper Sp.	1961	---	Climax 4	Cooper 5	09-39.2
26	Nino Vaccarella	Porsche 718	1959	203	Porsche F4	Porsche 6	09-33.8
27	Keith Greene	Gilby	1962	---	BRM V8	Colotti 6	09-47.1
28	Heinz Schiller	Lotus 24	1962	950	BRM V8	Colotti 6	09-51.5
31	Bernard Collomb	Cooper 53	1960	VR	Climax 4	Cooper 5	10-09.7
32	Heini Walter	Porsche 718	1959	202	Porsche F4	Porsche 6	09-30.0

NON-STARTERS

29	Tony Shelly	Lotus 18/21	1960	(P1)	Climax 4	Colotti 5	10-18.6
30	Jay Chamberlain	Lotus 18	1960	908	Climax 4	Lotus 5	11-12.9
33	Tony Marsh	BRM 48/57	1961	573	BRM V8	BRM 5	---
34	Wolfgang Seidel	Lotus 24	1962	946	BRM V8	Colotti 6	10-38.2

PRACTICE CARS

10	Tony Maggs	Cooper 60	1962	FI-18-61	Climax V8	Cooper 6	09-04.8
11T	Graham Hill	BRM 57	1961	5785	BRM V8	BRM 5	09-15.0
14T	John Surtees	Lola 4A	1962	BRGP44	Climax V8	Colotti 5	n/a

ALSO PRACTISED

34	Gunther Seifert	Lotus 24	1962	946	BRM V8	Colotti 6	11-38.9
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GRID

Surtees	Clark	G.Hill	Gurney
08-57.5	08-51.2	08-50.2	08-47.2
Ginther	Bonnier	McLaren	
09-05.9	09-04.0	09-00.7	
Trintignant	R.Rodriguez	Salvadori	de Beaufort
09-19.0	09-14.2	09-14.1	09-12.9
Walter	Baghetti	P.Hill	
09-30.0	09-28.1	09-24.7	
Bandini	Siffert	Burgess	Vaccarella
09-39.7	09-39.3	09-39.2	09-33.8
Lewis	Schiller	Greene	
09-58.0	09-51.9	09-47.1	
L.Bianchi	Brabham	Maggs	Collomb
10-40.7	10-21.6	10-21.2	10-09.7
		T.Taylor	
		09-57.0	

Non-starters: reasons

29 excluded
30 excluded
33 car not ready
34 excluded

Leaders

1-2 Gurney
3-15 G.Hill

Entrant

SEFAC Ferrari
 SEFAC Ferrari
 SEFAC Ferrari
 SEFAC Ferrari
 Team Lotus
 Team Lotus
 Porsche System Engineering
 Porsche System Engineering
 Cooper Car Co
 Cooper Car Co
 Owen Racing Organisation
 Owen Racing Organisation
 Bowmaker Racing Team
 Bowmaker Racing Team
 Brabham Racing Organisation
 Rob Walker Racing Team
 Ecurie Maarsbergen
 Ecurie Filipinetti
 Ecurie Galloise
 Equipe Nationale Belge
 Anglo-American Equipe
 Scuderia SSS Republica di Venezia
 Gilby Engineering
 Ecurie Filipinetti
 Bernard Collomb
 Ecurie Filipinetti

John Dalton
 Ecurie Excelsior
 Tony Marsh
 Autosport Team Wolfgang Seidel

Cooper Car Co
 Owen Racing Organisation
 Bowmaker Racing Team

Autosport Team Wolfgang Seidel

Retirements

0 T.Taylor accident
 3 Collomb gearbox
 4 Bandini accident
 4 Schiller oil pressure
 4 Salvadori gearbox
 4 Trintignant gearbox
 7 Greene front suspension
 9 P.Hill rear suspension
 9 Brabham throttle linkage
 10 Lewis front shock absorbers

COMMENTARY

The German GP was the first event in 1962 to be run in really wet conditions throughout, and since the circuit was the Nürburgring it will be deduced that the race was a none too easy one for the drivers. Whereas, indeed, the first three cars were close for the full 15 laps, the track conditions made passing a hazardous and even foolhardy business. Graham Hill's victory was all the more meritorious since he had experienced a severe shaking during practice when his "T" BRM crashed after striking a cine camera which had fallen from de Beaufort's Porsche. Maggs was also a victim of this infamous incident and the South African was forced to race the four-cylinder Cooper. Ferrari, hampered all season by industrial strife, finally produced a new model which was in reality still only an interim one, but being lighter, lower and shorter than the 1961 design. Bandini drove--and crashed--the car. The turquoise-coloured Brabham-Climax V8 appeared for the first time, as did the Gilby-BRM, while the Walker team had once again rebuilt their Type 24 Lotus for Trintignant. Siffert preferred the Lotus 21 for this race, leaving Schiller to wrestle with the Filipinetti team's Type 24, and another Swiss driver, Heini Walter, was entrusted with the equipe's Porsche. Shelly and Chamberlain could not qualify and nor could Seidel in his new Lotus-BRM 24 (No 946), this car having first been raced in the British GP. Ricardo Rodriguez drove brilliantly in one of the oldest Ferraris to finish sixth, and Clark could only manage fourth place after a muffed start: he forgot to switch on his fuel pumps! Taylor shunted his Lotus 24 when his mis-firing engine suddenly developed full power and shot the car off the road. Phil Hill's performance, sadly, fell well short of his effort the previous year.

RESULT

1 G.Hill	BRM	2:38-45.3	80.40
2 Surtees	Lola-Climax	2:38-47.8	
3 Gurney	Porsche	2:38-49.7	
4 Clark	Lotus-Climax	2:39-27.4	
5 McLaren	Cooper-Climax	2:40-04.9	
6 R.Rodriguez	Ferrari	2:40-09.1	
7 Bonnier	Porsche	2:43-22.6	
8 Ginther	BRM	2:43-45.4	
9 Maggs	Cooper-Climax	2:43-52.3	
10 Baghetti	Ferrari	2:47-00.0	
11 Burgess	Cooper-Climax	2:47-00.6	
12 Siffert	Lotus-Climax	2:47-03.8	
13 de Beaufort	Porsche	2:47-57.1	
14 Walter	Porsche	14 laps	
15 Vaccarella	Porsche	14 laps	
16 L.Bianchi	ENB-Maserati	14 laps	

Fastest lap

G.Hill	BRM	10-12.2	83.34
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Picture on page 107.

VIII Kanonloppet

August 12 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	John Surtees	Lola 4A	1962	BRGP44	Climax V8	Colotti 5	1-25.4
2	Roy Salvadori	Lola 4	1962	BRGP43	Climax V8	Colotti 5	1-25.9
3	Masten Gregory	Lotus 24	1962	944	BRM V8	Colotti 5	1-26.8
4	Innes Ireland	Lotus 24	1962	942	Climax V8	Colotti 5	1-25.5
5	Joachim Bonnier	Porsche 804	1962	01	Porsche F8	Porsche 6	1-25.9
6	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	1-29.0
11	Bernard Collomb	Cooper 53	1960	VR.	Climax 4	Cooper 5	1-34.6
12	Ian Burgess	Cooper Sp.	1961	---	Climax 4	Cooper 5	1-28.7
14	Graham Hill	Lotus 24	1962	940	Climax V8	Colotti 5	1-25.9
15	Olle Nygren	Lotus 18	1960	908	Climax 4	Lotus 5	1-41.2

NON-STARTERS

7	John Campbell-Jones	Emeryson	1961	---	Climax 4	---	---
8	Tony Settember	Emeryson	1961	---	Climax 4	---	---
9	Kurt Kuhnke	Lotus 18	1960	---	Borgward 4	---	---
10	David Piper	Lotus 18/21	1960	---	Climax 4	---	---

GRID

Bonnier	Ireland	Surtees
1-25.9	1-25.5	1-25.4
G.Hill	Salvadori	
1-25.9	1-25.9	
de Beaufort	Burgess	Gregory
1-29.0	1-28.7	1-26.8
Nygren	Collomb	
1-41.2	1-34.6	

Non-starters: reasons

7 withdrawn, driver unfit
 8 withdrawn
 9 engine not ready
 10 withdrawn

Leaders

1 Surtees
 2-30 Gregory

Retirements

6 Nygren gearbox
 11 G.Hill oil leak
 11 Surtees valve spring
 11 Collomb engine

RESULT

1	Gregory	Lotus-BRM	42-51.3	78.27
2	Salvadori	Lola-Climax	42-58.6	
3	Bonnier	Porsche	42-58.8	
4	Ireland	Lotus-Climax	43-28.0	
5	Burgess	Cooper-Climax	29 laps	
6	de Beaufort	Porsche	29 laps	

Fastest lap

Ireland Lotus-Climax 01-24.1 79.84

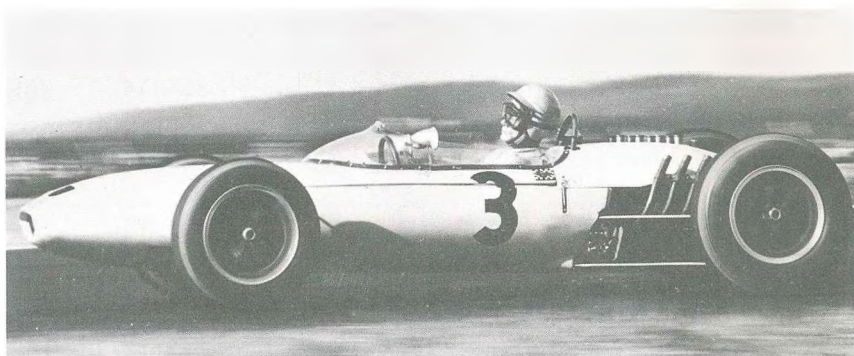
Entrant

Bowmaker Racing Team
 Bowmaker Racing Team
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Porsche System Engineering
 Ecurie Maarsbergen
 Bernard Collomb
 Anglo-American Equipe
 Rob Walker Racing Team
 Ecurie Excelsior

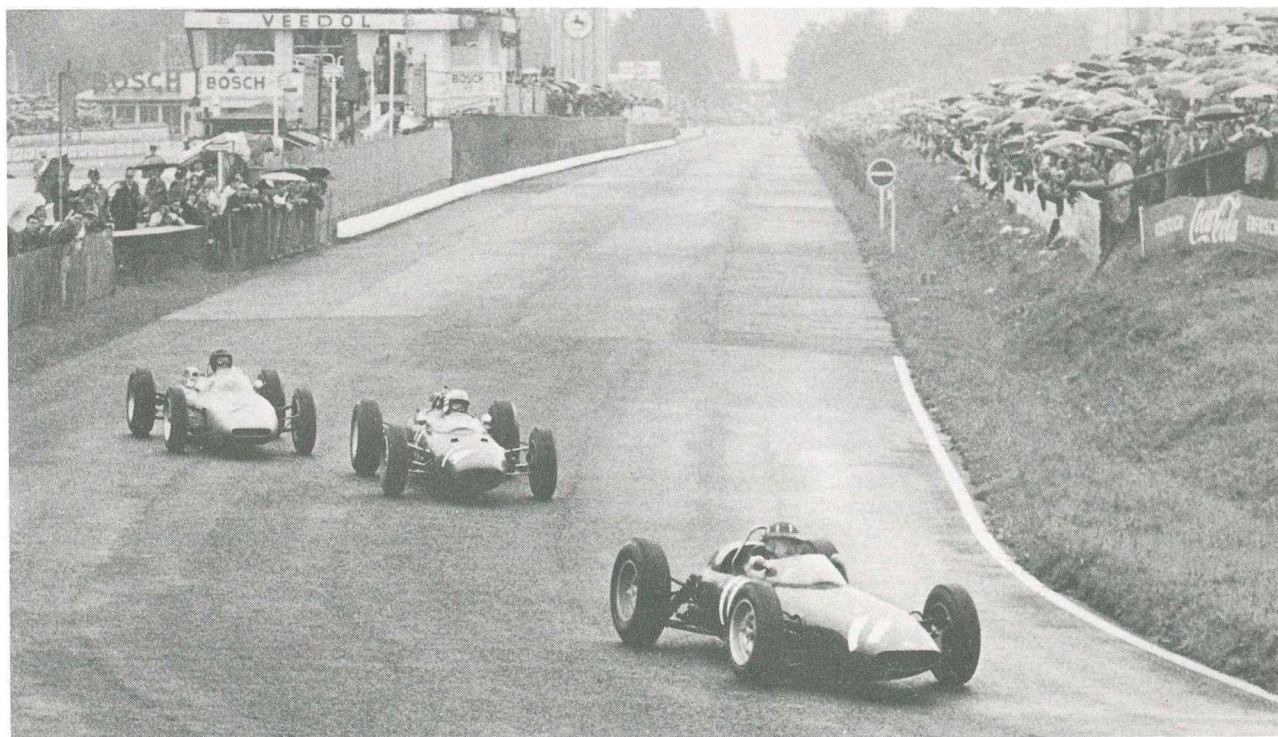
Emeryson Cars
 Emeryson Cars
 Kurt Kuhnke
 David Piper

COMMENTARY

Masten Gregory, now retired, was one of those drivers whose rate of progress seemed to vary from circuit to circuit, a comment that could well apply to the type of car--namely the Lotus 24--he drove during 1962. At Karlskoga both he and the Lotus were on top form and despite a lowly grid position the bespectacled American won his first race for some time. Graham Hill had another drive for Rob Walker, in Trintignant's normal Lotus 24 and Bonnier persuaded Porsche to enter a single flat-8 car for him. Speedway ace Olle Nygren was loaned Chamberlain's Lotus 18--still with the original square bodywork.



KANONLOPPET: Gregory on his way to first place in UDT-Laystall's Lotus-BRM 24. This car met its end as a F1 vehicle at Monte Carlo in 1964, when it was comprehensively crashed by Ireland. With three wins to its credit, however, it was easily the most successful of the team's four Type 24 chassis.



GERMAN GP (pages 104-105): G.Hill (BRM 57), Surtees (Lola Mk 4) and Gurney (flat-8 Porsche 804) stayed like this for most of the hard, wet race.

I Gran Premio del Mediterraneo

August 19 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Keith Greene	Gilby	1962	---	BRM V8	Colotti 6	1-26.3
6	Gunther Seifert	Lotus 18	1960	373	Climax 4	Lotus 5	1-33.1
8	Wolfgang Seidel	Lotus 24	1962	946	BRM V8	Colotti 6	1-30.4
10	Giancarlo Baghetti	Ferrari 156	1961	(02)	Ferrari V6	Ferrari 6	1-22.9
12	Bernard Collomb	Cooper 53	1960	VR	Climax 4	Cooper 5	1-27.1
16	"Wal Ever"	Cooper 45	1958	FII-15-58	OSCA 4	Cooper 4	1-36.1
18	Jo Siffert	Lotus 21	1961	938	Climax 4	Colotti 5	1-23.8
20	Lorenzo Bandini	Ferrari 156	1961	(06)	Ferrari V6	Ferrari 6	1-21.5
24	Heinz Schiller	Porsche 718	1959	202	Porsche F4	Porsche 6	1-26.0
26	Carlo Abate	Porsche 718	1959	203	Porsche F4	Porsche 6	1-25.2
28	Nino Vaccarella	Lotus 18/21	1960	912	Climax 4	Colotti 5	1-26.3
30	Roberto Lippi	de Tomaso	1961	F1-002	OSCA 4	Colotti 5	1-33.1

NON-STARTERS

4	Umberto Filotico	Cooper	---	---	Climax 4	---	---
14	Heini Walter	Lotus 24	1962	950	BRM V8	Colotti 6	1-30.0
22	Jay Chamberlain	Lotus 18	1960	908	Climax 4	Lotus 5	---
32	Kurt Kuhnke	Lotus 18	1960	---	Borgward 4	---	---
--	Peter Arundell	Lotus 24	1962	---	BRM V8	---	---

GRID

Siffert	Baghetti	Bandini
1-23.8	1-22.9	1-21.5
Schiller	Abate	
1-26.0	1-25.2	
Collomb	Greene	Vaccarella
1-27.1	1-26.3	1-26.3
Seidel	---	
1-30.4		
"Wal Ever"	Seifert	Lippi
1-36.1	1-33.1	1-33.1

Non-starters: reasons

4 withdrawn
 14 withdrawn after practice
 22 car in Scandinavia
 32 engine not ready
 Arundell withdrawn

Leaders

1-50 Bandini

Retirements

2 "Wal Ever" engine
 6 Vaccarella engine
 13 Schiller oil leak

RESULT

1	Bandini	Ferrari	1:09-25.8	128.98
2	Baghetti	Ferrari	1:09-58.3	
3	Abate	Porsche	49 laps	
4	Siffert	Lotus-Climax	48 laps	
5	Collomb	Cooper-Climax	45 laps	
6	Lippi	de Tomaso-OSCA	44 laps	
7	Greene	Gilby-BRM	41 laps	
8	Seidel	Lotus-BRM	40 laps	
9	Seifert	Lotus-Climax	26 laps	

Fastest lap

Bandini	Ferrari		
Baghetti	Ferrari	01-20.9	132.92

Entrant

Gilby Engineering
 Autosport Team Wolfgang Seidel
 Autosport Team Wolfgang Seidel
 SEFAC Ferrari
 Bernard Collomb
 "Wal Ever"
 Ecurie Filipinetti
 SEFAC Ferrari
 Ecurie Filipinetti
 Scuderia SSS Repubblica di Venezia
 Scuderia SSS Repubblica di Venezia
 Scuderia Settecolli

Umberto Filotico
 Ecurie Filipinetti
 Ecurie Excelsior
 Kurt Kuhnke
 Team Lotus

COMMENTARY

With Bandini and Baghetti leading, and winning, easily the first Mediterranean Grand Prix proved to be one of those Ferrari demonstration runs which Italian and Sicilian enthusiasts always find so acceptable--provided of course the cars actually finish in front! Certainly the event gave little promise of the tremendously close slipstreaming contests the Pergusa circuit was to provide in later F1 and F2 events. The Ferraris used on this occasion had last been seen at Spa, Bandini's having been driven there by Phil Hill and Baghetti's by Rodriguez; presumably the gear ratios did not need changing...

Abate again drove well to bring the Venezia Porsche home third, but everyone else had trouble of one sort or another and by the end the field was well spaced out. The mysterious "Wal Ever" dared to give his ancient Cooper 45 another airing and was even slower than Seifert!

MEDITERRANEAN GP: No picture available.

III Grote Prijs van Danske

August 25/26 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Jack Brabham	Lotus 24	1962	947	Climax V8	Colotti 5	0-43.4
4	Trevor Taylor	Lotus 25	1962	R2	Climax V8	ZF 5	0-45.4
6	John Surtees	Lola 4A	1962	BRGP44	Climax V8	Colotti 5	0-44.1
8	Roy Salvadori	Lola 4	1962	BRGP42	Climax V8	Colotti 5	0-45.0
10	Innes Ireland	Lotus 24	1962	942	Climax V8	Colotti 5	0-44.2
12	Masten Gregory	Lotus 24	1962	944	BRM V8	Colotti 5	0-44.1
14	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	---
18	Ian Burgess	Cooper Sp.	1961	---	Climax 4	Cooper 5	0-45.3
20	Jay Chamberlain	Lotus 18	1960	908	Climax 4	Lotus 5	---
22	Gary Hocking	Lotus 18/21	1960	(P2)	Climax 4	Colotti 5	0-45.4
24	Wolfgang Seidel	Lotus 24	1962	946	BRM V8	Colotti 6	---

NON-STARTERS

16	Graham Hill	Lotus 24	1962	---	Climax V8	---	---
26	Kurt Kuhnke	Lotus 18	1960	---	Borgward 4	---	---

GRID (Heat 1)

Ireland	Surtees	Gregory	Brabham
0-44.2	0-44.1	0-44.1	0-43.4
Hocking	Burgess	Salvadori	
0-45.4	0-45.3	0-45.0	
Seidel	Chamberlain	de Beaufort	T. Taylor
---	---	---	0-45.4

Non-starters: reasons

16 withdrawn
26 engine not ready

HEAT 1

Leaders

1-20 Brabham

HEAT 2

Leaders

1 Gregory
2-30 Brabham

HEAT 3

Leaders

1-30 Brabham

Retirements

17 Chamberlain accident

Retirements

1 Salvadori accident

Retirements

6 Surtees ignition

Result

1 Brabham
2 Gregory
3 Ireland
4 Surtees
5 Burgess
6 de Beaufort
7 Salvadori
8 Hocking
9 Seidel
10 T. Taylor

Result

1 Brabham
2 Ireland
3 Surtees
4 Gregory
5 T. Taylor
6 Seidel
7 Burgess
8 Hocking
9 de Beaufort

Result

1 Brabham
2 Gregory
3 Ireland
4 Hocking
5 T. Taylor
6 Burgess
7 Seidel
8 de Beaufort
9 Chamberlain

AGGREGATE RESULT

1	Brabham	Lotus-Climax	59-14.1	60.10
2	Gregory	Lotus-BRM	59-34.9	
3	Ireland	Lotus-Climax	59-47.3	
4	Hocking	Lotus-Climax	61-35.4	
5	Burgess	Cooper-Climax	61-48.2	
6	T. Taylor	Lotus-Climax	62-29.6	
7	de Beaufort	Porsche	79 laps	
8	Seidel	Lotus-BRM	78 laps	
9	Chamberlain	Lotus-Climax	36 laps	

Fastest lap

Brabham Lotus-Climax 00-42.7 63.27

Entrant

Brabham Racing Organisation
 Team Lotus
 Bowmaker Racing Team
 Bowmaker Racing Team
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Ecurie Maarsbergen
 Anglo-American Equipe
 Ecurie Excelsior
 Tim Parnell
 Autosport Team Wolfgang Seidel

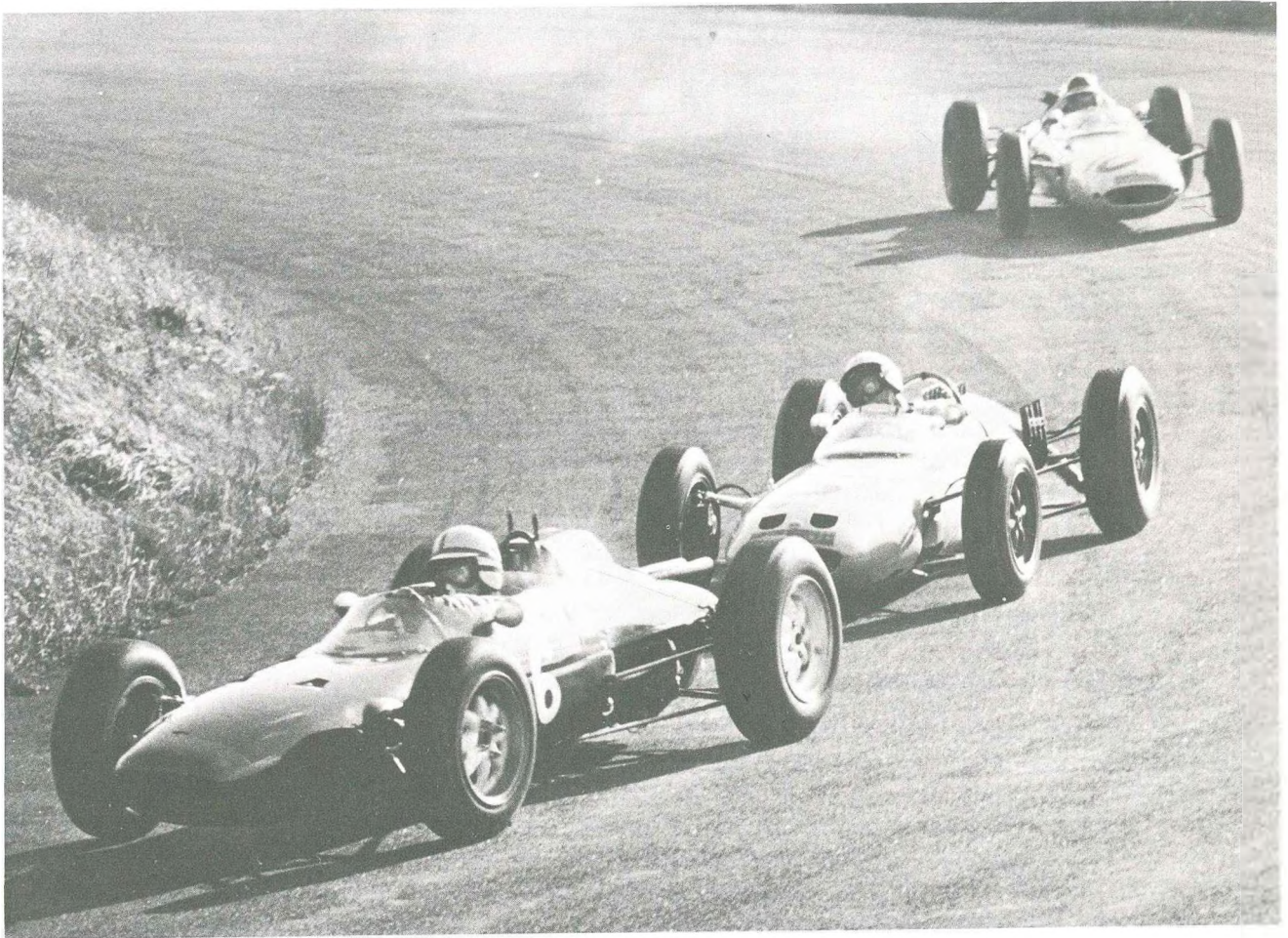
Rob Walker Racing Team
 Kurt Kuhnke

COMMENTARY

This three-heat event, run over the funny little Roskilde circuit, resulted in another victory for a Lotus 24, this time that of Jack Brabham, who had elected to leave his new BT3 car at home in readiness for the Gold Cup. Motor cycle champion Gary Hocking had his first F1 drive in Tim Parnell's Lotus 18/21, and already the aficionados were talking of him as the next Surtees. Gregory could not quite repeat his Karlskoga performance, but beat team-mate Ireland nevertheless.

Particularly interesting in hindsight was the method of starting the race. "Motor Racing" reported: "There was an original race start. The cars left the pit area, in the centre of the circuit, covered one fastish lap, and assembled where told on the grid. When the starter was satisfied that the cars were (a) all there and (b) stationary, he dropped the flag."

Sounds just like the procedure adopted very recently for races in Britain and elsewhere--and everyone thought it was a real innovation!



DANISH GP: Surtees in the lightweight Lola Mk 4A is pursued by Gregory in the Karlskoga-winning Lotus-BRM 24 and Ireland in the second UDT Lotus 24, this one with Climax V8 engine. The Lola proved to be a disappointment, its best-ever placing being fifth in the '63 Glover Trophy, driven by Amon.

IX Gold Cup

September 1 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jack Brabham	Brabham BT3	1962	F1-1-62	Climax V8	Colotti 6	1-40.4
2	Bruce McLaren	Cooper 60	1962	FI-17-61	Climax V8	Cooper 6	1-40.0
3	John Surtees	Lola 4	1962	BRGP42	Climax V8	Colotti 5	1-40.4
4	Roy Salvadori	Lola 4	1962	BRGP43	Climax V8	Colotti 5	1-41.0
5	Gerry Ashmore	Lotus 18/21	1960	919	Climax 4	Lotus 5	1-48.8
6	Graham Eden	Lotus 18	1960	909	Climax 4	Cooper 5	1-54.0
8	Jim Clark	Lotus 25	1962	R2	Climax V8	ZF 5	1-38.6
9	Trevor Taylor	Lotus 25	1962	R3	Climax V8	ZF 5	---
10	Jack Lewis	Cooper 53	1960	FI-6-61	Climax 4	Cooper 5	1-46.6
12	Gunther Seifert	Lotus 18	1960	373	Climax 4	Lotus 5	1-56.4
14	Innes Ireland	Lotus 24	1962	942	Climax V8	Colotti 5	1-40.8
15	Masten Gregory	Lotus 24	1962	945	BRM V8	Colotti 6	1-45.6
16	Philip Robinson	Lotus 18/21	1960	904	Climax 4	Colotti 5	1-46.0
17	Graham Hill	BRM 57	1961	5781	BRM V8	BRM 5	1-39.0
18	Ritchie Ginther	BRM 57	1961	5784	BRM V8	BRM 5	1-38.6
19	Bruce Johnstone	BRM 57	1961	5785	BRM V8	BRM 5	1-42.0
20	Keith Greene	Gilby	1962	---	BRM V8	Colotti 6	---
21	Bernard Collomb	Cooper 53	1960	VR	Climax 4	Cooper 5	2-00.2
22	Tony Shelly	Lotus 18/21	1960	(P1)	Climax 4	Colotti 5	1-45.6
23	Gary Hocking	Lotus 18/21	1960	(P2)	Climax 4	Colotti 5	1-43.2
24	Ian Burgess	Cooper Sp.	1961	---	Climax 4	Cooper 5	1-45.8
25	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	1-47.0
26	Joachim Bonnier	Lotus 24	1962	940	Climax V8	Colotti 5	1-45.4

NON-STARTERS

7	Chris Ashmore	Lotus 18	1960	---	Climax 4	---	---
11	Wolfgang Seidel	Lotus 24	1962	946	BRM V8	Colotti 6	n/a
27	Tony Settember	Emeryson	1961	1004	Climax 4	Colotti 5	n/a

PRACTICE CARS

9	Trevor Taylor	Lotus 24	1962	949	Climax V8	Colotti 5	1-42.2
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GRID

Ginther	Clark	G.Hill	McLaren
1-38.6	1-38.6	1-39.0	1-40.0
Brabham	Surtees	Ireland	
1-40.4	1-40.4	1-40.8	
Salvadori	Johnstone	T.Taylor	Hocking
1-41.0	1-42.0	1-42.2	1-43.2
Bonnier	Gregory	Shelly	
1-45.4	1-45.6	1-45.6	
Burgess	Robinson	Lewis	de Beaufort
1-45.8	1-46.0	1-46.6	1-47.0
Ashmore	---	Eden	
1-48.8		1-54.0	
Seifert	Collomb	---	Greene
1-56.4	2-00.2		---

Non-starters: reasons

7 no car
11 excluded
27 withdrawn after practice

Leaders

1-73 Clark

Retirements

1 Robinson engine
12 Bonnier gear selectors
17 T.Taylor gear selectors
17 Salvadori throttle
26 Greene gearbox oil leak
27 Ireland clutch
27 Eden engine
28 Lewis lost wheel
31 Ginther piston
33 Surtees valve
39 McLaren fire
53 Burgess oil pipe
62 Hocking oil pipe

Entrant

Brabham Racing Organisation
 Cooper Car Co
 Bowmaker Racing Team
 Bowmaker Racing Team
 Gerry Ashmore
 Gerry Ashmore
 Team Lotus
 Team Lotus
 Ecurie Galloise
 Autosport Team Wolfgang Seidel
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 A.Robinson & Sons
 Owen Racing Organisation
 Owen Racing Organisation
 Owen Racing Organisation
 Gilby Engineering
 Bernard Collomb
 John Dalton
 Tim Parnell
 Anglo-American Equipe
 Ecurie Maarsbergen
 Rob Walker Racing Team



GOLD CUP: Just over half-way through the race McLaren lost third place when his Cooper 60 caught fire, the cause of which was a short-circuit. Here the flames are well and truly extinguished in the Oulton Park pits.

Gerry Ashmore
 Autosport Team Wolfgang Seidel
 Emeryson Cars

Team Lotus

RESULT

1 Clark	Lotus-Climax	2:03-46.6	97.70
2 G.Hill	BRM	2:05-04.2	
3 Brabham	Brabham-Climax	70 laps	
4 Johnstone	BRM	70 laps	
5 Shelly	Lotus-Climax	69 laps	
6 Gregory	Lotus-BRM	69 laps	
7 de Beaufort	Porsche	68 laps	
8 G.Ashmore	Lotus-Climax	67 laps	
9 Collomb	Cooper-Climax	61 laps	
10 Seifert	Lotus-Climax	50 laps	

Fastest lap

Clark	Lotus-Climax	01-40.0	99.40
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COMMENTARY

Another Clark benefit. Throughout 1962 the combination of the Lotus team leader and the Type 25 F1 car proved virtually unbeatable provided the car was on form and managed to hold together: it was very seldom that the driver was off form, and even when he was he still managed to put in a good working performance, if not a brilliant "natural" one. At Oulton Park both car and Clark were in fine fettle and led all the way. BRM had rebuilt the car crashed during Nurburgring practice and it was loaned to South African Bruce Johnstone. Lotus had a new car, 25/R3, which Taylor raced following engine trouble with his Type 24, while UDT-Laystall had taken delivery of their fourth Type 24, this one with BRM engine and Colotti six-speed gearbox, driven here by Gregory. Philip Robinson had bought Tim Parnell's Lotus 18 of last year, fitted now with Type 21 body-work and Hocking again drove Parnell's newer Type 18. Bonnier was in Walker's Lotus, a presage to 1963.

XXXIII Gran Premio d'Italia

September 16 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Giancarlo Baghetti	Ferrari 156	1961	(08)	Ferrari V6	Ferrari 6	1-44.4
4	Ricardo Rodriguez	Ferrari 156	1961	(06)	Ferrari V6	Ferrari 6	1-43.1
6	Lorenzo Bandini	Ferrari 156	1961	(03)	Ferrari V6	Ferrari 6	1-44.3
8	Willy Mairesse	Ferrari 156	1962	(09)	Ferrari V6	Ferrari 6	1-42.8
10	Phil Hill	Ferrari 156	1961	(07)	Ferrari V6	Ferrari 6	1-43.4
12	Ritchie Ginther	BRM 57	1961	5785	BRM V8	BRM 5	1-41.1
14	Graham Hill	BRM 57	1961	5781	BRM V8	BRM 5	1-40.4
16	Dan Gurney	Porsche 804	1962	03	Porsche F8	Porsche 6	1-41.9
18	Joachim Bonnier	Porsche 804	1962	02	Porsche F8	Porsche 6	1-42.6
20	Jim Clark	Lotus 25	1962	R3	Climax V8	ZF 5	1-40.4
22	Trevor Taylor	Lotus 25	1962	R2	Climax V8	ZF 5	1-44.2
24	Nino Vaccarella	Lotus 24	1962	941	Climax V8	Colotti 6	1-43.4
28	Bruce McLaren	Cooper 60	1962	FI-18-61	Climax V8	Cooper 6	1-41.8
30	Tony Maggs	Cooper 60	1962	FI-17-61	Climax V8	Cooper 6	1-43.2
32	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	1-46.8
36	Maurice Trintignant	Lotus 24	1962	940	Climax V8	Colotti 5	1-44.4
38	Masten Gregory	Lotus 24	1962	944	BRM V8	Colotti 5	1-41.9
40	Innes Ireland	Lotus 24	1962	942	Climax V8	Colotti 5	1-41.8
44	Roy Salvadori	Lola 4	1962	BRGP43	Climax V8	Colotti 5	1-43.3
46	John Surtees	Lola 4A	1962	BRGP44	Climax V8	Colotti 5	1-42.4
48	Tony Settember	Emeryson	1961	1004	Climax 4	Colotti 5	1-49.1
NON-STARTERS							
26	Jay Chamberlain	Lotus 18	1960	908	Climax 4	Lotus 5	1-59.7
34	Nasif Estefano	de Tomaso	1962	F1-801	Tomaso F8	Tomaso 5	6-18.4
42	Jo Siffert	Lotus 24	1962	950	BRM V8	Colotti 6	1-55.8
50	Roberto Lippi	de Tomaso	1961	F1-002	OSCA 4	Colotti 5	1-58.6
52	Gerry Ashmore	Lotus 18/21	1960	919	Climax 4	Lotus 5	1-52.9
54	Ernesto Prinoth	Lotus 18	1960	913	Climax 4	Lotus 5	1-57.7
56	Keith Greene	Gilby	1962	---	BRM V8	Colotti 6	1-52.0
58	Kurt Kuhnke	Lotus 18	1960	---	Borgward 4	---	---
60	Tony Shelly	Lotus 24	1962	946	BRM V8	Colotti 6	1-51.6
62	Ian Burgess	Cooper Sp	1961	---	Climax 4	Cooper 5	1-53.1
PRACTICE CARS							
12	Ritchie Ginther	BRM 57	1961	5784	BRM V8	BRM 5	1-42.8
16T	Dan Gurney	Porsche 804	1962	01	Porsche F8	Porsche 6	n/a
46T	John Surtees	Lola 4	1962	BRGP42	Climax V8	Colotti 5	n/a
ALSO PRACTISED							
20	Trevor Taylor	Lotus 25	1962	R3	Climax V8	ZF 5	1-45.4
22	Jim Clark	Lotus 25	1962	R2	Climax V8	ZF 5	1-41.5

Non-starters: reasons

26 excluded
 34 excluded
 42 excluded
 50 excluded
 52 excluded
 54 excluded
 56 excluded
 58 engine not ready
 60 excluded
 62 excluded

Leaders

1-86 G.Hill

Retirements

12 Clark gearbox
 17 Trintignant electrics
 18 Settember cylinder head gasket
 25 T.Taylor gearbox
 41 Salvadori valve
 42 Surtees piston
 45 Ireland front suspension
 66 Gurney crown wheel and pinion

Entrant
 SEFAC Ferrari
 SEFAC Ferrari
 SEFAC Ferrari
 SEFAC Ferrari
 SEFAC Ferrari
 Owen Racing Organisation
 Owen Racing Organisation
 Porsche System Engineering
 Porsche System Engineering
 Team Lotus
 Team Lotus
 Scuderia SSS Republica di Venezia
 Cooper Car Co
 Cooper Car Co
 Ecurie Maarsbergen
 Rob Walker Racing Team
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Bowmaker Racing Team
 Bowmaker Racing Team
 Emeryson Cars

GRID
 Clark G.Hill
 1-40.35 1-40.38
 Ginther McLaren
 1-41.1 1-41.8
 Ireland Gregory
 1-41.8 1-41.9
 Gurney Surtees
 1-41.9 1-42.4
 Bonnier Mairesse
 1-42.6 1-42.8
 R.Rodriguez Maggs
 1-43.1 1-43.2
 Salvadori Vaccarella
 1-43.3 1-43.2
 P.Hill T.Taylor
 1-43.4 1-44.2
 Bandini Baghetti
 1-44.3 1-44.4
 Trintignant de Beaufort
 1-44.4 1-46.8
 Settember
 1-49.1

Picture: page 119.

Ecurie Excelsior
 Scuderia de Tomaso
 Ecurie Filipinetti
 Scuderia Settecoggi
 Gerry Ashmore
 Scuderia Jolly Club
 Gilby Engineering
 Kurt Kuhnke
 Autosport Team Wolfgang Seidel
 Anglo-American Equipe

Owen Racing Organisation
 Porsche System Engineering
 Bowmaker Racing Team

Team Lotus
 Team Lotus

RESULT

1	G.Hill	BRM	2:29-08.4	123.62
2	Ginther	BRM	2:29-38.2	
3	McLaren	Cooper-Climax	2:30-06.2	
4	Mairesse	Ferrari	2:30-06.6	
5	Baghetti	Ferrari	2:30-39.7	
6	Bonnier	Porsche	85 laps	
7	Maggs	Cooper-Climax	85 laps	
8	Bandini	Ferrari	84 laps	
9	Vaccarella	Lotus-Climax	84 laps	
10	de Beaufort	Porsche	81 laps	
11	P.Hill	Ferrari	81 laps	
12	Gregory	Lotus-BRM	77 laps	
13	Gurney	Porsche	66 laps (retired)	
14	R.Rodriguez	Ferrari	63 laps	

Fastest lap
 G.Hill BRM 01-42.3 125.73

COMMENTARY

As in 1961, the Italian GP proved to be the toughest race of the season, being run this year over 86 laps of the Monza road circuit (omitting the banked-oval section), a distance of over 300 miles. Petrol consumption was a worry for some teams and Cooper were forced into fitting extra side tanks to McLaren's car, this being the chassis crashed by Maggs at the Nurburgring. Maggs took the team leader's normal car and resigned himself to making a fuel stop. The Rob Walker team had taken delivery of a new Lotus 24 (No 941) which for this race they lent to Scuderia Venezia, but the most interesting and truly original entry was that of the de Tomaso flat-8, built in its entirety by the tiny de Tomaso factory in Modena. The engine was basically a "double OSCA" of 1,486 cc and it was unfortunate that the vehicle was not entirely race-ready. With every car having to lap within 10 per cent of the second fastest practice time it was clear that the four-cylinder brigade were going to be hard pressed to make the grid at all; full credit, therefore, to de Beaufort and Settember for doing so. Clark, in desperate trouble throughout the meeting with failing gearboxes, was an early retirement and on this occasion the extra power of the fuel-injected BRMs paid off handsomely, G.Hill and Ginther finishing one-two.

IV Grand Prix of the U.S.A. October 7 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
4	Graham Hill	BRM 57	1961	5781	BRM V8	BRM 5	1-16.7
5	Ritchie Ginther	BRM 57	1961	5784	BRM V8	BRM 5	1-16.6
6	Maurice Trintignant	Lotus 24	1962	941	Climax V8	Colotti 6	1-25.8
8	Jim Clark	Lotus 25	1962	R3	Climax V8	ZF 5	1-15.8
9	Trevor Taylor	Lotus 25	1962	R2	Climax V8	ZF 5	1-18.0
10	Dan Gurney	Porsche 804	1962	03	Porsche F8	Porsche 6	1-16.9
11	Joachim Bonnier	Porsche 804	1962	02	Porsche F8	Porsche 6	1-19.0
12	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	1-21.8
14	Roger Penske	Lotus 24	1962	943	Climax V8	Colotti 5	1-21.3
15	Innes Ireland	Lotus 24	1962	942	Climax V8	Colotti 5	1-24.0
16	Masten Gregory	Lotus 24	1962	944	BRM V8	Colotti 5	1-17.9
17	Jack Brabham	Brabham BT3	1962	F1-1-62	Climax V8	Colotti 6	1-16.9
18	John Surtees	Lola 4	1962	BRGP43	Climax V8	Colotti 5	1-29.2
21	Bruce McLaren	Cooper 60	1962	FI-17-61	Climax V8	Cooper 6	1-17.3
22	Tony Maggs	Cooper 60	1962	FI-18-61	Climax V8	Cooper 6	1-19.7
23	Tim Mayer	Cooper 53	1960	FI-14-61	Climax 4	Cooper 6	1-20.7
24	Hap Sharp	Cooper 53	1960	FI-15-61	Climax 4	Cooper 5	1-22.4
26	Bob Schroeder	Lotus 24	1962	940	Climax V8	Colotti 5	1-24.0

NON-STARTERS

1	---	Ferrari 156	---	---	Ferrari V6	---	---
2	---	Ferrari 156	---	---	Ferrari V6	---	---
3	---	Ferrari 156	---	---	Ferrari V6	---	---
7	---	---	---	---	---	---	---
19	Roy Salvadori	Lola 4	1962	BRGP43	Climax V8	Colotti 5	1-19.8
25	Jim Hall	Lotus 21	1961	936	Climax 4	Colotti 5	1-24.7

PRACTICE CARS

4T	Graham Hill	BRM 57	1961	5785	BRM V8	BRM 5	1-22.2
18	John Surtees	Lola 4	1962	BRGP42	Climax V8	Colotti 5	1-18.1

ALSO PRACTISED

9	Jim Clark	Lotus 25	1962	R2	Climax V8	ZF 5	1-26.8
11	Phil Hill	Porsche 804	1962	02	Porsche F8	Porsche 6	1-32.6

GRID

	Ginther	Clark
	1-16.6	1-15.8
Gurney	G.Hill	
1-16.9	1-16.7	
	McLaren	Brabham
	1-17.3	1-16.9
T.Taylor	Gregory	
1-18.0	1-17.9	
	Maggs	Bonnier
	1-19.7	1-19.0
Penske	Mayer	
1-21.3	1-20.7	
	Sharp	de Beaufort
	1-22.4	1-21.8
Schroeder	Ireland	
1-24.0	1-24.0	
	Surtees	Trintignant
	1-29.2	1-25.8

Non-starters: reasons

1	withdrawn
2	withdrawn
3	withdrawn
7	withdrawn
19	car raced by Surtees following practice accident in BRGP42
25	broken valve guide

Leaders

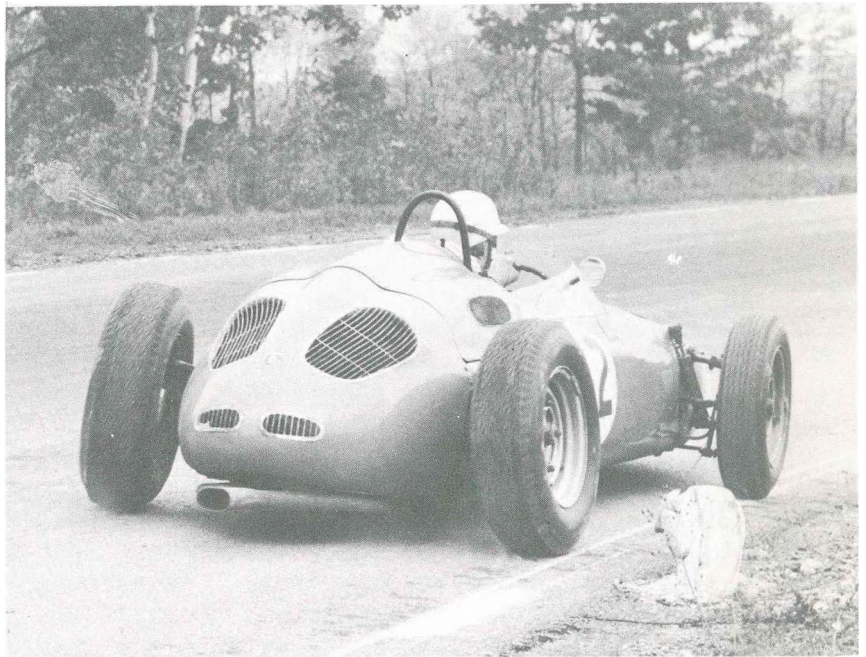
1-11	Clark
12-18	G.Hill
19-100	Clark

Retirements

9	de Beaufort	accident
19	Surtees	crankcase plug
31	Mayer	ignition
32	Trintignant	brakes
35	Ginther	con-rod

Entrant

Owen Racing Organisation
 Owen Racing Organisation
 Rob Walker Racing Team
 Team Lotus
 Team Lotus
 Porsche System Engineering
 Porsche System Engineering
 Ecurie Maarsbergen
 Dupont Team Zerex
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Brabham Racing Organisation
 Bowmaker Racing Team
 Cooper Car Co
 Cooper Car Co
 Cooper Car Co
 Hap Sharp
 John Mecom



USA GP: Accident damage to de Beaufort's Porsche 718 is evident from the crazy angle of the left-hand rear wheel. The car had hit the guard rail and here the driver struggles (successfully) to get it back to the pits.

SEFAC Ferrari
 SEFAC Ferrari
 SEFAC Ferrari
 Rob Walker Racing Team
 Bowmaker Racing Team
 Jim Hall

Owen Racing Organisation
 Bowmaker Racing Team

Team Lotus
 Porsche System Engineering

RESULT

1	Clark	Lotus-Climax	2:07-13.0	108.61
2	G.Hill	BRM	2:07-22.2	
3	McLaren	Cooper-Climax	99 laps	
4	Brabham	Brabham-Climax	99 laps	
5	Gurney	Porsche	99 laps	
6	Gregory	Lotus-BRM	99 laps	
7	Maggs	Cooper-Climax	97 laps	
8	Ireland	Lotus-Climax	96 laps	
9	Penske	Lotus-Climax	96 laps	
10	Schroeder	Lotus-Climax	93 laps	
11	Sharp	Cooper-Climax	91 laps	
12	T.Taylor	Lotus-Climax	85 laps	
13	Bonnier	Porsche	79 laps	
<i>Fastest lap</i>				
	Clark	Lotus-Climax	01-15.0	110.40

COMMENTARY

The line-up at Watkins Glen included Brabham, who had been absent at Monza due to a disagreement over starting money; Trintignant in the new Walker Lotus and American Bob Schroeder in the older one; Roger Penske in a loaned UDT Lotus; McLaren and Maggs back in their usual cars; and the 1960 Coopers of Tim Mayer and Hap Sharp. Being numbered in the programme was the nearest Ferrari got to the race, while Texan Jim Hall had valve trouble with his ex-Brabham Lotus 21. Surtees crashed his Lola in practice and took over Salvadori's for the race. Clark in the latest Lotus won from Graham Hill, though the Londoner hung on valiantly throughout. Unknown at the time, the event marked the last appearance of the flat-8 Porsche, or indeed of any works single-seater from the Stuttgart factory.

I Gran Premio de Mexico

November 4 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Wolfgang Seidel	Lotus 24	1962	946	BRM V8	Colotti 6	2-23.1
4	Carel de Beaufort	Porsche 718	1959	202	Porsche F4	Porsche 6	2-07.1
5	Alan Connell	Cooper 53	1960	FI-16-61	Climax 4	Cooper 5	2-16.1
8	Jim Clark	Lotus 25	1962	R3	Climax V8	ZF 5	2-00.1
14	Roger Penske	Lotus 24	1962	943	Climax V8	Colotti 5	2-03.0
15	Innes Ireland	Lotus 24	1962	942	Climax V8	Colotti 5	2-01.1
16	Masten Gregory	Lotus 24	1962	944	BRM V8	Colotti 5	2-06.1
17	Jack Brabham	Brabham BT3	1962	F1-1-62	Climax V8	Colotti 6	2-03.0
18	Roy Salvadori	Lola 4	1962	BRGP43	Climax V8	Colotti 5	2-04.1
19	John Surtees	Lotus 24	1962	947	Climax V8	Colotti 5	2-02.1
21	Bruce McLaren	Cooper 60	1962	FI-17-61	Climax V8	Cooper 6	2-02.1
24	Homer Rader	Lotus 18/21	1960	371	Climax 4	Lotus 5	2-12.1
25	Jim Hall	Lotus 21	1961	936	Climax 4	Colotti 5	2-06.1
29	Trevor Taylor	Lotus 25	1962	R2	Climax V8	ZF 5	2-02.0
52	Jay Chamberlain	Lotus 18	1960	908	Climax 4	Lotus 5	2-21.1
60	Walter Hansgen	Lotus 18	1960	372	Climax 4	Lotus 5	2-12.0
77	Bob Schroeder	Lotus 24	1962	940	Climax V8	Colotti 5	2-07.0

NON-STARTERS

7	Ricardo Rodriguez	Lotus 24	1962	941	Climax V8	Colotti 6	n/a
9	Moises Solana	Cooper 58	1961	FI-12-61	BRM V8	Cooper 5	2-09.7
10	Dan Gurney	Porsche 804	1962	---	Porsche F8	---	---
11	Joachim Bonnier	Porsche 804	1962	---	Porsche F8	---	---

ALSO PRACTISED

9	John Surtees	Cooper 58	1961	FI-12-61	BRM V8	Cooper 5	n/a
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GRID

Clark	Ireland
2-00.1	2-01.1
T. Taylor	Surtees
2-02.0	2-02.1
McLaren	Penske
2-02.1	2-03.0
Brabham	Salvadori
2-03.0	2-04.1
Gregory	Hall
2-06.1	2-06.1
Schroeder	de Beaufort
2-07.0	2-07.1
Hansgen	Rader
2-12.0	2-12.1
Connell	Chamberlain
2-16.1	2-21.1
Seidel	
2-23.1	

Non-starters: reasons

7 fatal accident in practice
 9 driver withdrew: car not quick enough
 10 withdrawn
 11 withdrawn

Leaders

1-2 T. Taylor
 3-9 Clark
 10-12 Brabham
 13-34 McLaren
 35-37 Brabham
 38-60 Clark/Taylor (R2)

Retirements

0 Surtees ignition
 2 Seidel gearbox
 4 Connell engine
 9 Salvadori accident (rear suspension)
 10 Clark (R3) disqualified for push-start
 36 McLaren seized engine
 39 Penske gearbox
 45 Hansgen ignition

RESULT

1	Clark/Taylor	Lotus-Climax (R2)	2:03-50.9	90.31
2	Brabham	Brabham-Climax	2:04-52.8	
3	Ireland	Lotus-Climax	59 laps	
4	Hall	Lotus-Climax	59 laps	
5	Gregory	Lotus-BRM	59 laps	
6	Schroeder	Lotus-Climax	57 laps	
7	de Beaufort	Porsche	57 laps	
8	Rader	Lotus-Climax	57 laps	
9	Chamberlain	Lotus-Climax	53 laps	

Fastest lap

Clark	Lotus-Climax (R2)	01-59.7	93.44
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Entrant

Autosport Team Wolfgang Seidel
 Ecurie Maarsbergen
 Alan Connell
 Team Lotus
 Dupont Team Zerex
 UDT-Laystall Racing Team
 UDT-Laystall Racing Team
 Brabham Racing Organisation
 Bowmaker Racing Team
 Bowmaker Racing Team
 Cooper Car Co
 Jim Hall
 Jim Hall
 Team Lotus
 Ecurie Excelsior
 Walter Hansgen
 John Mecom

Rob Walker Racing Team
 Bowmaker Racing Team
 Porsche System Engineering
 Porsche System Engineering

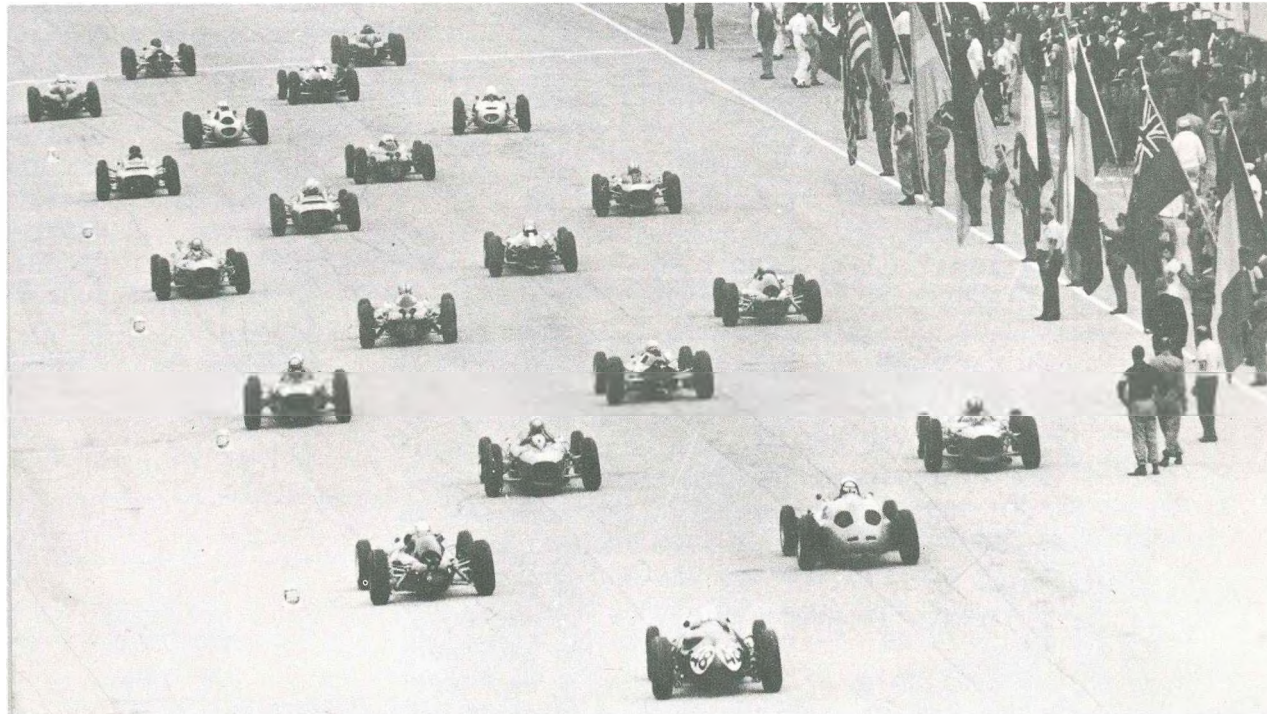
Bowmaker Racing Team

COMMENTARY

Despite the quality of its entry, Mexico's first Grand Prix attracted absolutely minimal journalistic interest from Europe, this negative attitude no doubt being regretted later when it was learnt that Jimmy Clark led the race, was black-flagged for having been push-started, took over Trevor Taylor's car and carved his way back through the field in barn-storming fashion to win after all.

There was tragedy during practice when Ricardo Rodriguez, anxious no doubt to put on a good show in front of his home crowd, crashed in Rob Walker's Lotus 24 and was killed. Only 20 years of age he was the younger brother of Pedro Rodriguez and at that time considered the quicker of the two.

Another Mexican driver, Moises Solana, was entered in a Bowmaker Cooper-Climax V8, this being the ex-works V8 prototype, but the driver chose to adopt a prima donna attitude and deemed the car "too slow". Salvadori was back in the team's Lola while Surtees borrowed Jack Brabham's Lotus 24. De Beaufort had purchased another Porsche 718 from the Filipinetti outfit and drove it here, while Alan Connell appeared in the ex-Hansgen Cooper 53. Hansgen himself was in an ex-works Lotus 18 last seen in the US GP in 1961, driven by Pete Ryan, and another old Lotus, that of Jim Hall, was in the hands of one Homer Rader, of whom we know not wot.



ITALIAN GP (pages 114-115): The 21 cars all ready to go at Monza, with Settember's Emeryson alone on the back row and Trintignant (Lotus 24) and de Beaufort (Porsche 718) just ahead of him. Ferrari started five cars, but could only secure fourth place as best result through Willy Mairesse on the interim 1962 chassis.

MEXICAN GP: No picture available.

V Rand Grand Prix

December 15 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jim Clark	Lotus 25	1962	R3	Climax V8	ZF 5	1-35.0
2	Trevor Taylor	Lotus 25	1962	R2	Climax V8	ZF 5	1-35.2
3	Graham Hill	BRM 57	1961	5781	BRM V8	BRM 5	1-35.4
4	Ritchie Ginther	BRM 57	1961	5784	BRM V8	BRM 5	1-36.4
5	Innes Ireland	Lotus 24	1962	942	Climax V8	Colotti 5	1-36.9
6	Gary Hocking	Lotus 24	1962	940	Climax V8	Colotti 6	1-39.3
7	Ernest Pieterse	Lotus 21	1961	937	Climax 4	Colotti 6	1-40.0
8	John Surtees	Lola 4	1962	BRGP42	Climax V8	Colotti 6	1-36.3
9	Neville Lederle	Lotus 21	1961	939	Climax 4	Colotti 6	1-38.8
10	Sam Tingle	LDS	1960	(01)	Alfa Romeo	4 Cooper 4	1-43.9
11	Doug Serrurier	LDS	1962	(06)	Alfa Romeo	4 Colotti 5	1-39.1
12	Piet de Klerk	Alfa Special	1962	---	Alfa Romeo	4 Porsche 5	1-40.6
14	Syd van der Vyver	Lotus 24	1962	947	Climax V8	Colotti 5	1-38.1
15	Tony Maggs	Cooper 55	1961	FI-11-61	Climax 4	Cooper 6	1-39.2
16	Mike Harris	Cooper 53	1960	FI-1-61	Alfa Romeo	4 Cooper 5	1-44.3
17	Bernard Podmore	Lotus 20	1961	20-J-952	Climax 4	Lotus 4	1-42.9
18	Fanie Viljoen	LDS	1960	(03)	Climax 4	Cooper 4	1-42.1
21	Bob van Niekerk	Lotus 22	1962	22-J-37	Climax 4	Hewland 5	1-41.6
24	Adrian Pheiffer	Cooper 52	1959		Alfa Romeo	4 Cooper 4	1-42.8
25	Gene Bosman	LDS	1962	(05)	Alfa Romeo	4 Cooper 4	1-43.3
32	Brausch Niemann	Lotus 7	1958		Ford 4	Ford 4	1-44.5

NON-STARTERS

19	Trevor Blokdyk	Cooper 59	1962		Alfa Romeo	4 Cooper 5	n/a
20	Ray Cresp	Cooper 59	1962	---	Alfa Romeo	4 ---	---
22	Neville Austin	Cooper 52	1959	---	Climax 4	---	---
23	---	Cooper 51	1959	---	Maserati 4	---	---
26	Bruce Johnstone	BRM 48/57	1961	---	BRM V8	---	---
27	Bill Dunlop	Cooper 45	1958		Alfa Romeo	4 Cooper 4	n/a
28	Tony Kotze	Assegai	1962	---	Alfa Romeo	4 Cooper 4	n/a
30	Vern McWilliams	Lotus 18	1960	911	Borgward 4	Lotus 4	n/a
31	Peter van Niekerk	Lotus 18	1960		Ford 4	Lotus 4	n/a
33	Errol Hammon	LDS	1960	(02)	Ford 4	Colotti 5	n/a
34	Lionel Wilmot	Lotus 20	1961	20-J-876	Ford 4	Hewland 4	n/a
35	Clive Trundell	Cooper 52	1959		Climax 4	Hewland 5	n/a
36	Dave Charlton	Lotus 20	1961	20-J-867	Ford 4	Hewland 5	n/a
37	Dave Riley	Cooper 59	1962	FJ-20-62	BMC 4	Cooper 5	n/a
38	Eric Glasby	Cooper 44	1957	FII-21-57	Alfa Romeo	4 Cooper 4	n/a
39	Jack Holme	Lotus 18	1960	FJ-720	Climax 4	Lotus 4	n/a
40	Rauten Hartmann	Netuar	1960	---	Peugeot 4	Peugeot 4	n/a
41	Gary Hocking	Lotus 18/21	1960	---	Climax 4	---	---

ALSO PRACTISED

2	Jim Clark	Lotus 25	1962	R2	Climax V8	ZF 5	n/a
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Non-starters: reasons

19	excluded	33	excluded
20	withdrawn	34	excluded
22	car driven by Trundell (No 35)	35	excluded
23	withdrawn	36	excluded
26	no car available	37	excluded
27	excluded	38	excluded
28	excluded	39	excluded
30	excluded	40	excluded
31	excluded	41	driver in No 6

<i>Entrant</i>	<i>GRID</i>		
Team Lotus	Clark	T.Taylor	G.Hill
Team Lotus	1-35.0	1-35.2	1-35.4
Owen Racing Organisation	Surtees	Ginther	
Owen Racing Organisation	1-36.3	1-36.4	
UDT-Laystall Racing Team	Ireland	van der Vyver	Lederle
Rob Walker Racing Team	1-36.9	1-38.1	1-38.8
Ernest Pieterse	Serrurier	Maggs	
Bowmaker Racing Team	1-39.1	1-39.2	
Neville Lederle	Hocking	Pieterse	de Klerk
Sam Tingle	1-39.3	1-40.0	1-40.6
Otelle Nucci	B.van Niekerk	Viljoen	
Otelle Nucci	1-41.6	1-42.1	
Syd van der Vyver	Pheiffer	Podmore	Bosman
John Love	1-42.8	1-42.9	1-43.3
Mike Harris	Tingle	Harris	
Grosvenor Motors	1-43.9	1-44.3	
G.E.Mennie	Niemann		
Equipe Judette	1-44.5		
Adrian Pheiffer			
Gene Bosman			
Brausch Niemann			

Hoffman Racing Team
Hoffman Racing Team
Neville Austin
Scuderia Lupini
Bruce Johnstone
Bill Dunlop
Bond Cars
Vern McWilliams
Ted Lanfear
Eroll Hammon
Lionel Wilmot
Clive Trundell
Ecurie Tomahawk
Dave Riley
Eric Glasby
Jack Holme
Rauten Hartmann
Gary Hocking

RESULT

1 Clark	Lotus-Climax	1:20-47.4	95.70
2 T.Taylor	Lotus-Climax	1:20-47.7	
3 Surtees	Lola-Climax	1:21-11.1	
4 Hocking	Lotus-Climax	49 laps	
5 Lederle	Lotus-Climax	49 laps	
6 Serrurier	LDS-Alfa Romeo	48 laps	
7 de Klerk	Alfa Special	47 laps	
8 Tingle	LDS-Alfa Romeo	47 laps	
9 Viljoen	LDS-Climax	46 laps	
10 Niemann	Lotus-Ford	46 laps	
11 Pieterse	Lotus-Climax	46 laps	
12 Podmore	Lotus-Climax	44 laps	
13 Bosman	LDS-Alfa Romeo	43 laps	
14 B.van Niekerk	Lotus-Climax	40 laps	
15 Ginther	BRM	36 laps (retired)	
<i>Fastest lap</i>			
Clark	Lotus-Climax	01-35.3	96.90

COMMENTARY

The 1962 Springbok series heralded the appearance of the usual mixed bag of local vehicles and "proper" European FI machines, though for this first event many of the South African regulars failed to qualify. Of the starters, Pieterse was in one of the ex-works Lotuses brought over the previous year, Lederle had a brand new one and another new and nicely-made car was de Klerk's Alfa Special. Van der Vyver had bought Brabham's Lotus 24, Maggs was driving the ex-works Cooper 55 and Harris was in an ex-Yeoman Credit Cooper, now with Alfa Romeo engine. The LDS cars of Bosman and Serrurier were comparatively new and a real interloper was the Lotus 7 of Niemann--the car was minus its cycle type wings for this race! Clark and Taylor repeated their '61 form but both BRMs retired with gearbox failure, not a good omen for the South African Grand Prix which was shortly to decide the Championship.

RAND GP: No picture available.

II Natal Grand Prix

December 22 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jim Clark	Lotus 25	1962	R4	Climax V8	ZF 5	1-22.1
2	Trevor Taylor	Lotus 25	1962	R2	Climax V8	ZF 5	1-22.8
3	Graham Hill	BRM 57	1961	5781	BRM V8	BRM 5	1-22.7
4	Ritchie Ginther	BRM 57	1961	5784	BRM V8	BRM 5	1-24.1
5	Bill Scheepers	Lotus 18	1960		Alfa Romeo 4	Lotus 4	1-37.2
7	Ernest Pieterse	Lotus 21	1961	937	Climax 4	Colotti 6	1-28.0
9	Neville Lederle	Lotus 21	1961	939	Climax 4	Colotti 6	1-26.2
10	Sam Tingle	LDS	1960	(01)	Alfa Romeo 4	Cooper 4	1-30.2
11	Doug Serrurier	LDS	1962	(06)	Alfa Romeo 4	Colotti 5	1-28.9
12	Piet de Klerk	Alfa Special	1962	---	Alfa Romeo 4	Porsche 5	1-27.9
14	Syd van der Vyver	Lotus 24	1962	947	Climax V8	Colotti 5	1-26.6
15	John Love	Cooper 55	1961	FI-11-61	Climax 4	Cooper 6	1-27.3
16	Mike Harris	Cooper 53	1960	FI-1-61	Alfa Romeo 4	Cooper 5	1-31.4
17	Bernard Podmore	Lotus 20	1961	20-J-952	Climax 4	Lotus 4	1-29.3
18	Fanie Viljoen	LDS	1960	(03)	Climax 4	Cooper 4	1-30.2
19	Trevor Blokdyk	Cooper 59	1962		Alfa Romeo 4	Cooper 5	1-33.8
20	Ray Cresp	Cooper 59	1962		Alfa Romeo 4	Cooper 5	1-37.9
21	Bob van Niekerk	Lotus 22	1962	22-J-37	Climax 4	Hewland 5	1-30.3
24	Tony Neave	Cooper 52	1959		Alfa Romeo 4	Cooper 4	1-45.8
25	Gene Bosman	LDS	1962	(05)	Alfa Romeo 4	Cooper 4	1-31.4
26	Bruce Johnstone	BRM 48/57	1961	572	BRM V8	BRM 5	1-26.0
27	Bill Dunlop	Cooper 45	1958		Alfa Romeo 4	Cooper 4	1-37.1
29	Gordon Henderson	Scorpion	1962	---	Alfa Romeo 4	Cooper 5	1-34.3
30	Vern McWilliams	Lotus 18	1960	911	Borgward 4	Lotus 4	1-36.4
31	Peter van Niekerk	Lotus 18	1960		Ford 4	Lotus 4	1-32.6
32	Brausch Niemann	Lotus 7	1958		Ford 4	Ford 4	1-33.6
33	Errol Hammon	LDS	1960	(02)	Ford 4	Colotti 5	1-36.6
35	Clive Trundell	Cooper 51	1959	FII-16-60	Maserati 4	Cooper 5	1-33.5
36	Dave Charlton	Lotus 20	1961	20-J-867	Ford 4	Hewland 5	1-36.8
37	Dave Riley	Cooper 59	1962	FJ-20-62	BMC 4	Cooper 5	1-35.0
38	Eric Glasby	Cooper 44	1957	FII-21-57	Alfa Romeo 4	Cooper 4	1-40.3
39	Jack Holme	Lotus 18	1960	FJ-720	Climax 4	Lotus 4	1-36.5

NON-STARTERS

6	Gary Hocking	Lotus 24	1962	940	Climax V8	Colotti 6	1-25.1
8	John Guthrie	Cooper 51	1959	---	Alfa Romeo 4	---	---
22	Neville Austin	Cooper 52	1959	---	Climax 4	---	---
23	---	Cooper 51	1959	FII-16-60	Maserati 4	Cooper 5	---
28	Tony Kotze	Assegai	1962	---	Alfa Romeo 4	---	---
34	Lionel Wilmot	Lotus 20	1961	---	Ford 4	---	---
40	Peter Bosch	Heron	1960	---	Alfa Romeo 4	---	---
41	Peter Bosch	Cooper 60	1962	---	Climax V8	---	---

PRACTICE CARS

1T	Jim Clark	Lotus 25	1962	R3	Climax V8	ZF 5	n/a
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Non-starters: reasons

	GRID (Heat 1)		
6 fatal accident in practice	Clark	Ginther	Johnstone
8 withdrawn	van der Vyver	Love	
22 withdrawn			
23 car driven by Trundell (No 35)	Serrurier	Podmore	Tingle
28 withdrawn	Viljoen	Trundell	
34 withdrawn			
40 withdrawn	P.van Niekerk	Niemann	McWilliams
41 no such car	Holme	Dunlop	
	Glasby		

Leaders (Heat 1)

1-2	Clark
3	Ginther
4-5	Clark
6-8	Ginther
9-11	Clark
12-22	Ginther

Retirements (Heat 1)

Niemann	unknown
Glasby	unknown

Westmead

2 heats of 22 laps 49.94 miles, final 33 laps 74.91 miles ZA

<i>Entrant</i>	<i>GRID (Final)</i>			<i>Leaders (Final)</i>	
Team Lotus	Ginther	T.Taylor	G.Hill	1-33 T.Taylor	
Team Lotus	31-56.8	32-19.6	32-21.8	<i>Retirements (Final)</i>	
Owen Racing Organisation	Johnstone van der Vyver			4 van der Vyver	accident
Owen Racing Organisation	32-50.3	32-57.7		12 Johnstone	oil leak
H.Muller	Lederle	de Klerk	Pieterse	Dunlop	unknown
Ernest Pieterse	33-10.6	33-35.2	33-41.8	Blokdyk	unknown
Neville Lederle	Tingle	Viljoen		P.van Niekerk	unknown
Sam Tingle				Riley	unknown
Otelle Nucci	Trundell	B.van Niekerk Love			
Otelle Nucci		Bosman	Cresp		
Syd van der Vyver					
John Love	Holme	P.van Niekerk Serrurier			
Mike Harris					
Grosvenor Motors		Riley	Blokdyk		
G.E.Mennie					
Hoffman Racing Team					
Hoffman Racing Team	Dunlop	Clark			
Equipe Judette				<i>NATAL GP: No picture available.</i>	

<i>Entrant</i>	<i>RESULT (Final)</i>				
Gene Bosman	1 T.Taylor	Lotus-Climax	48-08.7	92.47	
Bruce Johnstone	2 Clark	Lotus-Climax	48-14.8		
Bill Dunlop	3 Ginther	BRM	48-30.8		
Gordon Henderson	4 Lederle	Lotus-Climax	32 laps		
Vern McWilliams	5 Pieterse	Lotus-Climax	32 laps		
Ted Lanfear	6 Love	Cooper-Climax	32 laps		
Brausch Niemann	7 de Klerk	Alfa Special	32 laps		
Eroll Hammon	8 Tingle	LDS-Alfa Romeo	31 laps		
Clive Trundell	9 Bosman	LDS-Alfa Romeo			
Ecurie Tomahawk	10 Serrurier	LDS-Alfa Romeo			
Dave Riley	11 B.van Niekerk	Lotus-Climax			
Eric Glasby	12 Viljoen	LDS-Climax			
Jack Holme	13 Trundell	Cooper-Maserati			
	14 Holme	Lotus-Climax			
Rob Walker Racing Team	15 G.Hill	BRM			
John Guthrie	16 Cresp	Cooper-Alfa Romeo			
Neville Austin					
Scuderia Lupini	<i>Fastest lap</i>				
Bond Cars	T.Taylor	Lotus-Climax	01-24.2	96.79	
Lionel Wilmot					
Windhoek Motor Club					
Windhoek Motor Club					

Team Lotus NB:See next spread for commentary.

<i>Result (Heat 1)</i>	<i>GRID (Heat 2)</i>			<i>Leaders (Ht 2)</i>	<i>Result (Heat 2)</i>
1 Ginther 31-56.8	G.Hill	T.Taylor	Lederle	1-3 T.Taylor	1 T.Taylor 32-19.6
2 Johnstone 32-50.3	1-22.67	1-22.79	1-26.20	4-5 G.Hill	2 G.Hill 32-21.8
3 van der Vyver 32-57.7	de Klerk Pieterse			6-8 T.Taylor	3 Lederle 33-10.6
4 Tingle	1-27.92 1-27.96			9-15 G.Hill	4 de Klerk 33-35.2
5 Viljoen	B.van Niekerk Harris Bosman			16-22 T.Taylor	5 Pieterse 33-41.8
6 Trundell	1-30.35	1-31.38	1-31.43	<i>Retirements</i>	6 B.van
7 Love	Blokdyk Henderson			Harris	Niekerk
8 Holme	1-33.80 1-34.28			Hammon	7 Bosman
9 P.Van Niekerk	Riley	Hammon	Charlton	Charlton	8 Cresp
10 Serrurier	1-34.97	1-36.61	1-36.83	Scheepers	9 Riley
11 Dunlop	Scheepers Cresp			Neave	10 Blokdyk
12 Clark	1-37.23 1-37.94			(reasons:	11 Henderson
13 Podmore	Neave			all unknown)	
14 McWilliams	1-45.82				

IX South African Grand Prix December 29 1962

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jim Clark	Lotus 25	1962	R5	Climax V8	ZF 5	1-29.3
2	Trevor Taylor	Lotus 25	1962	R2	Climax V8	ZF 5	1-32.7
3	Graham Hill	BRM 57	1961	5785	BRM V8	BRM 5	1-29.6
4	Ritchie Ginther	BRM 57	1961	5784	BRM V8	BRM 5	1-31.7
5	Bruce Johnstone	BRM 48/57	1961	572	BRM V8	BRM 5	---
6	John Surtees	Lola 4	1962	BRGP42	Climax V8	Colotti 6	1-31.5
7	Roy Salvadori	Lola 4	1962	BRGP43	Climax V8	Colotti 5	1-35.4
8	Bruce McLaren	Cooper 60	1962	FI-17-61	Climax V8	Cooper 6	1-31.7
9	Tony Maggs	Cooper 60	1962	FI-18-61	Climax V8	Cooper 6	1-31.7
10	Jack Brabham	Brabham BT3	1962	FI-1-62	Climax V8	Colotti 6	1-31.0
11	Innes Ireland	Lotus 24	1962	942	Climax V8	Colotti 5	1-31.1
14	Ernest Pieterse	Lotus 21	1961	937	Climax 4	Colotti 6	1-36.8
15	Carel de Beaufort	Porsche 718	1959	202	Porsche F4	Porsche 6	1-39.2
18	John Love	Cooper 55	1961	FI-11-61	Climax 4	Cooper 6	1-36.4
20	Neville Lederle	Lotus 21	1961	939	Climax 4	Colotti 6	1-33.6
21	Doug Serrurier	LDS	1962	(06)	Alfa Romeo 4	Colotti 5	1-36.8
22	Mike Harris	Cooper 53	1960	FI-1-61	Alfa Romeo 4	Cooper 5	1-39.1

NON-STARTERS

12	Gary Hocking	Lotus 24	1962	940	Climax V8	---	---
16	Syd van der Vyver	Lotus 24	1962	947	Climax V8	---	---
17	Tony Settember	Emeryson	1961	---	Climax 4	---	---
19	Sam Tingle	Lotus 18/21	1960	---	Climax 4	---	---

PRACTICE CARS

1T	Jim Clark	Lotus 25	1962	R4	Climax V8	ZF 5	1-28.9
1T	Trevor Taylor	Lotus 25	1962	R4	Climax V8	ZF 5	1-30.9
3T	Graham Hill	BRM 57	1961	5781	BRM V8	BRM 5	1-30.2

GRID

G.Hill	Clark
1-29.6	1-29.3
Ireland	Brabham
1-31.1	1-31.0
Maggs	Surtees
1-31.7	1-31.5
McLaren	Ginther
1-31.7	1-31.7
Lederle	T.Taylor
1-33.6	1-32.7
Love	Salvadori
1-36.4	1-35.4
Serrurier	Pieterse
1-36.8	1-36.8
de Beaufort	Harris
1-39.2	1-39.1
	Johnstone

Non-starters: reasons

12 driver killed, car written off at Westmead
16 car damaged
17 withdrawn
19 driver competing in another race

Leaders

1-61 Clark
62-82 G.Hill

Retirements

11 T.Taylor	gearbox
26 Surtees	valve
31 Harris	big-end bearings
56 Salvadori	fuel tank leak
62 Clark	oil leak
62 Serrurier	radiator leak
70 de Beaufort	fuel pump

Entrant

Team Lotus
 Team Lotus
 Owen Racing Organisation
 Owen Racing Organisation
 Bruce Johnstone
 Bowmaker Racing Team
 Bowmaker Racing Team
 Cooper Car Co
 Cooper Car Co
 Brabham Racing Organisation
 UDT-Laystall Racing Team
 Ernest Pieterse
 Ecurie Maarsbergen
 John Love
 Neville Lederle
 Otelle Nucci
 Mike Harris

Rob Walker Racing Team
 Syd van der Vyver
 Emeryson Cars
 Tim Parnell

Team Lotus
 Team Lotus
 Owen Racing Organisation



SOUTH AFRICAN GP: Graham Hill, the new World Champion.

RESULT

1 G.Hill	BRM	2:08-03.3	93.57
2 McLaren	Cooper-Climax	2:08-53.1	
3 Maggs	Cooper-Climax	2:08-53.6	
4 Brabham	Brabham-Climax	2:08-57.1	
5 Ireland	Lotus-Climax	81 laps	
6 Lederle	Lotus-Climax	78 laps	
7 Ginther	BRM	78 laps	
8 Love	Cooper-Climax	78 laps	
9 Johnstone	BRM	76 laps	
10 Pieterse	Lotus-Climax	71 laps	
11 de Beaufort	Porsche	70 laps	(retired)

Fastest lap

Clark Lotus-Climax 01-31.0 96.35

COMMENTARY

More or less everyone who could muster up a 1½ litre single-seater in South Africa entered the Natal GP (see previous spread) but the only significantly new car was Clark's Lotus, another Type 25 numbered R4. Jack Lewis's BRM 48/57 V8 had been sold back to the works and it appeared here in the hands of Bruce Johnstone, but the factory team still had not sorted out Graham Hill's car, which was a victim here of ignition failure. Motor racing lost one of its most promising new drivers during practice when Gary Hocking was killed in an accident with the Walker Lotus 24 No 940.

The South African Grand Prix (this spread) was a needle match between Graham Hill and Jim Clark for the drivers' Championship hung on the outcome. Hill was in the latest P57 No 5785, last seen during practice at Watkins Glen while Clark was provided with yet another new Lotus 25, No R5. Taylor took R2 as usual, R4 was the practice car but of R3 there was no sign. Bowmaker were by this time running Surtees with a six-speed Colotti gearbox fitted to his Lola and de Beaufort again drove the ex-Filipinetti Porsche. Clark so nearly won the race and the championship, but a serious oil leak (had Climax missed out a locking washer?) halted his progress.

IV Lombank Trophy

March 30 1963

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Graham Hill	BRM 57	1961	5785	BRM V8	BRM 5	---
2	Ritchie Ginther	BRM 57	1961	5784	BRM V8	BRM 5	1-46.8
3	Jim Clark	Lotus 25	1962	R3	Climax V8	ZF 5	1-44.4
5	Innes Ireland	Lotus 24	1962	944	BRM V8	Colotti 5	1-49.2
6	Jim Hall	Lotus 24	1962	945	BRM V8	Colotti 6	1-53.2
7	Bruce McLaren	Cooper 60	1962	FI-17-61	Climax V8	Cooper 6	1-48.8
8	Tim Parnell	Lotus 24	1962	(24/P1)	BRM V8	Colotti 6	2-24.8
12	Adam Wyllie	Lotus 18/21	1960	918	Climax 4	Lotus 5	2-05.4
14	Philip Robinson	Lotus 18/21	1960	904	Climax 4	Lotus 5	2-07.8
16	Bob Anderson	Lola 4	1962	BRGP43	Climax V8	Colotti 5	2-25.6

NON-STARTERS

4	Trevor Taylor	Lotus 25	1962	---	Climax V8	---	---
9	David Prophet	Brabham BT6	1963	---	Ford 4	---	---
10	Morris Nunn	Cooper	---	---	Climax 4	---	---
11	Graham Eden	Cooper 51	1959	---	Climax 4	---	---
15	Jack Pearce	Lotus 22	1962	---	Climax 4	---	---
17	Jo Siffert	Lotus 24	1962	950	BRM V8	Colotti 6	n/a
18	Ron Carter	Lotus 18	1960	---	Climax 4	---	---

GRID

Ireland	McLaren	Ginther	Clark
1-49.2	1-48.8	1-46.8	1-44.4
	Robinson	Wyllie	Hall
	2-07.8	2-05.4	1-53.2
	G.Hill	Anderson	Parnell
	---	2-25.6	2-24.8

Non-starters: reasons

4 no engine
 9 car not ready
 10 withdrawn
 11 withdrawn
 15 withdrawn
 17 practice accident
 18 withdrawn

Leaders

1 Ginther
 2-9 Clark
 10-14 Ginther
 15-32 Clark
 33-50 G.Hill

Retirements

4 Parnell engine
 17 Robinson ignition
 19 Anderson gearbox

RESULT

1	G.Hill	BRM	1:25-09.6	95.47
2	Clark	Lotus-Climax	1:25-20.8	
3	Ireland	Lotus-BRM	1:26-44.0	
4	McLaren	Cooper-Climax	1:26-46.0	
5	Ginther	BRM	49 laps	
6	Hall	Lotus-BRM	47 laps	
7	Wyllie	Lotus-Climax	44 laps	

Fastest lap

G.Hill BRM 01-38.2 99.35

Entrant

Owen Racing Organisation
 Owen Racing Organisation
 Team Lotus
 British Racing Partnership
 British Racing Partnership
 Cooper Car Co
 Reg Parnell
 Jock Russell
 A. Robinson & Sons
 DW Racing Enterprises

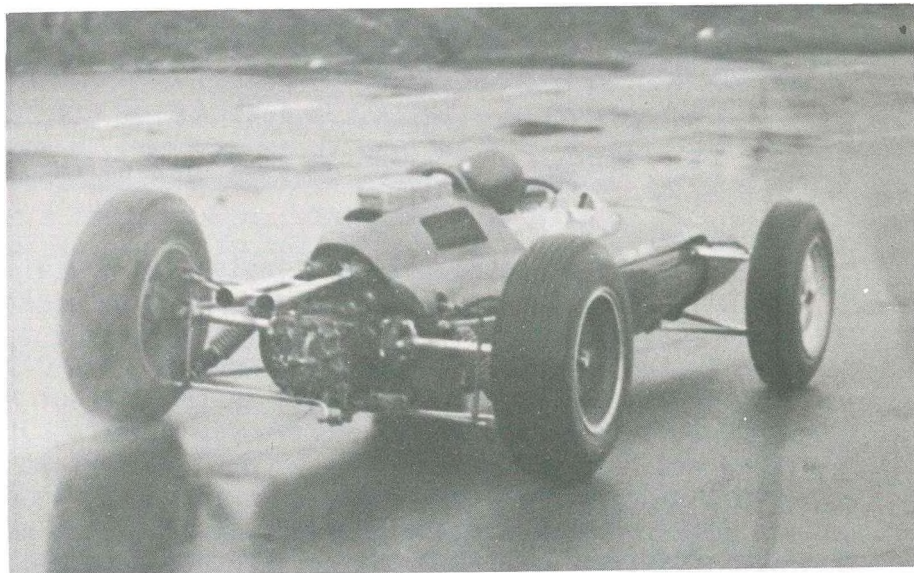
Team Lotus
 David Prophet
 Morris Nunn
 Graham Eden
 Auto Racing Services
 Scuderia Filipinetti
 Tim Parnell

COMMENTARY

Although Graham Hill had won the 1962 World Championship, and won it well, it was clear that Clark and the Lotus 25 was, on most circuits, a marginally faster combination. With slightly greater reliability the Lotus looked likely to clean up in 1963, for BRM were relying on their P57 cars, Lola and Porsche had withdrawn and Ferrari had still to produce a truly up-to-date chassis. On the other hand there was the promise of new designs from Brabham and Cooper, plus an advanced vehicle from a group of breakaway Ferrari employees, led by Carlo Chiti.

However for this opening meeting of the season, held at a wild and windy--and wet!--Snetterton, BRM proved that they still had plenty to offer. Ginther and Clark battled hard during the early stages, and when the American finally fell back Hill was there to wrest the lead from the Lotus driver.

The BRMs, the works Lotus and the works Cooper were as 1962, but Tim Parnell had a new Lotus 24 with BRM engine and Colotti six-speed gearbox. Of the other V8 cars entered, Anderson's Lola was the ex-Salvadori car and the British Racing Partnership's Lotus 24s were ex-UDT-Laystall. BRP had of course run the UDT team during 1961 and 1962, but this year found themselves without the backing of that finance house. The cars boasted slightly modified and generally neater bodies than hitherto and both were powered by BRM units; Ireland's had a five-speed Colotti gearbox, Jim Hall's a six-speed one. Wyllie's Lotus, entered by fellow Scotsman Jock Russell, was the ex-UDT, ex-Walker car, while Robinson's similar model was the one he had driven in the previous year's Gold Cup. A regretted non-starter was Jo Siffert's Lotus-BRM, the car aquaplaning off the track and into a bank during practice.



LOMBANK TROPHY: Jimmy Clark had a tough race with Lotus 25 R3, leading on two occasions but being worried all the time by the two BRM drivers, G.Hill and Ginther. Clark eventually conceded first place to the World Champion, but Ginther spun and had to settle for fifth. The race was wet.

XI Glover Trophy

April 15 1963

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Graham Hill	BRM 57	1961	5785	BRM V8	BRM 5	1-22.0
2	Ritchie Ginther	BRM 57	1961	5784	BRM V8	BRM 5	1-23.8
3	Bruce McLaren	Cooper 66	1963	FI-4-63	Climax V8	Cooper 6	1-23.0
4	Innes Ireland	Lotus 24	1962	944	BRM V8	Colotti 5	1-23.2
5	Jim Hall	Lotus 24	1962	945	BRM V8	Colotti 6	1-27.6
6	Jack Brabham	Brabham BT3	1962	FI-1-62	Climax V8	Colotti 6	1-23.0
7	Ian Raby	Gilby	1962	---	BRM V8	Colotti 6	1-31.2
9	Philip Robinson	Lotus 18/21	1960	904	Climax 4	Lotus 5	1-33.8
10	Chris Amon	Lola 4A	1962	BRGP44	Climax V8	Colotti 6	1-27.6
11	Tony Maggs	Lotus 24	1962	943	Climax V8	Colotti 5	1-28.8
<i>NON-STARTERS</i>							
8	Gunther Seifert	Lotus 24	1962	---	BRM V8	---	---
12	Ian Raby	Lotus 24	1962	---	BRM V8	---	---

GRID

Brabham	McLaren	G.Hill
1-23.0	1-23.0	1-22.0
	Ginther	Ireland
	1-23.8	1-23.2
Maggs	Amon	Hall
1-28.8	1-27.6	1-27.6
	Robinson	Raby
	1-33.8	1-31.2

Non-starters: reasons

8 car not ready
12 car not ready, driver in No 7

Leaders

1 McLaren
2-3 Ginther
4-36 G.Hill
37-42 Ireland

Retirements

30 Ginther valve

RESULT

1	Ireland	Lotus-BRM	59-02.4	102.44
2	McLaren	Cooper-Climax	59-07.4	
3	Maggs	Lotus-Climax	41 laps	
4	Hall	Lotus-BRM	41 laps	
5	Amon	Lola-Climax	40 laps	
6	Brabham	Brabham-Climax	40 laps	
7	Raby	Gilby-BRM	39 laps	
8	Robinson	Lotus-Climax	39 laps	
9	G.Hill	BRM	38 laps	

Fastest lap

G.Hill BRM 01-22.4 104.85

COMMENTARY

Fuel-injection had been surprisingly slow arriving in the 1½ litre Formula, in which every extra horsepower was made to count, although the BRM V8 had been thus aspirated from the start and Porsche too had experimented with their own system in 1961. At Goodwood, however, the Climax engine in McLaren's Cooper as well as the BRM motors in the cars of Hill, Ginther and Ireland were fuel-injected, while over in Pau Clark's Lotus-Climax and Bonnier's Cooper-Climax were similarly equipped. The first Climax engine to spurn the conventional Weber carburettors in favour of fuel-injection had been fitted in Clark's Lotus for the Natal GP of 1962, but now the way seemed to be clear for injection to become the norm rather than the exception.

McLaren's car was a new (and unpainted) model, the T66, altogether lower and lighter than the '62 design, but every other car had been seen before. Reg Parnell had taken over the running of the ex-works Lola team, though for Goodwood he also had Maggs on an ex-UDT Lotus 24, while Raby had bought the V8 Gilby-BRM. Hill led for BRM until the engine stopped running--the fuel injection system had a blockage!--leaving Ireland to win.

Entrant

Owen Racing Organisation
Owen Racing Organisation
Cooper Car Co
British Racing Partnership
British Racing Partnership
Brabham Racing Organisation
Ian Raby (Racing)
A. Robinson & Sons
Reg Parnell (Racing)
Reg Parnell (Racing)

Autosport Team Wolfgang Seidel
Autosport Team Wolfgang Seidel



GLOVER TROPHY: Innes Ireland, on his day one of the fastest drivers of all. Like Hawthorn, he made his name at Goodwood (in 1960) and at this circuit at least could always be relied upon to go well.

XXIII Grand Prix de Pau

April 15 1963

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Jim Clark	Lotus 25	1962	R5	Climax V8	ZF 5	1-30.5
4	Trevor Taylor	Lotus 25	1962	R3	Climax V8	ZF 5	1-33.5
6	Joachim Bonnier	Cooper 60	1962	FI-18-61	Climax V8	Cooper 6	1-33.2
8	Maurice Trintignant	Lotus 24	1962	94 ¹	Climax V8	Colotti 6	1-34.8
12	Tony Settember	Emeryson	1961	1004	Climax 4	Colotti 5	1-36.4
14	Bob Anderson	Lola 4	1962	BRGP43	Climax V8	Colotti 5	1-38.3
16	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	1-37.3
18	Jo Schlesser	Brabham BT2	1962	FJ-5-62	Ford 4	Hewland 5	1-36.6
20	Jo Siffert	Lotus 24	1962	950	BRM V8	Colotti 6	1-34.0
22	Herbert Muller	Lotus 21	1961	938	Climax 4	Colotti 5	1-36.1
24	Heinz Schiller	Porsche 718	1959	202	Porsche F4	Porsche 6	1-38.2
26	Tim Parnell	Lotus 18/21	1960	917	Climax 4	Lotus 5	1-40.1
28	Andre Pilette	Lotus 18/21	1960	916	Climax 4	Lotus 5	1-40.9
30	Bernard Collomb	Lotus 24	1962	949	Climax V8	Colotti 6	1-40.4
32	Andre Wicky	Cooper 53	1960	VR	Climax 4	Cooper 5	1-40.7

NON-STARTERS

10	Masten Gregory	de Tomaso	1962	---	Tomaso F8	---	---
12	Tony Settember	Scirocco	1962	---	BRM V8	---	---
22	Heini Walter	Porsche 718	1959	---	Porsche F4	---	---

GRID

T. Taylor	Bonnier	Clark
1-33.5	1-33.2	1-30.5
	Trintignant	Siffert
	1-34.8	1-34.0
Schlesser	Settember	Muller
1-36.6	1-36.4	1-36.1
	Schiller	de Beaufort
	1-38.2	1-37.3
Collomb	Parnell	Anderson
1-40.4	1-40.1	1-38.3
	Pilette	Wicky
	1-40.9	1-40.7

Non-starters: reasons

10 car not ready
 12 car not ready--driver in Emeryson
 22 no car available--entry taken over by Muller

Leaders

Alternating throughout between Clark and Taylor

Retirements

3 Settember accident (suspension)
 15 Collomb fuel tank leak
 15 Trintignant gear change linkage
 20 Siffert brakes
 26 Parnell cylinder head gasket
 33 Schlesser ignition
 42 Anderson brakes
 74 Bonnier half shaft joint

RESULT

1	Clark	Lotus-Climax	2:46-59.7	61.62
2	T. Taylor	Lotus-Climax	2:46-59.8	
3	Schiller	Porsche	95 laps	
4	de Beaufort	Porsche	94 laps	
5	Muller	Lotus-Climax	93 laps	
6	Pilette	Lotus-Climax	87 laps	
7	Wicky	Cooper-Climax	82 laps	
<i>Fastest lap</i>				
	Clark	Lotus-Climax	01-35.5	64.88

Entrant

Team Lotus
 Team Lotus
 Rob Walker Racing Team
 Rob Walker Racing Team
 Team Scirocco-Powell
 DW Racing Enterprises
 Ecurie Maarsbergen
 Inter-Autocourse
 Scuderia Filipinetti
 Scuderia Filipinetti
 Scuderia Filipinetti
 Tim Parnell
 Tim Parnell
 Bernard Collomb
 Andre Wicky

Scuderia Tomaso
 Team Scirocco-Powell
 Scuderia Filipinetti

COMMENTARY

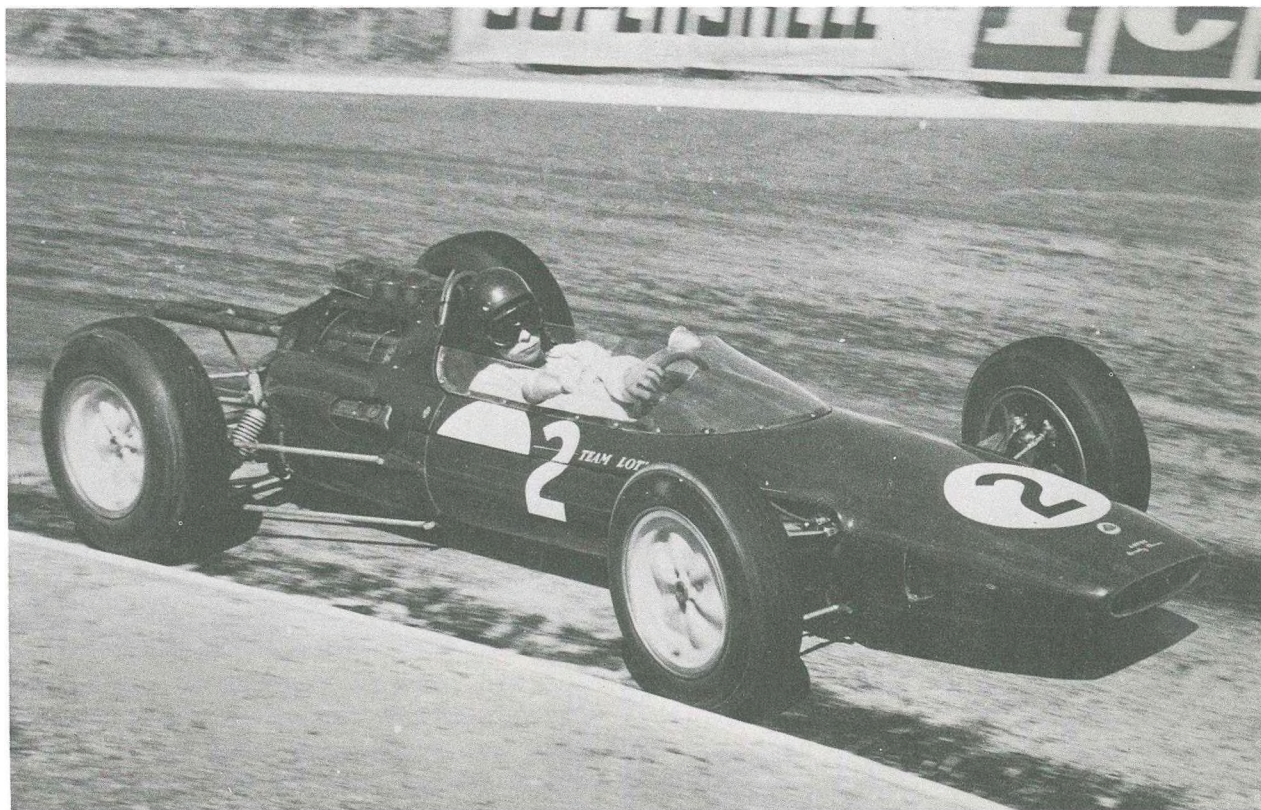
Despite the varied entry this really was a two-horse event only once the race got under way. Since the two "horses" were the two works Lotus cars of Clark and Taylor (Clark on the latest one) it could hardly be expected that they would race each other, though they did oblige the crowd by swapping places consistently throughout the long and hot event.

Bonnier in Rob Walker's ex-works Cooper 60 was unable to offer a serious challenge and three-times-winner Trintignant retired early with the team's new Lotus 24 (a car built partly out of bits salvaged from the Rodriguez and Hocking accidents).

Tony Settember had hoped that his new Scirocco-BRM V8 would be ready for this race, but it was not and so he ran his old Emeryson instead. Collomb had purchased an ex-works Lotus 24, while Wicky appeared in Collomb's '62 car, namely the ex-Yeoman Credit "streamliner" Cooper.

Filipinetti had borrowed back their Porsche from de Beaufort, this being driven once again by Schiller, having Muller in their Lotus 21 and Siffert as usual in the Lotus 24. Pilette had his ex-UDT Lotus 18 from last year and Parnell had bought another of the old UDT cars which he raced himself. Schlessler's Brabham was a Formula Junior car with 1,500 cc Holbay-tuned Ford engine.

After the race Settember sold his Emeryson to Scotsman Eric Lidell who unfortunately wrote the car off at Charterhall.



PAU GP: Jimmy Clark on the way to one of the most convincing wins of his career with the works Lotus-Climax 25/R5.

IV Gran Premio d'Imola

April 21 1963

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Year time
4	Jim Clark	Lotus 25	1962	R5	Climax V8	ZF 5	1-48.3
6	Trevor Taylor	Lotus 25	1962	R3	Climax V8	ZF 5	1-50.3
8	Joachim Bonnier	Cooper 60	1962	FI-18-61	Climax V8	Cooper 6	1-51.8
10	Jo Siffert	Lotus 24	1962	950	BRM V8	Colotti 6	1-53.6
12	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	1-59.3
14	Jack Fairman	Porsche 718	1959	202	Porsche F4	Porsche 6	n/a
18	Bob Anderson	Lola 4	1962	BRGP43	Climax V8	Colotti 5	1-57.1
28	Gaetano Starrabba	Lotus 18	1960	905	Maserati 4	Lotus 5	2-09.3
30	Lorenzo Bandini	Cooper 53	1960	FI-13-61	Maserati 4	Colotti 5	1-54.8
32	Carlo Abate	Cooper 51	1959	FII-13-59	Maserati 4	Colotti 5	2-01.8
34	Jo Schlesser	Brabham BT2	1962	FJ-5-62	Ford 4	Hewland 5	1-58.3
36	Bernard Collomb	Lotus 24	1962	949	Climax V8	Colotti 6	2-01.3
38	Ernesto Prinoth	Lotus 18	1960	913	Climax 4	Lotus 5	2-00.9

NON-STARTERS

2	John Surtees	Ferrari 156	1963	---	Ferrari V6	---	---
16	Phil Hill	ATS 100	1963	---	ATS V8	---	---
20	Giancarlo Baghetti	Lotus 21	1961	938	Climax 4	Colotti 5	2-31.7
22	Gunther Seifert	Lotus 24	1962	946	BRM V8	Colotti 6	2-31.4
24	Andre Pilette	Lotus 18/21	1960	---	Climax 4	---	---
26	Carlo Abate	Porsche 718	1959	---	Porsche F4	---	---
32	Willy Mairesse	Ferrari 156	1963	---	Ferrari V6	---	---

ALSO PRACTISED

14	Carel de Beaufort	Porsche 718	1959	202	Porsche F4	Porsche 6	1-59.3
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GRID

Clark	T. Taylor	Bonnier
1-48.3	1-50.8	1-51.8
Siffert	Bandini	
1-53.6	1-54.8	
Anderson	Schlesser	de Beaufort
1-57.1	1-58.3	1-59.3
Fairman	Prinoth	
1-59.3	2-00.9	
Collomb	Abate	Starrabba
2-01.3	2-01.8	2-09.3

Non-starters: reasons

2 car not ready
 16 car not ready
 20 excluded
 22 excluded
 24 withdrawn
 26 no car available--driver in No 32
 32 car not ready--entry taken over by Centro Sud

Leaders

1-50 Clark

Retirements

6 Starrabba throttle linkage
 8 Bandini oil pressure
 20 Collomb ignition
 21 Bonnier piston

RESULT

1	Clark	Lotus-Climax	1:34-07.4	99.36
2	Siffert	Lotus-BRM	1:35-33.0	
3	Anderson	Lola-Climax	49 laps	
4	Schlesser	Brabham-Ford	49 laps	
5	Abate	Cooper-Maserati	49 laps	
6	de Beaufort	Porsche	48 laps	
7	Fairman	Porsche	47 laps	
8	Prinoth	Lotus-Climax	41 laps	
9	T. Taylor	Lotus-Climax	36 laps	
<i>Fastest lap</i>				
	T. Taylor	Lotus-Climax	01-48.3	103.62

Entrant

Team Lotus
 Team Lotus
 Rob Walker Racing Team
 Ecurie Filipinetti
 Ecurie Filipinetti
 Ecurie Maarsbergen
 DW Racing Enterprises
 Gaetano Starrabba
 Scuderia Centro Sud
 Scuderia Centro Sud
 Inter-Autocourse
 Bernard Collomb
 Ernesto Prinoth

SEFAC Ferrari
 Automobili Turismo Sport
 Ecurie Filipinetti
 Autosport Team Wolfgang Seidel
 Andre Pilette
 Scuderia Centro Sud
 SEFAC Ferrari

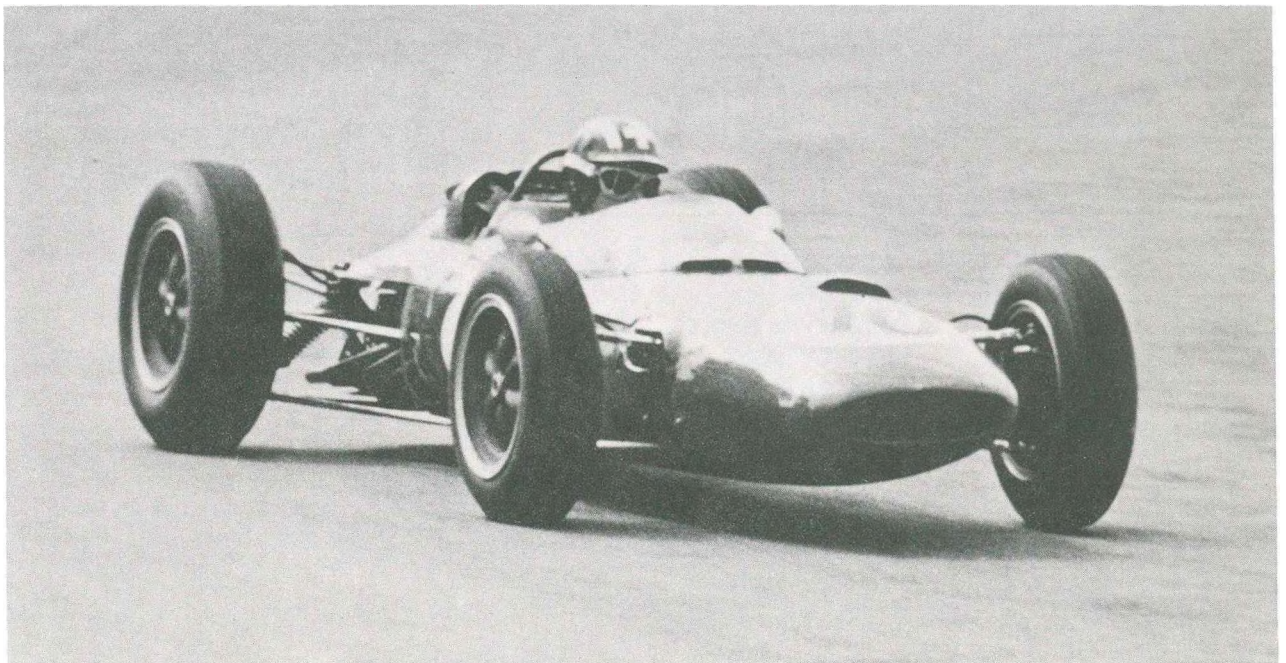
Ecurie Maarsbergen

COMMENTARY

With the entry much the same as for the Pau GP, the racing in this the fourth Gran Premio d'Imola could be expected to follow much the same pattern as the French event and indeed Clark again ran away from the rest of the field. The Imola track, normally used for motor cycle racing, was a fast and demanding one, just the sort of thing to appeal to the Lotus No 1. Taylor too might have produced a repeat of his Pau performance had his gearbox not played up early on. Rob Walker's '63 season was thus far going as well--or badly--as his '62 one for this time the Climax engine in Bonnier's Cooper blew up while the Swede was occupying second place. Siffert did well to stay on the same lap as the winner and Anderson was clearly coming to terms with the ex-works Lola, enjoying his third place.

The event marked the re-entry into motor racing of Guglielmo Dei's Scuderia Centro Sud, although their cars were much the same as those campaigned back in 1961, Abate's T51 Cooper having been nevertheless rebodied to make it look like a T53!

Jack Fairman, taking time off from testing the new ATS car (not yet ready to race) found himself having a busman's holiday at the wheel of de Beaufort's ex-Filipinetti Porsche, but the Filipinetti team itself was in trouble with its Lotus 21, which Baghetti could not qualify.



IMOLA GP: Jo Siffert secured his best Formula One result so far with a fine second place at Imola. The car is the Filipinetti Lotus-BRM 24 which started out life in 1962 as a works car with four-cylinder Climax engine. After being fitted with the V8 unit it was loaned to Wolfgang Seidel, then returned to the factory before being sold to Georges Filipinetti in Switzerland. Siffert himself purchased the car in May of 1963 and continued to race it for a further year, until he took delivery of a new Brabham BT11.

XII Gran Premio di Siracusa

April 25 1963

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Joachim Bonnier	Lotus 24	1962	941	Climax V8	Colotti 6	2-00.3
4	Bob Anderson	Lola 4	1962	BRGP43	Climax V8	Colotti 5	2-00.1
6	Bernard Collomb	Lotus 24	1962	949	Climax V8	Colotti 6	2-09.1
8	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	2-01.3
10	Gunther Seifert	Lotus 24	1962	946	BRM V8	Colotti 6	2-11.1
14	Carlo Abate	Cooper 51	1959	FII-13-59	Maserati 4	Colotti 5	2-03.7
16	Lorenzo Bandini	Cooper 53	1960	FI-13-61	Maserati 4	Colotti 5	2-03.8
18	Jo Siffert	Lotus 24	1962	950	BRM V8	Colotti 6	1-59.0
28	Gaetano Starrabba	Lotus 18	1960	905	Maserati 4	Lotus 5	2-20.2
30	Andre Wicky.	Cooper 53	1960	VR	Climax 4	Cooper 5	2-10.6

NON-STARTERS

12	Phil Hill	Lotus 24	1962	---	BRM V8	---	---
20	Jim Clark	Lotus 25	1962	---	Climax V8	---	---
22	Trevor Taylor	Lotus 25	1962	---	Climax V8	---	---
24	John Surtees	Ferrari 156	1963	---	Ferrari V6	---	---
26	Nasif Estefano	de Tomaso	1962	---	Tomaso F8	---	---

GRID

Anderson	Siffert
2-00.1	1-59.0
de Beaufort	Bonnier
2-01.3	2-00.3
Bandini	Abate
2-03.8	2-03.7
Wicky	Collomb
2-10.6	2-09.1
Starrabba	Seifert
2-20.2	2-11.1

Non-starters: reasons

12 car not ready
 20 withdrawn
 22 withdrawn
 24 car not ready
 26 car not ready

Leaders

1 Anderson
 2-56 Siffert

Retirements

5 Wicky engine
 11 Bandini oil pipe
 17 Collomb front wishbone
 22 Seifert gearbox casing

RESULT

1	Siffert	Lotus-BRM	2:06-25.4	90.77
2	de Beaufort	Porsche	2:07-46.0	
3	Abate	Cooper-Maserati	55 laps	
4	Anderson	Lola-Climax	52 laps	
5	Bonnier	Lotus-Climax	49 laps	
6	Starrabba	Lotus-Maserati	49 laps	
<i>Fastest lap</i>				
	Siffert	Lotus-BRM	02-00.4	104.08

Entrant

Rob Walker Racing Team
DW Racing Enterprises
Bernard Collomb
Ecurie Maarsbergen
Autosport Team Wolfgang Seidel
Scuderia Centro Sud
Scuderia Centro Sud
Ecurie Filipinetti
Gaetano Starrabba
Andre Wicky

Ecurie Filipinetti
Team Lotus
Team Lotus
SEFAC Ferrari
Scuderia Tomaso

COMMENTARY

The turn-out for the Syracuse Grand Prix was something of a disappointment to its organisers, to say nothing of the Sicilian spectators, because there was still no ATS, Ferrari scratched their lone entry, the de Tomaso flat-8 was even now not raceworthy and Lotus decided to race at Aintree instead. This left the hard-trying group of privateers who chased home the Lotuses at Pau and Imola to contest the race amongst themselves and while Bonnier was perhaps the fastest driver, the Lotus-BRM of Siffert was perhaps the fastest car, with de Beaufort on the Porsche being the most reliable combination of the two, so that really the event was wide open. Bonnier was actually in the Walker Lotus, which he had not driven before, and he obviously discovered vital differences between the handling characteristics of this car and his more familiar Cooper with which he could not come to terms. Siffert proved uncatchable and a shower of rain saw both de Beaufort and Abate push Anderson down from second to fourth.

SYRACUSE GP: No picture available.

VIII Aintree 200

April 27 1963

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Graham Hill	BRM 57	1961	5785	BRM V8	BRM 5	1-53.8
2	Ritchie Ginther	BRM 57	1961	5784	BRM V8	BRM 5	1-53.8
3	Jim Clark	Lotus 25	1962	R5	Climax V8	ZF 5	1-52.4
4	Trevor Taylor	Lotus 25	1962	R3	Climax V8	ZF 5	1-54.0
5	Bruce McLaren	Cooper 66	1963	FI-4-63	Climax V8	Cooper 6	1-55.6
6	Tony Maggs	Cooper 60	1962	FI-17-61	Climax V8	Cooper 6	---
8	Innes Ireland	Lotus 24	1962	944	BRM V8	Colotti 5	1-53.4
9	Jim Hall	Lotus 24	1962	945	BRM V8	Colotti 6	1-56.4
10	Chris Amon	Lola 4A	1962	BRGP44	Climax V8	Colotti 6	2-03.8
11	Jimmy Blumer	Lotus 24	1962	943	Climax V8	Colotti 5	2-08.2
12	John Campbell-Jones	Lotus 24	1962	(24/P1)	BRM V8	Colotti 6	2-05.6
14	Tim Parnell	Lotus 18/21	1960	917	Climax 4	Lotus 5	2-33.2
15	John Taylor	Cooper 59	1962	GR-13-62	Ford 4	Cooper 5	2-04.2
17	Ian Raby	Gilby	1962	---	BRM V8	Colotti 6	2-02.8
18	Philip Robinson	Lotus 18/21	1960	904	Climax 4	Lotus 5	2-05.4
20	Jock Russell	Lotus 18/21	1960	918	Climax 4	Lotus 5	2-08.2

NON-STARTERS

7	Jack Brabham	Brabham BT3	1962	FI-1-62	Climax V8	Colotti 6	1-53.2
16	Morris Nunn	Cooper	---	---	Climax 4	---	---
19	Andre Pilette	Lotus 18/21	1960	916	Climax 4	Lotus 5	2-18.4
21	---	Lotus 24	1962	---	BRM V8	---	---
22	---	Lotus 18	1960	---	Climax 4	---	---

ALSO PRACTISED

3	Trevor Taylor	Lotus 25	1962	R5	Climax V8	ZF 5	1-54.0
---	---------------	----------	------	----	-----------	------	--------

GRID

Ireland	---	Clark
1-53.4		1-52.4
	Ginther	G.Hill
	1-53.8	1-53.8
Hall	McLaren	T.Taylor
1-56.4	1-55.6	1-54.0
	Amon	Raby
	2-03.8	2-02.8
Campbell-Jones	Robinson	J.Taylor
2-05.6	2-05.4	2-04.2
	Russell	Blumer
	2-08.2	2-08.2
Maggs	Parnell	---
---	2-33.2	

Non-starters: reasons

7 broken piston before start
 16 car not ready
 19 withdrawn after practice
 21 withdrawn
 22 withdrawn

Leaders

1-50 G.Hill

Retirements

0 Hall throttle linkage
 2 Robinson engine
 3 Maggs brakes and ignition
 6 Russell rear suspension
 7 Parnell disqualified for push-start
 13 Campbell-Jones oil leak
 19 Raby engine

RESULT

1	G.Hill	BRM	1:35-20.8	94.39
2	Ireland	Lotus-BRM	1:35-35.8	
3	T.Taylor/Clark	Lotus-Climax (R3)	1:35-49.4	
4	Ginther	BRM	1:35-52.6	
5	McLaren	Cooper-Climax	1:36-33.2	
6	Amon	Lola-Climax	48 laps	
7	Clark/T.Taylor	Lotus-Climax (R5)	47 laps	
8	Blumer	Lotus-Climax	47 laps	
9	J.Taylor	Cooper-Ford	42 laps	
<i>Fastest lap</i>				
	Clark	Lotus-Climax (R3)	01-51.8	96.60

Entrant

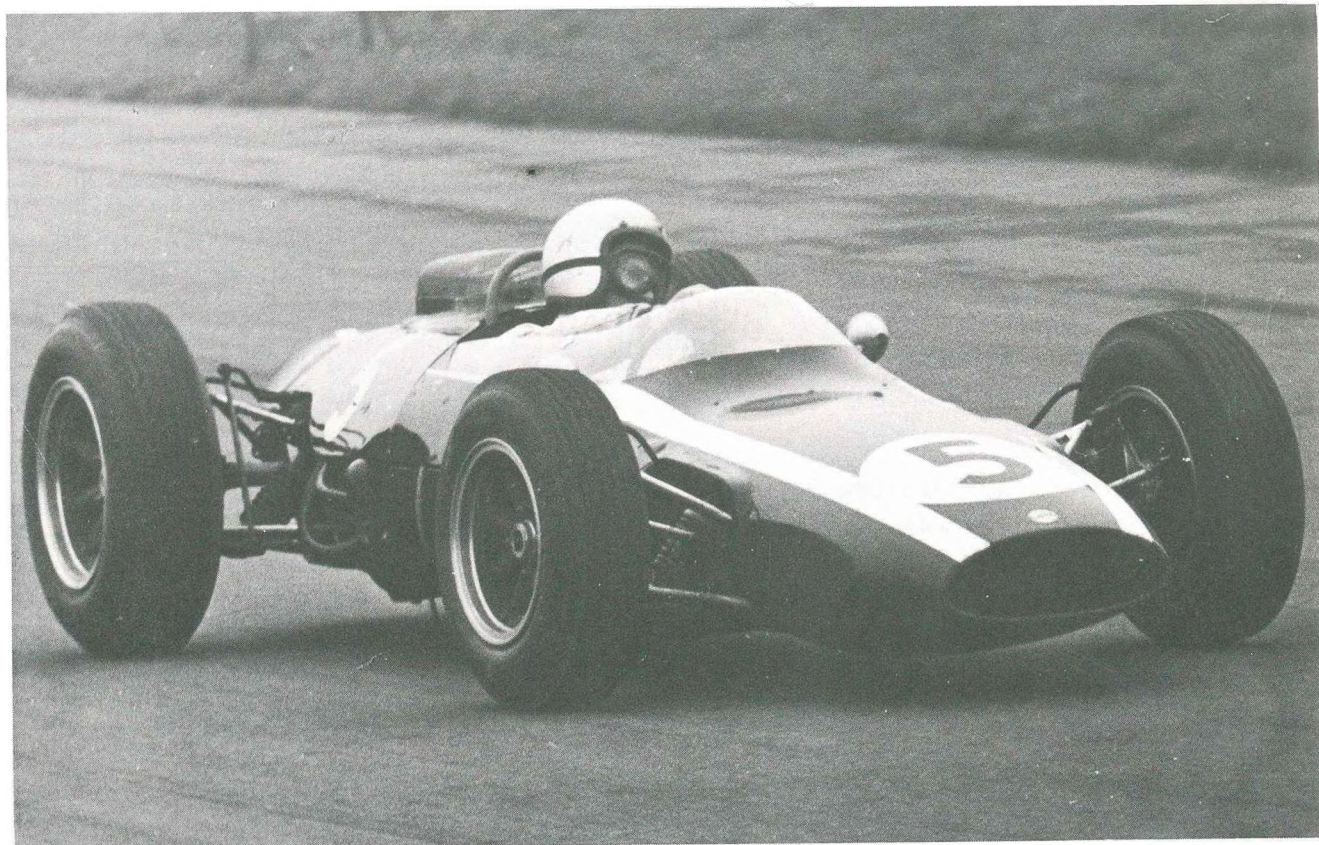
Owen Racing Organisation
 Owen Racing Organisation
 Team Lotus
 Team Lotus
 Cooper Car Co
 Cooper Car Co
 British Racing Partnership
 British Racing Partnership
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 Tim Parnell
 Tim Parnell
 Gerard Racing
 Ian Raby (Racing)
 A. Robinson & Sons
 Jock Russell

Brabham Racing Organisation
 Morris Nunn
 Andre Pilette
 Autosport Team Wolfgang Seidel
 Autosport Team Wolfgang Seidel

Team Lotus

COMMENTARY

All the cars in this event had been seen before at one time or another but there were Formula One driver debuts from Jimmy Blumer (in Reg Parnell's ex-UDT Lotus 24), Jock Russell (in his own ex-Walker Lotus 18) and John Taylor (in Bob Gerard's Cooper-Ford Special). Practice indicated that the race would be another Lotus benefit and with the last-minute exit of Brabham, whose Climax engine holed a piston, the way seemed clear for Clark to win as he pleased. However the Scotsman was left on the line with a flat battery and Graham Hill made the most of the gap on the front row to squeeze past Ireland. Clark set off over a lap behind but after 16 laps both works Lotuses were called in for an enterprising driver-swopping exercise, Colin Chapman naturally hoping for another Mexican GP performance from his team-leader, who obliged by lapping way inside the existing record. Both McLaren and Ginther were picked off and had the race been the British Grand Prix over 75 laps instead of the Aintree 200 over 50 laps both Ireland and Hill would have plenty to worry about. As it was Clark had to settle for third and Trevor Taylor, who had been in fifth place when called in, for seventh. Car changing, although a dying art, was a tactic which Lotus used successfully several times.



AINTREE 200: Bruce McLaren at the wheel of the latest Cooper, the T66, at Aintree where he finished fifth. Although slightly smaller and more compact than its predecessor, the T60, the car was disappointing in its performance. On this circuit, for instance, McLaren was slower by a second in this car compared to his practice time for the 1962 British Grand Prix when driving the older model. This particular example was written-off later in the year at the Nürburgring.

XV International Trophy

May 11 1963

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Graham Hill	BRM 57	1961	5785	BRM V8	BRM 5	1-35.4
2	Ritchie Ginther	BRM 57	1961	5784	BRM V8	BRM 5	1-36.8
3	Jim Clark	Lotus 25	1962	R5	Climax V8	ZF 5	1-35.6
4	Trevor Taylor	Lotus 25	1962	R3	Climax V8	ZF 5	1-35.6
6	Bruce McLaren	Cooper 66	1963	FI-4-63	Climax V8	Cooper 6	1-35.6
7	Tony Maggs	Cooper 66	1963	FI-5-63	Climax V8	Cooper 6	1-38.2
8	Jack Brabham	Brabham BT3	1962	FI-1-62	Climax V8	Hewland 5	1-35.6
10	John Surtees	Ferrari 156	1963	0001	Ferrari V6	Ferrari 6	1-36.2
11	Willy Mairesse	Ferrari 156	1963	0002	Ferrari V6	Ferrari 6	1-38.0
12	Innes Ireland	Lotus 24	1962	944	BRM V8	Colotti 5	1-34.4
14	Jim Hall	Lotus 24	1962	945	BRM V8	Colotti 6	1-38.6
15	Joachim Bonnier	Cooper 60	1962	FI-18-64	Climax V8	Cooper 6	1-39.0
19	Chris Amon	Lola 4A	1962	BRGP44	Climax V8	Colotti 6	1-39.0
20	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	1-47.2
21	John Campbell-Jones	Lotus 24	1962	(24/P1)	BRM V8	Colotti 6	1-43.6
22	Tim Parnell	Lotus 18/21	1960	915	Climax 4	Lotus 5	1-46.2
24	Ian Raby	Gilby	1962	---	BRM V8	Colotti 6	1-50.6
25	John Taylor	Cooper 59	1962	GR-13-62	Ford 4	Cooper 5	1-47.8
26	Philip Robinson	Lotus 18/21	1960	904	Climax 4	Lotus 5	1-48.0
27	Lorenzo Bandini	BRM 57	1961	5781	BRM V8	BRM 5	1-38.2

NON-STARTERS

5	Peter Arundell	Lotus 25	1962	---	Climax V8	---	---
9	Dan Gurney	Brabham BT7	1963	---	Climax V8	---	---
16	Tony Settember	Scirocco	1963	---	BRM V8	---	---
17	Pedro Rodriguez	Scirocco	1963	---	BRM V8	---	---
18	Phil Hill	ATS 100	1963	---	ATS V8	---	---
23	Andre Pilette	Lotus 18/21	1960	916	Climax 4	Lotus 5	1-50.0

ALSO PRACTISED

4	Jim Clark	Lotus 25	1962	R3	Climax V8	ZF 5	n/a
---	-----------	----------	------	----	-----------	------	-----

GRID

Brabham	McLaren	G.Hill	Ireland
1-35.6	1-35.6	1-35.4	1-34.4
Surtees	Clark	T.Taylor	
1-36.2	1-36.2	1-35.6	
Maggs	Bandini	Mairesse	Ginther
1-38.2	1-38.2	1-38.0	1-36.8
Bonnier	Amon	Hall	
1-39.0	1-39.0	1-38.6	
J.Taylor	de Beaufort	Parnell	Campbell-Jones
1-47.8	1-47.2	1-46.2	1-43.6
Raby	---	Robinson	
1-50.6		1-48.0	

Non-starters: reasons

5 no car available
 9 car not ready
 16 car not ready
 17 car not ready
 18 car not ready
 23 withdrawn after practice

Leaders

1-3 McLaren
 4-52 Clark

Retirements

7 Ginther gearbox
 8 Amon oil seal
 10 Mairesse accident
 16 Campbell
 -Jones ignition
 28 J.Taylor oil leak
 30 G.Hill flat battery
 31 Surtees oil leak
 34 Robinson crown wheel
 and pinion
 35 Parnell piston
 43 Hall ignition
 43 Bandini disqualified
 for push-start

RESULT

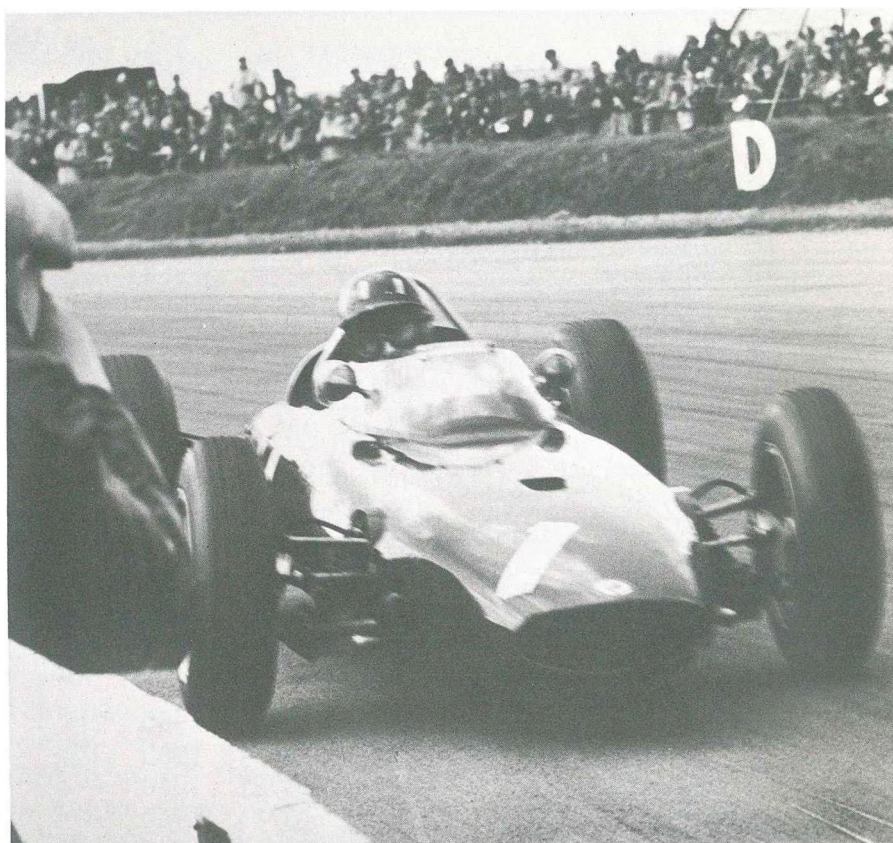
1	Clark	Lotus-Climax	1:24-27.6	108.12
2	McLaren	Cooper-Climax	1:24-52.2	
3	T.Taylor	Lotus-Climax	1:25-01.6	
4	Ireland	Lotus-BRM	1:25-07.6	
5	Bonnier	Cooper-Climax	51 laps	
6	Maggs	Cooper-Climax	51 laps	
7	Brabham	Brabham-Climax	51 laps	
8	Raby	Gilby-BRM	48 laps	
9	de Beaufort	Porsche	46 laps	
<i>Fastest lap</i>				
	Ireland	Lotus-BRM	01-35.4	110.45

Entrant

Owen Racing Organisation
 Owen Racing Organisation
 Team Lotus
 Team Lotus
 Cooper Car Co
 Cooper Car Co
 Brabham Racing Organisation
 SEFAC Ferrari
 SEFAC Ferrari
 British Racing Partnership
 British Racing Partnership
 Rob Walker Racing Team
 Reg Parnell (Racing)
 Ecurie Maarsbergen
 Tim Parnell
 Tim Parnell
 Ian Raby (Racing)
 Anglo-Scottish Racing Team
 A. Robinson & Sons
 Scuderia Centro Sud

Team Lotus
 Brabham Racing Organisation
 Scirocco-Powell (Racing Cars)
 Scirocco-Powell (Racing Cars)
 Automobili Turismo Sport
 Andre Pilette

Team Lotus



INTERNATIONAL TROPHY: G.Hill in BRM 57 chassis 5785 was out of luck at Silverstone, retiring after 30 laps with a flat battery. He was lying fourth at the time behind Clark, Surtees and McLaren.

COMMENTARY

With the British Grand Prix this year being held at Silverstone, most teams were eager to gain experience of the circuit in the International Trophy race. These included Ferrari, who arrived with two brand new cars of far less bulky design than previous models. The chassis were of spaceframe construction but the suspension was very much à la Lotus. Bosch fuel-injection provided extra power for the familiar 120° V6 engine and there was no doubt that the Prancing Horse was once more a force to be reckoned with in Formula One racing. Another new car was Maggs' Cooper, this being identical to McLaren's T66, though still unpainted. Neither the ATS nor the new Sciroccos, sponsored by the young American Hugh Powell, were yet ready to race, but an interesting runner was Bandini in an ex-works BRM P57, this being "Old Faithful" No 5781 with which Graham Hill and won the 1962 Championship. Painted red, the car was now on loan to Centro Sud. Tim Parnell was racing yet another ex-UDT-Laystall Lotus 18, this one last having been seen during practice for the 1961 British GP at Aintree. The race was enlivened by a lurid spin at Woodcote by Ireland, who had been fastest in practice and was at that time holding fourth spot. Mairesse crashed his new Ferrari and Surtees' car, while able to chase Clark for the lead, trailed a heavy smoke screen throughout.

XV Gran Premio di Roma

May 19 1963

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Andre Wicky	Cooper 53	1960	VR	Climax 4	Cooper 5	1-36.8
4	Tim Parnell	Lotus 18/21	1960	915	Climax 4	Lotus 5	1-31.5
6	John Campbell-Jones	Lotus 24	1962	(24/P1)	BRM V8	Colotti 6	1-31.7
8	Gastone Zanarotti	de Tomaso	1960	F2-001	Maserati 4	Colotti 5	1-44.7
10	Roberto Lippi	de Tomaso	1961	F1-002	Maserati 4	Colotti 5	1-35.0
12	Gaetano Starrabba	Lotus 18	1960	905	Maserati 4	Lotus 5	1-34.1
18	Ian Raby	Gilby	1962	---	BRM V8	Colotti 6	1-31.5
20	Gunther Seifert	Lotus 24	1962	946	BRM V8	Colotti 6	1-42.3
22	Bob Anderson	LoLa 4	1962	BRGP43	Climax V8	Colotti 5	1-30.5
28	Nasif Estefano	de Tomaso	1962	F1-801	Tomaso F8	Tomaso 5	1-34.1
30	Franco Bernabei	de Tomaso	1963	F1-005	Ford 4	Hewland 5	1-30.9
34	Bernard Collomb	Lotus 24	1962	949	Climax V8	Colotti 6	1-34.6
36	Juan-Manuel Bordeau	Porsche 718	1959	203	Porsche F4	Porsche 6	1-32.7
38	Clement Barrau	Lotus 21	1961	938	Climax 4	Colotti 5	1-41.5
40	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	1-29.4
42	"Condor"	de Tomaso	1961	F1-003	Alfa Romeo 4	Colotti 5	1-39.6
44	Rovero Campello	de Tomaso	1961	F1-001	OSCA 4	Colotti 5	1-34.5
46	Massimo Natili	Cooper 53	1960	FI-13-61	Maserati 4	Colotti 5	1-31.4
48	Carlo Peroglio	Cooper 51	1959	FII-13-59	Maserati 4	Colotti 5	1-40.8

NON-STARTERS

14	Kurt Kuhnke	BKL Lotus 18	1960	914	Borgward 4	Lotus 5	1-45.8
16	Ernst Maring	BKL Lotus 18	1960	373	Borgward 4	Lotus 5	1-46.0
24	Andre Pilette	Lotus 18/21	1960	---	Climax 4	---	---
26	Philip Robinson	Lotus 18/21	1960	---	Climax 4	---	---
32	Jo Siffert	Lotus 24	1962	950	BRM V8	Colotti 6	---

Non-starters: reasons

14 excluded
 16 excluded
 24 withdrawn
 26 withdrawn
 32 refused visa to race

Leaders (Heat 1)

1-4 Anderson
 5-19 Bernabei
 20-21 Anderson
 22-26 Bernabei
 27-40 Anderson

GRID (Heat 1)

de Beaufort	Anderson	Bernabei
1-29.4	1-30.5	1-30.9
Natili	Raby	
1-31.4	1-31.5	
Parnell	Campbell-Jones	Bordeau
1-31.5	1-31.7	1-32.7
Estefano	Starrabba	
1-34.1	1-34.1	
Campello	Collomb	Lippi
1-34.5	1-34.6	1-35.0
Wicky	"Condor"	
1-36.8	1-39.6	
Peroglio	Barrau	Seifert
1-40.8	1-41.5	1-42.3
Zanarotti		
1-44.7		

Retirements (Heat 1)

1 Estefano clutch
 3 Peroglio oil pipe
 3 Natili oil pipe
 7 Wicky oil pressure
 27 Bernabei big-end bearings
 29 Parnell engine
 32 Bordeau clutch

Result (Heat 1)

1 Anderson	1:01-43.4
2 de Beaufort	1:02-04.3
3 Raby	1:03-15.0
4 Lippi	39 laps
5 Starrabba	38 laps
6 Campello	37 laps
7 Barrau	36 laps
8 Seifert	35 laps
9 Zanarotti	33 laps
10 Bordeau	32 laps
11 "Condor"	26 laps
12 C-Jones	21 laps
13 Collomb	20 laps

Fastest lap (Heat 1)

Anderson 01-30.9

Entrant
 Andre Wicky
 Tim Parnell
 Tim Parnell
 Gastone Zanarotti
 Scuderia Settecoggi
 Gaetano Starrabba
 Ian Raby (Racing)
 Rhine-Ruhr Racing Team
 DW Racing Enterprises
 Alessandro de Tomaso
 Alessandro de Tomaso
 Bernard Collomb
 Count Volpi
 Clement Barrau
 Ecurie Maarsbergen
 "Condor"
 Rovero Campello
 Scuderia Centro Sud
 Scuderia Centro Sud

Kurt Kuhnke
 Kurt Kuhnke
 Andre Pilette
 A.Robinson & Sons
 Siffert Racing Team

Leaders (Heat 2)
 1-40 Anderson

Retirements (Heat 2)
 0 "Condor" gearbox
 33 Natili gearbox

Result (Heat 2)

1 Anderson	1:00-48.8
2 de Beaufort	1:01-00.6
3 Raby	1:01-26.4
4 Parnell	39 laps
5 Lippi	39 laps
6 Starrabba	38 laps
7 Barrau	37 laps
8 Zanarotti	35 laps
9 Campbell-Jones	35 laps
10 Campello	34 laps
11 Seifert	32 laps

Fastest lap (Heat 2)
 Anderson 01-29.0

COMMENTARY

Anderson's win in the Rome Grand Prix said a lot for the quality-in-depth of British motor racing in 1963. His car was a year old and privately owned, yet was able quite easily to beat off the challenge of a "massed band" of foreign-entered machinery in front of a foreign audience. The Dutchman de Beaufort followed the Englishman home but the only real threat to the Lola disappeared when the Ford engine in Bernabei's de Tomaso exploded during the first heat. This little car, a converted Formula Junior, was entered by the de Tomaso factory and was powered by a Holbay prepared motor: Bernabei himself was unknown outside Italy but went quickly enough to suggest that here was another Giancarlo Baghetti. The flat-8 de Tomaso actually raced, but was disappointingly slow, while the driver who should perhaps have won, i.e. Jo Siffert, was prevented from starting by the intransigent attitude adopted by his former employers, the Scuderia Filipinetti. Siffert had just bought his Lotus-BRM from Filipinetti but was supposed to race one of the team's GTO Ferraris in the Nurburgring 1000 Kms event on the same day as the Rome Fl race. Siffert preferred single-seaters to Grand Touring cars and travelled to Italy, only to find that Filipinetti had insisted that the Swiss Automobile Club refuse him a visa to race. Of the remainder of the entries, new names comprised Clement Barrau in another ex-Filipinetti car, the Lotus 21 which Baghetti had practised at Imola, and Italians "Condor" and Carlo Peroglio, in ex-Serenissima de Tomaso and Centro Sud Cooper respectively. Kuhnke and Maring both failed to qualify in their BKL Lotus-Borgwards, which was probably just as well.

ROME GP: No picture available.

AGGREGATE RESULT

1 Anderson	Lola-Climax	2:02-32.2	78.50
2 de Beaufort	Porsche	2:03-04.9	
3 Raby	Gilby-BRM	2:04-37.9	
4 Lippi	de Tomaso-Maserati	78 laps	
5 Starrabba	Lotus-Maserati	76 laps	
6 Barrau	Lotus-Climax	73 laps	
7 Campello	de Tomaso-OSCA	71 laps	
8 Zanarotti	de Tomaso-Maserati	68 laps	
9 Parnell	Lotus-Climax	68 laps	
10 Seifert	Lotus-BRM	67 laps	
11 Campbell-Jones	Lotus-BRM	56 laps	

Fastest lap
 Anderson Lola-Climax 01-29.0 81.76

XXI Grand Prix de Monaco

May 26 1963

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
3	Jack Brabham	Lotus 25	1962	R3	Climax V8	ZF 5	---
4	Dan Gurney	Brabham BT7	1963	F1-1-63	Climax V8	Hewland 5	1-35.8
5	Ritchie Ginther	BRM 57	1961	5784	BRM V8	BRM 5	1-35.2
6	Graham Hill	BRM 57	1961	5785	BRM V8	BRM 5	1-35.0
7	Bruce McLaren	Cooper 66	1963	FI-4-63	Climax V8	Cooper 6	1-36.0
8	Tony Maggs	Cooper 66	1963	FI-5-63	Climax V8	Cooper 6	1-37.9
9	Jim Clark	Lotus 25	1962	R4	Climax V8	ZF 5	1-34.3
10	Trevor Taylor	Lotus 25	1962	R5	Climax V8	ZF 5	1-37.2
11	Joachim Bonnier	Cooper 60	1962	FI-18-61	Climax V8	Cooper 6	1-38.6
12	Jim Hall	Lotus 24	1962	945	BRM V8	Colotti 6	1-41.0
14	Innes Ireland	Lotus 24	1962	944	BRM V8	Colotti 5	1-35.5
17	Maurice Trintignant	Lola 4A	1962	BRGP44	Climax V8	Colotti 6	1-48.9
20	Willy Mairesse	Ferrari 156	1963	0002	Ferrari V6	Ferrari 6	1-35.9
21	John Surtees	Ferrari 156	1963	0001	Ferrari V6	Ferrari 6	1-35.2
25	Jo Siffert	Lotus 24	1962	950	BRM V8	Colotti 6	1-39.4

NON-STARTERS

1	Phil Hill	ATS 100	1963	---	ATS V8	---	---
2	Giancarlo Baghetti	ATS 100	1963	---	ATS V8	---	---
15	Chris Amon	Lola 4A	1962	BRGP44	Climax V8	Colotti 6	1-41.4
16	John Campbell-Jones	Lotus 24	1962	---	BRM V8	---	---
18	Ian Burgess	Scirocco	1963	---	BRM V8	---	---
19	Tony Settember	Scirocco	1963	---	BRM V8	---	---
22	Nasif Estefano	de Tomaso	1962	---	Tomaso F8	---	---
23	Lorenzo Bandini	BRM 57	1961	5781	BRM V8	BRM 5	---
24	Bernard Collomb	Lotus 24	1962	949	Climax V8	Colotti 6	1-43.3
24	Carel de Beaufort	Porsche 718	1959	---	Porsche F4	---	---

PRACTICE CARS

3	Jack Brabham	Brabham BT3	1962	F1-1-62	Colotti 6	Colotti 6	1-44.7
6T	Graham Hill	BRM 57	1961	5781	BRM V8	BRM 5	1-45.3
17	Maurice Trintignant	Lola 4	1962	BRGP42	Climax V8	Colotti 5	1-41.3

ALSO PRACTISED

3	Jim Clark	Lotus 25	1962	R3	Climax V8	ZF 5	1-35.2
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GRID

Clark	G.Hill
1-34.3	1-35.0
Surtees	Ginther
1-35.2	1-35.2
Ireland	Gurney
1-35.5	1-35.8
Mairesse	McLaren
1-35.9	1-36.0
T.Taylor	Maggs
1-37.2	1-37.9
Bonnier	Siffert
1-38.6	1-39.4
Hall	Trintignant
1-41.0	1-41.3
	Brabham
	1-44.7

Non-starters: reasons

1	car not ready
2	car not ready
15	car driven by Trintignant after BRGP 42 broke valve in practice
16	gearbox damaged
18	car not ready
19	car not ready
22	withdrawn
23	car repossessed by factory
24	(Collomb) excluded
24	(de Beaufort) withdrawn--entry taken over by Collomb

Leaders

1-17	G.Hill
18-78	Clark
79-100	G.Hill

Retirements

3	Siffert	con-rod
20	Hall	gearbox
25	Gurney	crown wheel and pinion
34	Trintignant	clutch
37	Mairesse	final drive
40	Ireland	accident
78	Clark	gear selectors

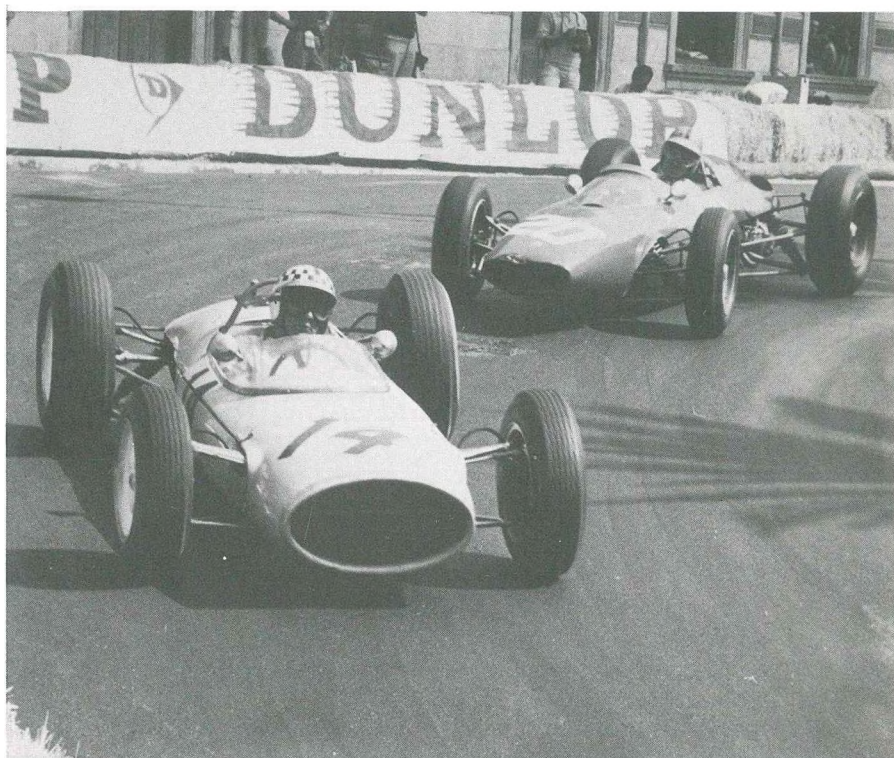
Entrant

Brabham Racing Organisation
 Brabham Racing Organisation
 Owen Racing Organisation
 Owen Racing Organisation
 Cooper Car Co
 Cooper Car Co
 Team Lotus
 Team Lotus
 Rob Walker Racing Team
 British Racing Partnership
 British Racing Partnership
 Reg Parnell (Racing)
 SEFAC Ferrari
 SEFAC Ferrari
 Siffert Racing Team

Automobili Turismo Sport
 Automobili Turismo Sport
 Reg Parnell (Racing)
 Tim Parnell
 Scirocco Powell (Racing Cars)
 Scirocco Powell (Racing Cars)
 Alessandro de Tomaso
 Scuderia Centro Sud
 Bernard Collomb
 Ecurie Maarsbergen

Brabham Racing Organisation
 Owen Racing Organisation
 Reg Parnell (Racing)

Team Lotus



MONACO GP: Ireland in the UDT-Laystall Lotus-BRM 24 leads Mairesse in the 1963 Ferrari V6 out of Station Hairpin. Note that the Lotus has a shortened "Monaco" nose while the front end of the Ferrari, while essentially "standard", has been slightly modified at the expense of another vehicle's rear! Later in the race Ireland executed some modifications of his own by shunting the Lotus hard at Portier. The Ferrari, meanwhile, retired with broken pinion gear in its final drive.

RESULT

1 G.Hill	BRM	2:41-49.7	72.42
2 Ginther	BRM	2:41-54.3	
3 McLaren	Cooper-Climax	2:42-02.5	
4 Surtees	Ferrari	2:42-03.8	
5 Maggs	Cooper-Climax	98 laps	
6 T.Taylor	Lotus-Climax	98 laps	
7 Bonnier	Cooper-Climax	94 laps	
8 Clark	Lotus-Climax	78 laps	(retired)
9 Brabham	Lotus-Climax	77 laps	

Fastest lap

Surtees	Ferrari	01-34.5	74.40
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COMMENTARY

Having had the choice of eight "minor" F1 races in which to get their cars sorted out, the teams assembled at Monaco for the first championship Grand Prix of the season should have been nicely ready to go, although in fact most suffered from varying mechanical breakages in practice. The Brabham team in particular was in serious engine trouble, Gurney's new BT7 being fitted with the only spare unit available before the start, leaving Jack himself to make do with a borrowed Lotus 25 in which he had not even sat before race day. Trintignant's Lola broke a valve and so the Frenchman took over Amon's car for the race, while Collomb was excluded for being too slow, even though there was still room for him on the grid. The start had been moved this year to a position after the Gasometer Hairpin, thus reducing the chance of an opening lap melée. Hill led at first, only to be passed by Clark, who in turn was struck by gearbox trouble with just a quarter of the race left to run. He had been "guilty" of changing gear too gently, so that the ZF selected two cogs at once!

XXII Grand Prix de Belgique

June 9 1963

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jim Clark	Lotus 25	1962	R4	Climax V8	ZF 5	3-57.1
2	Trevor Taylor	Lotus 25	1962	R3	Climax V8	ZF 5	n/a
4	Innes Ireland	BRP 1	1963	BRP-1-63	BRM V8	Colotti 5	3-56.9
5	Jim Hall	Lotus 24	1962	945	BRM V8	Colotti 6	4-00.1
7	Graham Hill	BRM 57	1961	5785	BRM V8	BRM 5	3-54.1
8	Ritchie Ginther	BRM 57	1961	5784	BRM V8	BRM 5	3-57.6
9	John Surtees	Ferrari 156	1963	0001	Ferrari V6	Ferrari 6	3-57.9
10	Willy Mairesse	Ferrari 156	1963	0002	Ferrari V6	Ferrari 6	3-55.3
12	Joachim Bonnier	Cooper 60	1962	FI-18-61	Climax V8	Cooper 6	4-00.1
14	Bruce McLaren	Cooper 66	1963	FI-4-63	Climax V8	Cooper 6	3-56.2
15	Tony Maggs	Cooper 66	1963	FI-5-63	Climax V8	Cooper 6	3-56.0
17	Jack Brabham	Brabham BT3	1962	FI-1-62	Climax V8	Colotti 6	3-56.6
18	Dan Gurney	Brabham BT7	1963	FI-1-63	Climax V8	Hewland 5	3-55.0
21	Chris Amon	Lola 4A	1962	BRGP44	Climax V8	Colotti 6	4-04.9
22	Lucien Bianchi	Lola 4	1962	BRGP42	Climax V8	Colotti 5	4-06.5
24	Tony Settember	Scirocco	1963	(01)	BRM V8	Colotti 6	4-25.2
26	Phil Hill	ATS 100	1963	01	ATS V8	Colotti-ATS 6	4-06.7
27	Giancarlo Baghetti	ATS 100	1963	02	ATS V8	Colotti-ATS 6	4-33.6
28	Jo Siffert	Lotus 24	1962	950	BRM V8	Colotti 6	4-02.3
29	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	4-14.6

NON-STARTERS

3	Peter Arundell	Lotus 25	1962	---	Climax V8	---	---
11	Lodovico Scarfiotti	Ferrari 156	1963	---	Ferrari V6	---	---
19	Lorenzo Bandini	BRM 57	1962	5781	BRM V8	BRM 5	---
25	Ian Burgess	Scirocco	1963	---	BRM V8	---	---

PRACTICE CARS

2	Trevor Taylor	Lotus 25	1962	R5	Climax V8	ZF 5	3-58.1
4T	Innes Ireland	Lotus 24	1962	944	BRM V8	Colotti 5	n/a
12T	Joachim Bonnier	Cooper 66	1963	FI-2-63	Climax V8	Colotti 6	n/a

ALSO PRACTISED

2	Jim Clark	Lotus 25	1962	R3	Climax V8	ZF 5	n/a
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GRID

G.Hill	Gurney	Mairesse
3-54.1	3-55.0	3-55.3
Maggs	McLaren	
3-56.0	3-56.2	
Brabham	Ireland	Clark
3-56.6	3-56.9	3-57.1
Ginther	Surtees	
3-57.6	3-57.9	
T.Taylor	Hall	Bonnier
3-58.1	4-00.1	4-00.1
Siffert	Amon	
4-02.3	4-04.9	
L.Bianchi	P.Hill	de Beaufort
4-06.5	4-06.7	4-14.6
Settember	Baghetti	
4-25.2	4-33.6	

Non-starters: reasons

3 no car available
11 no car available
19 car retained by factory
25 car not ready

Retirements

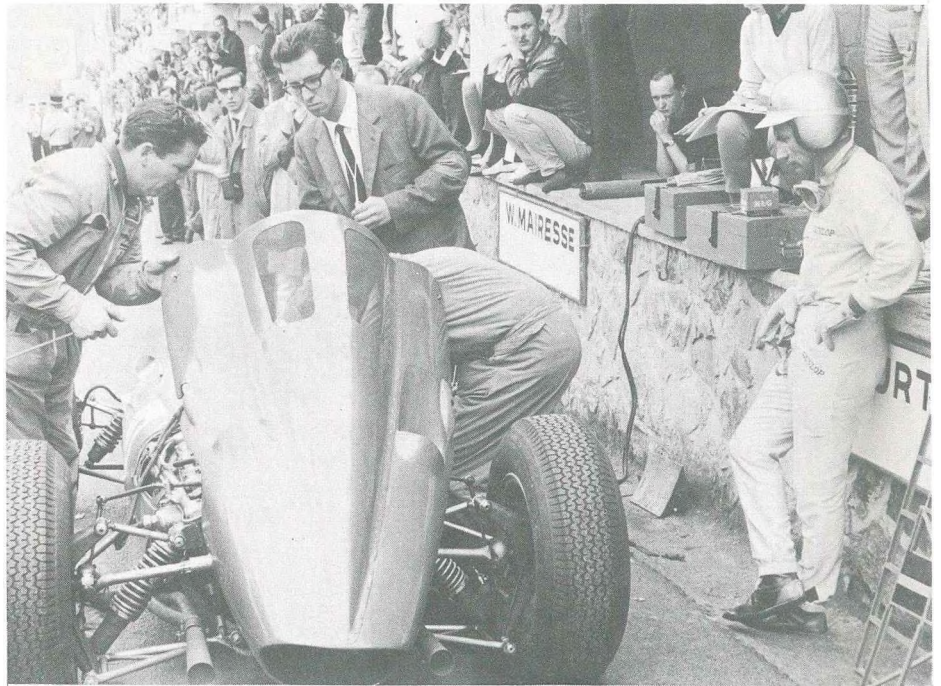
5 T.Taylor driver unfit
7 Mairesse fuel injection
8 Baghetti gearbox
9 Ireland gear selection
10 Amon oil leak
12 Brabham fuel injection pump
13 P.Hill gearbox
14 Siffert accident
16 Hall accident
17 L.Bianchi accident
17 G.Hill gearbox
18 Surtees injector feed pipe
25 Settember accident
27 Maggs accident

Leaders

1-32 Clark

Entrant

Team Lotus
 Team Lotus
 British Racing Partnership
 British Racing Partnership
 Owen Racing Organisation
 Owen Racing Organisation
 SEFAC Ferrari
 SEFAC Ferrari
 Rob Walker Racing Team
 Cooper Car Co
 Cooper Car Co
 Brabham Racing Organisation
 Brabham Racing Organisation
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 Scirocco Powell (Racing Cars)
 Automobili Turismo Sport
 Automobili Turismo Sport
 Siffert Racing Team
 Ecurie Maarsbergen



BELGIAN GP: Mairesse again, this time delayed by fuel-injection problems with his Ferrari. The driver looks on (right) while team manager Forghieri supervises work on the car.

Team Lotus
 SEFAC Ferrari
 Scuderia Centro Sud
 Scirocco Powell (Racing Cars)

Team Lotus
 British Racing Partnership
 Rob Walker Racing Team

Team Lotus

RESULT

1 Clark	Lotus-Climax	2:27-47.6	114.11
2 McLaren	Cooper-Climax	2:32-41.6	
3 Gurney	Brabham-Climax	31 laps	
4 Ginther	BRM	31 laps	
5 Bonnier	Cooper-Climax	30 laps	
6 de Beaufort	Porsche	30 laps	
7 Maggs	Cooper-Climax	27 laps (retired)	
8 Settember	Scirocco-BRM	25 laps (retired)	

Fastest lap

Clark	Lotus-Climax	03-58.1	132.47
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COMMENTARY

At last the ATS cars appeared, looking surprisingly tatty when one considers that they had been built by ex-Ferrari people, and the Scirocco-BRM too made the start. Gurney again had the new, lower BT7 Brabham with Hewland gearbox and Bonnier practised a new Cooper T66 with Colotti gearbox. The British Racing Partnership had been hard at work constructing their own racing car and it arrived here for Ireland to drive. Clark was in trouble once again with gearboxes during practice, but T. Taylor crashed and wrote-off his Type 25 completely. Luckily he escaped injury and drove the spare R3 in the race. Clark quickly overcame his third-row grid position to lead from the start, with Graham Hill close behind but the rest unable to keep up. Spa is never a forgiving circuit and when it rains, which it does often, it can be treacherous. On this occasion the last 14 laps of the Grand Prix were virtually obliterated by a storm which brought the lap speeds down from over 130 mph to under 80 mph. Siffert, Hall, Settember and Maggs all had separate accidents, while poor Bianchi, driving Reg Parnell's Lola Mk 4, had two! This car and those of Siffert and Hall were badly damaged.

XI Grote Prijs van Nederland

June 23 1963

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	John Surtees	Ferrari 156	1963	0001	Ferrari V6	Ferrari 6	1-33.0
4	Lodovico Scarfiotti	Ferrari 156	1963	0002	Ferrari V6	Ferrari 6	1-35.6
6	Jim Clark	Lotus 25	1962	R4	Climax V8	ZF 5	1-31.6
8	Trevor Taylor	Lotus 25	1962	R2	Climax V8	Colotti 6	1-35.2
10	Chris Amon	Lola 4A	1962	BRGP44	Climax V8	Colotti 6	1-35.9
12	Graham Hill	BRM 57	1961	5785	BRM V8	BRM 5	1-32.2
14	Ritchie Ginther	BRM 57	1961	5784	BRM V8	BRM 6	1-33.3
16	Jack Brabham	Brabham BT7	1963	F1-2-63	Climax V8	Hewland 5	1-32.4
18	Dan Gurney	Brabham BT7	1963	F1-1-63	Climax V8	Hewland 5	---
20	Bruce McLaren	Cooper 66	1963	FI-4-63	Climax V8	Cooper 6	1-32.3
22	Tony Maggs	Cooper 66	1963	FI-5-63	Climax V8	Cooper 6	1-34.3
24	Phil Hill	ATS 100	1963	01	ATS V8	Colotti-ATS 6	1-36.0
26	Giancarlo Baghetti	ATS 100	1963	02	ATS V8	Colotti-ATS 6	1-37.8
28	Joachim Bonnier	Cooper 60	1962	FI-18-61	Climax V8	Cooper 6	1-38.2
30	Innes Ireland	BRP 1	1963	BRP-1-63	BRM V8	Colotti 6	1-33.6
32	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	1-39.3
34	Gerhard Mitter	Porsche 718	1959	202	Porsche F4	Porsche 6	1-38.8
36	Jo Siffert	Lotus 24	1962	950	BRM V8	Colotti 6	1-39.0
42	Jim Hall	Lotus 24	1962	944	BRM V8	Colotti 5	1-39.0

NON-STARTERS

38	Tony Settember	Scirocco	1963	---	BRM V8	---	---
40	Ian Burgess	Scirocco	1963	---	BRM V8	---	---

PRACTICE CARS

8	Trevor Taylor	Lotus 25	1962	R3	Climax V8	ZF 5	1-40.4
10T	Chris Amon	Lotus 24	1962	943	Climax V8	Colotti 5	1-38.3
12T	Graham Hill	BRM 61	1963	611	BRM V8	BRM 6	1-35.7
28T	Joachim Bonnier	Cooper 66	1963	FI-2-63	Climax V8	Colotti 6	1-34.1

ALSO PRACTISED

8	Jim Clark	Lotus 25	1962	R2	Climax V8	Colotti 6	n/a
16	Dan Gurney	Brabham BT7	1963	F1-2-63	Climax V8	Hewland 5	1-36.2
42	Innes Ireland	Lotus 24	1962	944	BRM V8	Colotti 5	1-33.3

GRID

McLaren	G.Hill	Clark
1-32.3	1-32.2	1-31.6
Surtees	Brabham	
1-33.0	1-32.4	
Bonnier	Ireland	Ginther
1-34.1	1-33.3	1-33.3
T.Taylor	Maggs	
1-35.2	1-34.3	
P.Hill	Amon	Scarfiotti
1-36.0	1-35.9	1-35.6
Baghetti	Gurney	
1-37.8	1-36.2	
Hall	Siffert	Mitter
1-39.0	1-39.0	1-38.8
	de Beaufort	
	1-39.3	

Non-starters: reasons

38	withdrawn
40	withdrawn
<i>Leaders</i>	
1-80	Clark
<i>Retirements</i>	
2	Mitter clutch
7	McLaren gearbox
14	Maggs overheating
15	P.Hill stub axle (accident)
17	Baghetti ignition
29	Amon water pump drive
68	Brabham accident
69	G.Hill overheating

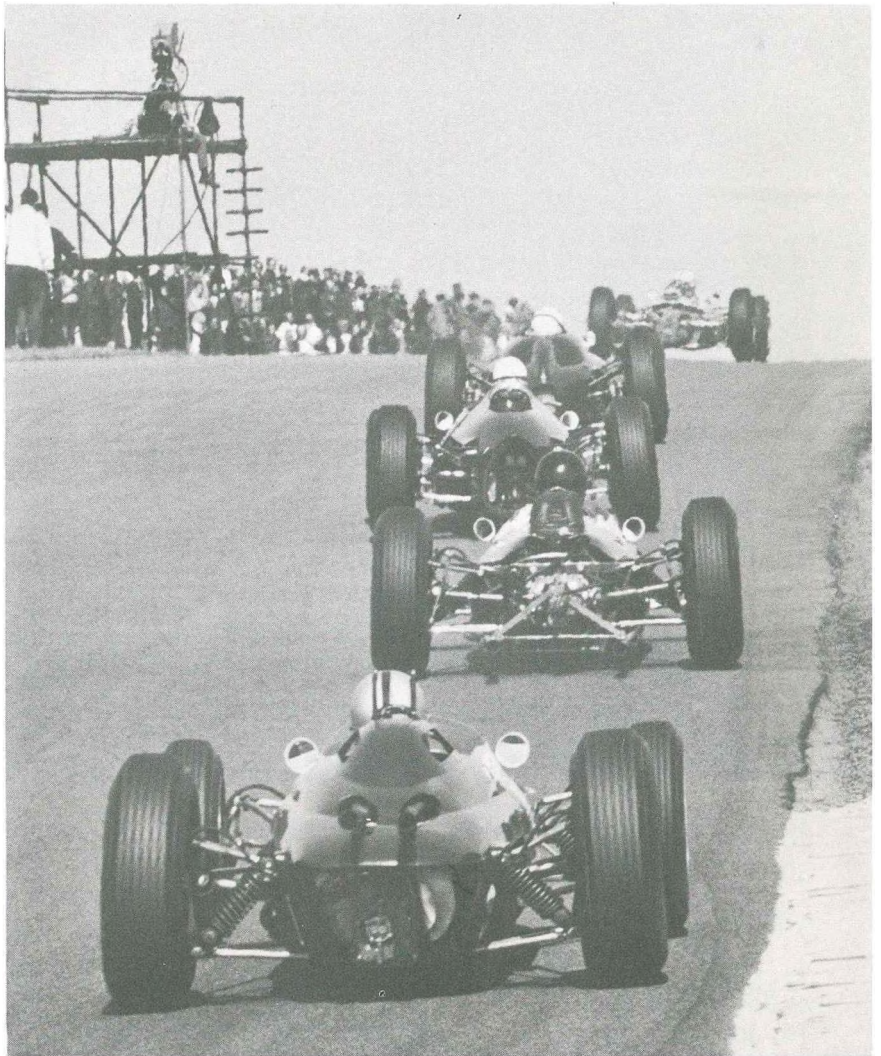
Entrant

SEFAC Ferrari
 SEFAC Ferrari
 Team Lotus
 Team Lotus
 Reg Parnell (Racing)
 Owen Racing Organisation
 Owen Racing Organisation
 Brabham Racing Organisation
 Brabham Racing Organisation
 Cooper Car Co
 Cooper Car Co
 Automobili Turismo Sport
 Automobili Turismo Sport
 Rob Walker Racing Team
 British Racing Partnership
 Ecurie Maarsbergen
 Ecurie Maarsbergen
 Siffert Racing Team
 British Racing Partnership

Scirocco-Powell (Racing Cars)
 Scirocco-Powell (Racing Cars)

Team Lotus
 Reg Parnell (Racing)
 Owen Racing Organisation
 Rob Walker Racing Team

Team Lotus
 Brabham Racing Organisation
 British Racing Partnership

*RESULT*

1 Clark	Lotus-Climax	2:08-13.1	97.53
2 Gurney	Brabham-Climax	79 laps	
3 Surtees	Ferrari	79 laps	
4 Ireland	BRP-BRM	79 laps	
5 Ginther	BRM	79 laps	
6 Scarfiotti	Ferrari	78 laps	
7 Siffert	Lotus-BRM	77 laps	
8 Hall	Lotus-BRM	77 laps	
9 de Beaufort	Porsche	75 laps	
10 T. Taylor	Lotus-Climax	66 laps	
11 Bonnier	Cooper-Climax	56 laps	

Fastest lap

Clark Lotus-Climax 01-33.7 100.10

DUTCH GP: Up the hill to the Hunzerug Ireland (BRP 1) leads Ginther (BRM 57), Bonnier (Cooper 60), Gurney (Brabham BT7) and Amon (Lola Mk 4A). Of these, Gurney did best by finishing second, being delayed firstly by a poor grid position (his car suffered engine damage in practice) and then by a quick pit stop to wire up a loose fuel pipe.

COMMENTARY

Big news at Zandvoort was that BRM had produced a new car with monocoque-type chassis and six-speed gearbox; Ginther's P57 car also had the six-speed box, which had been tried out briefly during practice at Spa. Brabham had built another BT7 for himself to drive, both works cars having Hewland gearboxes. Mitter was given de Beaufort's No 2 Porsche and Scarfiotti was having his first single-seater drive with Ferrari, Mairesse having been injured at Le Mans. Bonnier raced the older Cooper as the newer one suffered engine trouble while Gurney practised in Brabham's car as his own had broken its distributor drive shaft while being warmed up. Siffert's mechanics had managed to repair his Lotus 24 after the ravages of Spa, but Hall was in the BRP Lotus which Ireland usually drove. Hill elected to drive the older BRM, the new P61 being far from properly sorted.

XLIX Grand Prix de l'A.C.F.

June 30 1963

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Graham Hill	BRM 61	1963	611	BRM V8	BRM 6	2-20.9
4	Ritchie Ginther	BRM 57	1961	5784	BRM V8	BRM 6	2-25.9
6	Jack Brabham	Brabham BT7	1963	F1-2-63	Climax V8	Hewland 5	2-21.9
8	Dan Gurney	Brabham BT7	1963	F1-1-63	Climax V8	Hewland 5	2-21.7
10	Bruce McLaren	Cooper 66	1963	FI-4-63	Climax V8	Cooper 6	2-22.5
12	Tony Maggs	Cooper 66	1963	FI-5-63	Climax V8	Cooper 6	2-24.4
16	John Surtees	Ferrari 156	1963	0001	Ferrari V6	Ferrari 6	2-21.9
18	Jim Clark	Lotus 25	1962	R4	Climax V8	ZF 5	2-20.2
20	Trevor Taylor	Lotus 25	1962	R2	Climax V8	Colotti 6	2-23.7
28	Maurice Trintignant	Lotus 24	1962	943	Climax V8	Colotti 5	2-28.3
30	Chris Amon	Lola 4A	1962	BRGP44	Climax V8	Colotti 6	2-30.5
32	Innes Ireland	BRP 1	1963	BRP-1-63	BRM V8	Colotti 6	2-25.1
34	Jim Hall	Lotus 24	1962	945	BRM V8	Colotti 6	2-30.9
36	Jo Siffert	Lotus 24	1962	950	BRM V8	Colotti 6	2-25.2
38	Tony Settember	Scirocco	1963	(01)	BRM V8	Colotti 6	2-36.7
42	Phil Hill	Lotus 24	1962	951	BRM V8	Colotti 6	2-27.7
44	Joachim Bonnier	Cooper 60	1962	FI-18-61	Climax V8	Cooper 6	2-26.5
46	Lorenzo Bandini	BRM 57	1961	5781	BRM V8	BRM 5	2-37.8
48	Masten Gregory	Lotus 24	1962	(24/P1)	BRM V8	Colotti 6	2-33.2

NON-STARTERS

14	Lodovico Scarfiotti	Ferrari 156	1963	0002	Ferrari V6	Ferrari 6	2-27.0
22	Peter Arundell	Lotus 25	1962	R3	Climax V8	ZF 5	2-28.5
24	Phil Hill	ATS 100	1963	---	ATS V8	---	---
26	Giancarlo Baghetti	ATS 100	1963	---	ATS V8	---	---
40	Ian Burgess	Scirocco	1963	---	BRM V8	---	---
50	Nasif Estefano	de Tomaso	1962	---	Tomaso F8	---	---

PRACTICE CARS

2T	Graham Hill	BRM 57	1961	5785	BRM V8	BRM 5	2-22.1
44	Joachim Bonnier	Cooper 66	1963	FI-2-63	Climax V8	Colotti 6	2-25.7

ALSO PRACTISED

14	John Surtees	Ferrari 156	1963	0002	Ferrari V6	Ferrari 6	2-24.4
22	Jim Clark	Lotus 25	1962	R3	Climax V8	ZF 5	2-24.0
42	Jim Clark	Lotus 24	1962	951	BRM V8	Colotti 6	1 lap

GRID

Gurney	G.Hill	Clark
2-21.7	2-20.9	2-20.2
Brabham	Surtees	
2-21.9	2-21.9	
Maggs	T.Taylor	McLaren
2-24.4	2-23.7	2-22.5
Siffert	Ireland	
2-25.2	2-25.1	
P.Hill	Ginther	Bonnier
2-27.7	2-25.9	2-25.7
Amon	Trintignant	
2-30.5	2-28.3	
Settember	Gregory	Hall
2-36.7	2-33.2	2-30.9
	Bandini	
	2-37.8	

Non-starters: reasons

14 practice accident
 22 driver competed in Formula Junior race on same programme as Grand Prix
 24 withdrawn--driver in No 42
 26 withdrawn
 40 car not ready
 50 car not ready

Leaders

1-53 Clark

Retirements

4 Ginther holed radiator
 5 Settember rear hub bearing
 12 Surtees fuel pump
 30 Gregory gearbox housing
 41 T.Taylor rear axle
 42 McLaren ignition

Entrant

Owen Racing Organisation
 Owen Racing Organisation
 Brabham Racing Organisation
 Brabham Racing Organisation
 Cooper Car Co
 Cooper Car Co
 SEFAC Ferrari
 SEFAC Ferrari
 Team Lotus
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 British Racing Partnership
 British Racing Partnership
 Siffert Racing Team
 Scirocco-Powell (Racing Cars)
 Ecurie Filipinetti
 Rob Walker Racing Team
 Scuderia Centro Sud
 Tim Parnell

SEFAC Ferrari
 Team Lotus
 Automobili Turismo Sport
 Automobili Turismo Sport
 Scirocco-Powell (Racing Cars)
 Alessandro de Tomaso

Owen Racing Organisation
 Rob Walker Racing Team

SEFAC Ferrari
 Team Lotus
 Ecurie Filipinetti



FRENCH GP: Bandini in "Old Faithful" BRM 57 chassis 5781 is pressed by the two Reg Parnell-entered cars of Amon (Lola Mk 4A) and Trintignant (Lotus 24). The Frenchman's car was one discarded by UDT-Laystall and which during its career was driven by Ireland, Gregory, Penske, Maggs, Blumer, Amon, Hailwood and Gubby as well as Trintignant. The BRM, incidentally, is painted green here with two thin red stripes to denote its Italian entrant.

RESULT

1 Clark	Lotus-Climax	2:10-54.3	125.01
2 Maggs	Cooper-Climax	2:11-59.2	
3 G.Hill	BRM	2:12-08.2*	
4 Brabham	Brabham-Climax	2:13-09.5	
5 Gurney	Brabham-Climax	2:13-27.7	
6 Siffert	Lotus-BRM	52 laps	
7 Amon	Lola-Climax	51 laps	
8 Trintignant	Lotus-Climax	50 laps	
9 Ireland	BRP-BRM	49 laps	
10 Bandini	BRM	45 laps	
11 Hill	Lotus-BRM	45 laps	
12 McLaren	Cooper-Climax	42 laps (retired)	
13 T.Taylor	Lotus-Climax	41 laps (retired)	

Fastest lap
 Clark Lotus-Climax 02-12.6 131.15

*Plus penalty of 1 minute for push-start.

Not classified

P.Hill	Lotus-BRM	34
Bonnier	Cooper-Climax	32

COMMENTARY

The versatile Clark continued his domination of the '63 season with an impressive performance on the super-fast Reims circuit, winning easily despite an off-colour engine (it had been turned to "full-lean" to conserve fuel). Hill in the P61 BRM, Gregory in Tim Parnell's Lotus 24 and Phil Hill in a new Lotus 24 entered by Filipinetti were all push-started, which in theory should have meant their disqualification, but in fact resulted in a one-minute penalty. Scarfiotti crashed the second Ferrari in practice, injuring himself slightly and Bandini only just got in sufficient training laps to qualify the Centro Sud BRM, painted green this time with red stripes. After a disastrous Dutch GP and inconclusive testing thereafter, the ATS equipe withdrew both their cars, while the Scirocco team just failed to provide Burgess with the No 2 car.

XVI R.A.C. British Grand Prix

July 20 1963

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Graham Hill	BRM 57	1961	5785	BRM V8	BRM 6	1-34.8
2	Ritchie Ginther	BRM 57	1961	5784	BRM V8	BRM 6	1-36.0
3	Lorenzo Bandini	BRM 57	1961	5781	BRM V8	BRM 5	1-36.0
4	Jim Clark	Lotus 25	1962	R4	Climax V8	ZF 5	1-34.4
5	Trevor Taylor	Lotus 25	1962	R2	Climax V8	Colotti 6	1-37.0
6	Bruce McLaren	Cooper 66	1963	FI-4-63	Climax V8	Cooper 6	1-35.4
7	Tony Maggs	Cooper 66	1963	FI-5-63	Climax V8	Cooper 6	1-36.0
8	Jack Brabham	Brabham BT7	1963	FI-2-63	Climax V8	Hewland 5	1-35.0
9	Dan Gurney	Brabham BT7	1963	FI-1-63	Climax V8	Hewland 5	1-34.6
10	John Surtees	Ferrari 156	1963	0001	Ferrari V6	Ferrari 6	1-35.2
11	Innes Ireland	BRP 1	1963	BRP-1-63	BRM V8	Colotti 6	1-36.8
12	Jim Hall	Lotus 24	1962	945	BRM V8	Colotti 6	1-37.0
14	Joachim Bonnier	Cooper 66	1963	FI-2-63	Climax V8	Colotti 6	1-36.8
15	Tony Settember	Scirocco	1963	(01)	BRM V8	Colotti 6	1-40.5
16	Ian Burgess	Scirocco	1963	(02)	BRM V8	Colotti 6	1-42.6
19	Chris Amon	Lola 4A	1962	BRGP44	Climax V8	Colotti 6	1-37.2
20	Mike Hailwood	Lotus 24	1962	943	Climax V8	Colotti 5	1-39.8
21	Masten Gregory	Lotus 24	1962	(24/P1)	BRM V8	Colotti 6	1-44.2
22	Bob Anderson	Lola 4	1962	BRGP43	Climax V8	Colotti 5	1-39.0
23	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	1-43.4
24	John Campbell-Jones	Lola 4	1962	BRGP42	Climax V8	Colotti 5	1-48.8
25	Jo Siffert	Lotus 24	1962	950	BRM V8	Colotti 6	1-38.4
26	Ian Raby	Gilby	1962	---	BRM V8	Colotti 6	1-42.4

NON-STARTERS

17	Giancarlo Baghetti	ATS 100	1963	---	ATS V8	---	---
18	Phil Hill	ATS 100	1963	---	ATS V8	---	---
27	Nasif Estefano	de Tomaso	1962	---	Tomaso F8	---	---

PRACTICE CARS

5	Trevor Taylor	Lotus 25	1962	R3	Climax V8	ZF 5	1-36.8
10T	John Surtees	Ferrari 156	1963	0002	Ferrari V6	Ferrari 6	1-36.0
11T	Innes Ireland	Lotus 24	1962	944	BRM V8	Colotti 5	1-37.4

ALSO PRACTISED

20	Chris Amon	Lotus 24	1962	943	Climax V8	Colotti 5	n/a
24	Chris Amon	Lola 4	1962	BRGP42	Climax V8	Colotti 5	1-41.6

GRID

Brabham	G.Hill	Gurney	Clark
1-35.0	1-34.8	1-34.6	1-34.4
Maggs	McLaren	Surtees	
1-36.0	1-35.4	1-35.2	
Ireland	T.Taylor	Ginther	Bandini
1-36.8	1-36.8	1-36.0	1-36.0
Amon	Hall	Bonnier	
1-37.2	1-37.0	1-36.8	
Settember	Hailwood	Anderson	Siffert
1-40.8	1-39.8	1-39.0	1-38.4
de Beaufort	Burgess	Raby	
1-43.4	1-42.6	1-42.4	
	Campbell-Jones	Gregory	
	1-48.8	1-44.2	

Non-starters: reasons

17 car not ready
18 car not ready
27 car present but not practiced

Leaders

1-4 Brabham
5-82 Clark

Retirements

6 McLaren con-rod
20 Settember ignition
23 T.Taylor fuel pump
26 Ireland ignition
27 Brabham con-rod
36 Burgess ignition
59 Gurney con-rod
59 Raby gearbox
65 Bonnier oil pressure
66 Siffert gearbox

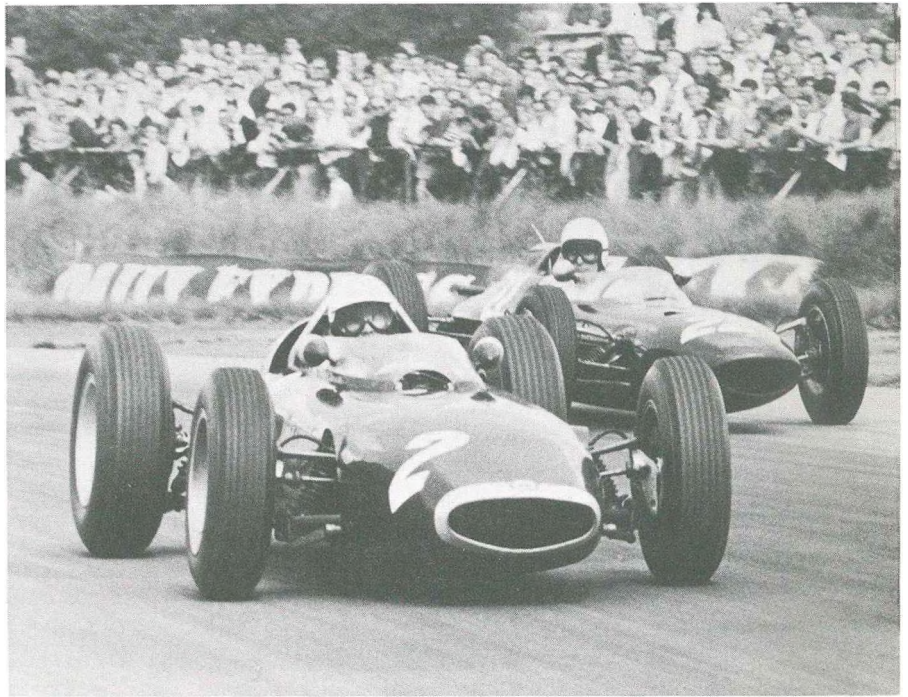
Entrant

Owen Racing Organisation
 Owen Racing Organisation
 Scuderia Centro Sud
 Team Lotus
 Team Lotus
 Cooper Car Co
 Cooper Car Co
 Brabham Racing Organisation
 Brabham Racing Organisation
 SEFAC Ferrari
 British Racing Partnership
 British Racing Partnership
 Rob Walker Racing Team
 Scirocco-Powell (Racing Cars)
 Scirocco-Powell (Racing Cars)
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 DW Racing Enterprises
 Ecurie Maarsbergen
 Tim Parnell
 Siffert Racing Team
 Ian Raby (Racing)

Automobili Turismo Sport
 Automobili Turismo Sport
 Alessandro de Tomaso

Team Lotus
 SEFAC Ferrari
 British Racing Partnership

Reg Parnell (Racing)
 Tim Parnell



*BRITISH GP: Ginther in BRM 57 chassis 5784 laps
 Anderson's ex-works Lola Mk 4, the car with which
 the British driver had earlier won the Rome GP.*

RESULT

1 Clark	Lotus-Climax	2:14-09.6	107.75
2 Surtees	Ferrari	2:14-35.4	
3 G.Hill	BRM	2:14-47.2	
4 Ginther	BRM	81 laps	
5 Bandini	BRM	81 laps	
6 Hall	Lotus-BRM	80 laps	
7 Amon	Lola-Climax	80 laps	
8 Hailwood	Lotus-Climax	78 laps	
9 Maggs	Cooper-Climax	78 laps	
10 de Beaufort	Porsche	76 laps	
11 Gregory	Lotus-BRM	75 laps	
12 Anderson	Lola-Climax	75 laps	
13 Campbell-Jones	Lola-Climax	74 laps	

Fastest lap

Surtees Ferrari 01-36.0 109.76

COMMENTARY

There was no doubt about the winner of the 1963 British Grand Prix, but Hill ran out of fuel on the last lap and was passed by Surtees and Bandini might have beaten Ginther had his gearchange mounting not broken, causing the Italian to spin wildly. ATS withdrew at the last moment and although the flat-8 de Tomaso was in the paddock, it was not ready to practise. There were two Sciroccos, however, and Bonnier raced the new Walker Cooper for the first time. BRM left the P61 at home, preferring the original cars. The only four-cylinder car was de Beaufort's old Porsche and it was noticeable by now that there was a distinct predilection for six-speed gearboxes. Indeed only seven of the 23 starters had five-speed boxes, but since one of these was Clark it was difficult to draw too many conclusions...

XIII Grosser Preis der Solitude

July 28 1963

No	Driver	Chassis	Year	Chassis number	Engine	Gearbox	Pract. time
1	Jack Brabham	Brabham BT3	1962	FI-1-62	Climax V8	Colotti 6	3-51.8
2	Innes Ireland	BRP 1	1963	BRP-1-63	BRM V8	Colotti 6	3-56.4
3	Jim Hall	Lotus 24	1962	945	BRM V8	Colotti 6	4-00.3
4	Lorenzo Bandini	BRM 57	1961	5781	BRM V8	BRM 5	4-01.2
5	Mario Cabral	Cooper 53	1960	FI-13-61	Maserati 4	Colotti 5	4-19.9
7	Bernard Collomb	Lotus 24	1962	949	Climax V8	Colotti 6	4-29.5
8	Bob Anderson	Lola 4	1962	BRGP43	Climax V8	Colotti 5	4-05.2
10	Kurt Kuhnke	BKL Lotus 18	1960	914	Borgward 4	Lotus 5	4-51.2
11	Ernst Maring	BKL Lotus 18	1960	373	Borgward 4	Lotus 5	7-17.2
12	Andre Pilette	Lotus 18/21	1960	917	Climax 4	Lotus 5	4-38.7
14	Phil Hill	Lotus 24	1962	951	BRM V8	Colotti 6	4-09.6
15	Jim Clark	Lotus 25	1962	R4	Climax V8	ZF 5	3-50.2
16	Trevor Taylor	Lotus 25	1962	R3	Climax V8	ZF 5	3-55.9
17	Peter Arundell	Lotus 25	1962	R2	Climax V8	Colotti 6	---
18	Chris Amon	Lola 4A	1962	BRGP44	Climax V8	Colotti 6	3-59.0
19	Mike Hailwood	Lola 4	1962	BRGP42	Climax V8	Colotti 5	4-07.0
20	Tim Parnell	Lotus 24	1962	(24/P1)	BRM V8	Colotti 6	4-43.6
21	Ron Carter	Lotus 18/21	1960	915	Climax 4	Lotus 5	4-59.1
22	Philip Robinson	Lotus 18/21	1960	904	Climax 4	Lotus 5	4-28.0
23	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	4-06.4
24	Gerhard Mitter	Porsche 718	1959	202	Porsche F4	Porsche 6	4-04.9
25	Ian Raby	Gilby	1962	---	BRM V8	Colotti 6	4-17.4
26	Tony Settember	Scirocco	1963	(01)	BRM V8	Colotti 6	4-08.0
27	Ian Burgess	Scirocco	1963	(02)	BRM V8	Colotti 6	---
28	Gunther Seifert	Lotus 24	1962	946	BRM V8	Colotti 6	4-28.4
29	Jo Siffert	Lotus 24	1962	950	BRM V8	Colotti 6	3-58.7
30	Joachim Bonnier	Cooper 60	1962	FI-18-61	Climax V8	Cooper 6	3-54.4

NON-STARTERS

6	Carlo Abate	Cooper 51	1959	---	Maserati 4	---	---
9	Jo Schlesser	Brabham BT2	1962	---	Ford 4	---	---

ALSO PRACTISED

16	Peter Arundell	Lotus 25	1962	R3	Climax V8	ZF 5	3-55.6
17	Trevor Taylor	Lotus 25	1962	R2	Climax V8	Colotti 6	n/a

GRID

Bonnier	Brabham	Clark
3-54.4	3-51.8	3-50.2
T. Taylor	Arundell	
3-55.9	3-55.6	
Amon	Siffert	Ireland
3-59.0	3-58.7	3-56.4
Bandini	Hall	
4-01.2	4-00.3	
de Beaufort	Anderson	Mitter
4-06.4	4-05.2	4-04.9
Settember	Hailwood	
4-08.0	4-07.0	
Cabral	Raby	P. Hill
4-19.9	4-17.4	4-09.6
Seifert	Robinson	
4-28.4	4-28.0	
Parnell	Pilette	Collomb
4-43.6	4-38.7	4-29.5
Maring	Kuhnke	
7-17.2	4-51.2	
Burgess	Carter	
---	4-59.1	

Non-starters: reasons

6 withdrawn
9 withdrawn

Leaders

1-25 Brabham

Retirements

0 Kuhnke engine
2 Carter engine
5 Parnell engine
6 T. Taylor crown wheel and pinion
6 Amon big-end bearings
8 P. Hill fuel pipe
9 Burgess ignition
12 Settember valve
17 Maring engine
18 Siffert valve

Entrant

Brabham Racing Organisation
 British Racing Partnership
 British Racing Partnership
 Scuderia Centro Sud
 Scuderia Centro Sud
 Bernard Collomb
 DW Racing Enterprises
 Kurt Kuhnke
 Kurt Kuhnke
 Tim Parnell
 Ecurie Filipinetti
 Team Lotus
 Team Lotus
 Team Lotus
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 Tim Parnell
 Tim Parnell
 Tim Parnell
 Ecurie Maarsbergen
 Ecurie Maarsbergen
 Ian Raby (Racing)
 Scirocco-Powell (Racing Cars)
 Scirocco-Powell (Racing Cars)
 Rhine-Ruhr Racing Team
 Siffert Racing Team
 Rob Walker Racing Team

Scuderia Centro Sud
 Jo Schlessler

Team Lotus
 Team Lotus

RESULT

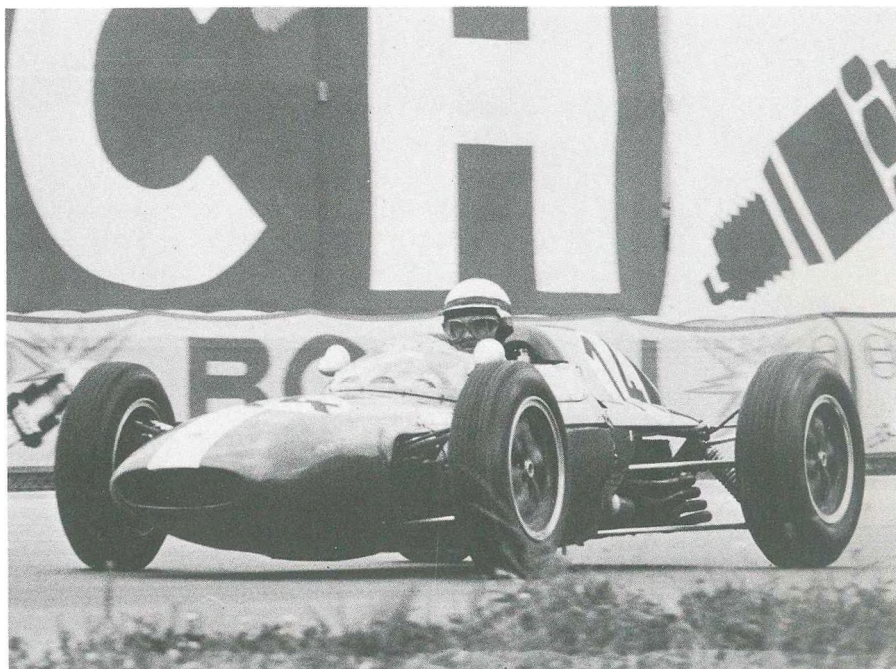
1	Brabham	Brabham-Climax	1:40-06.9	106.30
2	Arundell	Lotus-Climax	1:40-31.6	
3	Ireland	BRP-BRM	1:42-37.4	
4	Bandini	BRM	1:43-46.0	
5	Mitter	Porsche	24 laps	
6	Hall	Lotus-BRM	24 laps	
7	de Beaufort	Porsche	24 laps	
8	Anderson	Lola-Climax	24 laps	
9	Bonnier	Cooper-Climax	23 laps	
10	Cabral	Cooper-Maserati	23 laps	
11	Collomb	Lotus-Climax	22 laps	
12	Pilette	Lotus-Climax	21 laps	

Not classified

Raby	Gilby-BRM	20 laps
Robinson	Lotus-Climax	20 laps
Hailwood	Lola-Climax	18 laps
Seifert	Lotus-BRM	18 laps
Clark	Lotus-Climax	17 laps

Fastest lap

Clark	Lotus-Climax	03-49.1	111.57
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SOLITUDE GP: Struggling. The word is written all over Phil Hill's face as he gets on with the job of controlling the Filipinetti Lotus-BRM 24. This car had made its debut in the French Grand Prix and was in fact the last production 24 to be built. It was nevertheless singularly unsuccessful, ending its F1 days at the hands of Andre Wicky.

COMMENTARY

The Solitude Grand Prix appeared to provide the "second division" private owners, and in particular those with four-cylinder engined cars, with a final, glorious tilt at a major European F1 race. Eight four-cylinder entries started including those provided by the Parnell family, who had a real field day with a total of no fewer than six cars comprising Pilette in ex-UDT Lotus No 917; Tim Parnell in his home-built Lotus 24; Carter in Lotus No 915, another ex-UDT car; Robinson in the Lotus No 904 which Tim Parnell raced during 1961 and for which he was now again responsible; Amon in the "lightweight" ex-Bowmaker Lola Mk 4A; and Hailwood in the ex-Bowmaker Lola Mk 4 which Bianchi had crashed at Spa and which had been rebuilt for Campbell-Jones to drive in the British GP. Despite this lineup, there were still more Parnell vehicles which were not present, notably the Lotus 24 No 943 with which Hailwood had made his F1 debut in the British GP. New drive shafts fitted to Clark's Lotus failed on the line, leaving Brabham to win the race from the Lotus No 3 driver, Arundell.

XXV Grosser Preis von Deutschland

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Graham Hill	BRM 57	1961	5785	BRM V8	BRM 6	08-57.2
2	Ritchie Ginther	BRM 57	1961	5784	BRM V8	BRM 6	09-02.8
3	Jim Clark	Lotus 25	1962	R4	Climax V8	ZF 5	08-45.8
4	Trevor Taylor	Lotus 25	1962	R2	Climax V8	Colotti 6	09-33.8
5	Bruce McLaren	Cooper 66	1963	FI-4-63	Climax V8	Cooper 6	08-57.3
6	Tony Maggs	Cooper 66	1963	FI-5-63	Climax V8	Cooper 6	09-11.6
7	John Surtees	Ferrari 156	1963	0001	Ferrari V6	Ferrari 6	08-46.7
8	Willy Mairesse	Ferrari 156	1963	0002	Ferrari V6	Ferrari 6	09-03.5
9	Jack Brabham	Brabham BT7	1963	FI-2-63	Climax V8	Hewland 5	09-04.2
10	Dan Gurney	Brabham BT7	1963	FI-1-63	Climax V8	Hewland 5	09-17.2
14	Innes Ireland	Lotus 24	1962	944	BRM V8	Colotti 5	09-14.6
15	Lorenzo Bandini	BRM 57	1961	5781	BRM V8	BRM 5	08-54.3
16	Joachim Bonnier	Cooper 66	1963	FI-2-63	Climax V8	Colotti 6	09-16.0
17	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	09-25.1
18	Jo Siffert	Lotus 24	1962	950	BRM V8	Colotti 6	09-11.1
20	Jim Hall	Lotus 24	1962	945	BRM V8	Colotti 6	09-22.7
21	Chris Amon	Lola 4A	1962	BRGP44	Climax V8	Colotti 6	09-20.1
22	Mario Cabral	Cooper 60	1962	FI-17-61	Climax V8	Cooper 6	09-53.1
23	Tony Settember	Scirocco	1963	(01)	BRM V8	Colotti 6	10-02.0
24	Ian Burgess	Scirocco	1963	(02)	BRM V8	Colotti 6	09-52.2
26	Gerhard Mitter	Porsche 718	1959	202	Porsche F4	Porsche 6	09-20.9
28	Bernard Collomb	Lotus 24	1962	949	Climax V8	Colotti 6	10-01.0

NON-STARTERS

11	Phil Hill	ATS 100	1963	---	ATS V8	---	---
12	Giancarlo Baghetti	ATS 100	1963	---	ATS V8	---	---
19	Masten Gregory	Lotus 24	1962	---	BRM V8	---	---
25	Ian Raby	Gilby	1962	---	BRM V8	Colotti 6	10-44.7
27	Kurt Kuhnke	BKL Lotus 18	1960	914	Borgward 4	Lotus 5	11-23.5
29	Andre Pilette	Lotus 18/21	1960	917	Climax 4	Lotus 5	10-20.0
30	Tim Parnell	Lotus 18/21	1960	915	Climax 4	Lotus 5	11-07.2

PRACTICE CARS

1	Graham Hill	BRM 61	1963	611	BRM V8	BRM 6	n/a
14	Innes Ireland	BRP 1	1963	BRP-1-63	BRM V8	Colotti 6	$\frac{1}{2}$ lap
21	Chris Amon	Lola 4	1962	BRGP42	Climax V8	Colotti 5	$\frac{1}{2}$ lap

GRID

G.Hill	Bandini	Surtees	Clark
08-57.2	08-54.3	08-46.7	08-45.8
Mairesse	Ginther	McLaren	
09-03.5	09-02.8	08-57.3	
Ireland	Maggs	Siffert	Brabham
09-14.6	09-11.6	09-11.1	09-04.2
Amon	Gurney	Bonnier	
09-20.1	09-17.2	09-16.0	
T.Taylor	de Beaufort	Hall	Mitter
09-33.8	09-25.1	09-22.7	09-20.9
Collomb	Cabral	Burgess	
10-01.0	09-53.1	09-52.2	

Settember
10-02.0

Non-starters: reasons

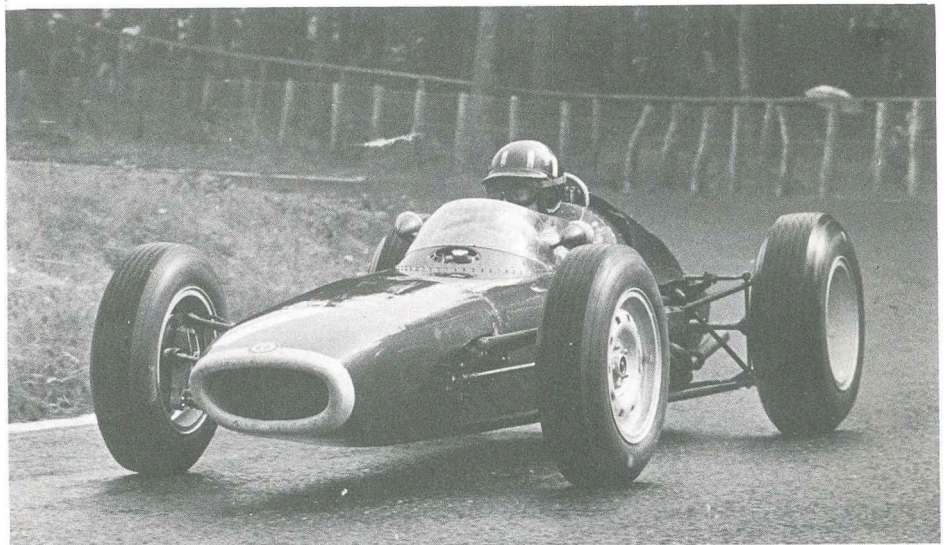
11 car damaged in transit
12 car damaged in transit
19 car not ready
25 excluded
27 excluded
29 excluded
30 excluded

Leaders

1 Ginther
2-3 Surtees
4 Clark
5-15 Surtees

Entrant

Owen Racing Organisation
 Owen Racing Organisation
 Team Lotus
 Team Lotus
 Cooper Car Co
 Cooper Car Co
 SEFAC Ferrari
 SEFAC Ferrari
 Brabham Racing Organisation
 Brabham Racing Organisation
 British Racing Partnership
 Scuderia Centro Sud
 Rob Walker Racing Team
 Ecurie Maarsbergen
 Siffert Racing Team
 British Racing Partnership
 Reg Parnell (Racing)
 Scuderia Centro Sud
 Scirocco-Powell (Racing Cars)
 Scirocco-Powell (Racing Cars)
 Ecurie Maarsbergen
 Bernard Collomb



GERMAN GP: A good shot of BRM's new car, the P61, being practised here by Graham Hill. The car was not used in the race and was never significantly faster than the tried and trusted P57 model. In its modified form, however (ie the P261) it very nearly won the World Championship for Hill in 1964.

Automobili Turismo Sport
 Automobili Turismo Sport
 Tim Parnell
 Ian Raby (Racing)
 Kurt Kuhnke
 Tim Parnell
 Tim Parnell

Owen Racing Organisation
 British Racing Partnership
 Reg Parnell (Racing)

Retirements

0 Bandini accident
 1 Ireland accident
 1 Mairesse accident
 2 G.Hill gearbox
 2 Amon steering
 3 McLaren accident
 5 Settember accident
 5 Burgess steering arm
 6 Cabral gearbox
 6 Gurney gearbox
 7 Maggs camshaft
 9 de Beaufort lost wheel
 10 Siffert differential

COMMENTARY

If Bandini's performance in the British GP had been extremely promising, his effort in the Solitude GP with the same year-old BRM had been outstanding--resulting in fourth place after making a pit stop and second fastest lap after Jim Clark's. At the Nürburgring, however, he really excelled himself by getting well and truly on the front row of the grid and it was all the more unfortunate that he made a mistake on the opening lap to collide with Ireland's Lotus. Ireland was not driving the BRP as he had shunted it in practice, and all in all the events of the meeting confirmed his belief that the Nurburgring was his jinx circuit.

RESULT

1	Surtees	Ferrari	2:13-06.8	95.81
2	Clark	Lotus-Climax	2:14-24.3	
3	Ginther	BRM	2:15-51.7	
4	Mitter	Porsche	2:21-18.3	
5	Hall	Lotus-BRM	14 laps	
6	Bonnier	Cooper-Climax	14 laps	
7	Brabham	Brabham-Climax	14 laps	
8	T.Taylor	Lotus-Climax	14 laps	
9	Siffert	Lotus-BRM	10 laps (retired)	
10	Collomb	Lotus-Climax	10 laps	

Fastest lap

Surtees Ferrari 08-47.0 96.88

Mairesse had yet another accident when he needlessly wrote off his Ferrari and McLaren had a rare misfortune when something broke on his Cooper, the result being another written-off motor car and a concussed driver. Amon was another who went off when his steering broke and both the Scirocco drivers also had lurid moments. Clark's engine was on seven cylinders for much of the race but nevertheless finished second behind Surtees, while Mitter netted a really fine fourth place with his old Porsche.

IX Kanonloppet

August 11 1963

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Masten Gregory	Lotus 24	1962	(24/P1)	BRM V8	Colotti 6	1-27.6
2	Jack Brabham	Brabham BT7	1963	F1-1-63	Climax V8	Hewland 5	1-22.6
3	Jim Clark	Lotus 25	1962	R3	Climax V8	ZF 5	1-23.1
5	Trevor Taylor	Lotus 25	1962	R2	Climax V8	Colotti 6	1-24.7
6	Joachim Bonnier	Cooper 66	1963	FI-2-63	Climax V8	Colotti 6	1-25.0
8	Carel de Beaufort	Porsche 718	1959	202	Porsche F4	Porsche 6	1-28.6
9	Ian Raby	Gilby	1962	---	BRM V8	Colotti 6	1-29.6
10	Bob Anderson	Lola 4	1962	BRGP43	Climax V8	Colotti 5	1-27.1
14	Kurt Kuhnke	BKL Lotus 18	1960	914	Borgward 4	Lotus 5	---
15	Ernst Maring	BKL Lotus 18	1960	373	Borgward 4	Lotus 5	1-30.9
16	Clement Barrau	Lotus 21	1961	938	Climax 4	Colotti 5	---
17	Denis Hulme	Brabham BT3	1962	F1-1-62	Climax V8	Colotti 6	1-25.3
18	David Prophet	Brabham BT6	1963	FJ-5-63	Ford 4	Hewland 5	1-31.3
20	Andre Pilette	Lotus 18/21	1960	917	Climax 4	Lotus 5	1-32.6

NON-STARTERS

4	Dan Gurney	Brabham BT7	1963	---	Climax V8	---	---
7	Chris Amon	Lola 4A	1962	BRGP44	Climax V8	---	---
11	Tony Settember	Scirocco	1963	---	BRM V8	---	---
12	Ian Burgess	Scirocco	1963	---	BRM V8	---	---
19	Ron Carter	Lotus 18/21	1960	915	Climax 4	Lotus 5	---

ALSO PRACTISED

17	Jack Brabham	Brabham BT3	1962	F1-1-62	Climax V8	Colotti 5	n/a
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Non-starters: reasons

- 4 withdrawn
- 7 car not ready
- 11 withdrawn
- 12 withdrawn
- 19 present but not practiced

HEAT 1

Leaders

- 1-18 Brabham
- 19-20 Clark

Retirements

No retirements

Result

1	Clark	30-57.3
2	T. Taylor	31-33.0
3	Brabham	32-18.2
4	Hulme	19 laps
5	Bonnier	19 laps
6	de Beaufort	19 laps
7	Gregory	19 laps
8	Anderson	19 laps
9	Raby	18 laps
10	Maring	18 laps
11	Pilette	18 laps
12	Prophet	18 laps
13	Barrau	17 laps
14	Kuhnke	15 laps

Fastest lap

Clark 01-30.6

HEAT 2

Leaders

- 1-20 Brabham

Retirements

- 7 Kuhnke fuel injection
- 17 Maring accident

Result

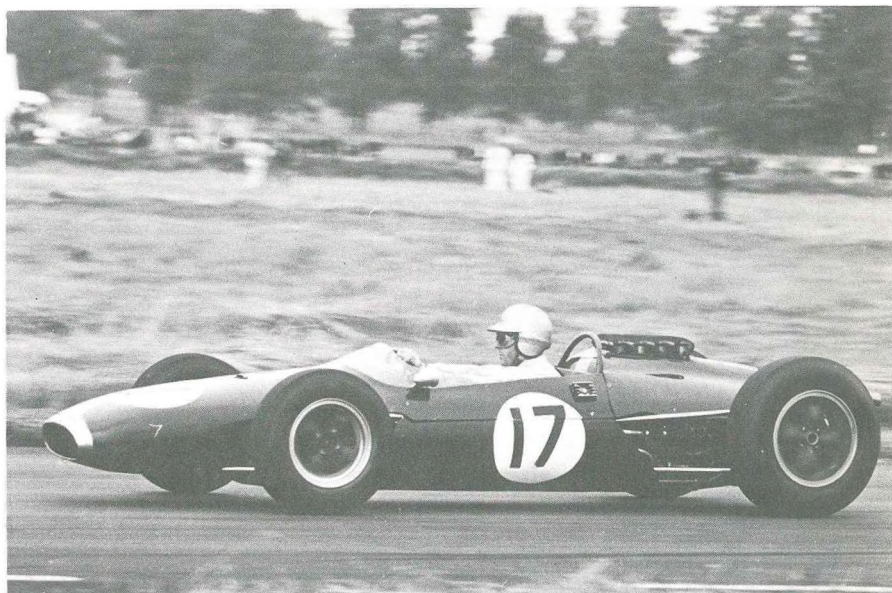
1	Brabham	32-54.0
2	T. Taylor	33-28.7
3	Clark	33-29.4
4	Bonnier	34-08.6
5	Hulme	34-08.8
6	Gregory	19 laps
7	de Beaufort	19 laps
8	Raby	19 laps
9	Anderson	19 laps
10	Pilette	19 laps
11	Prophet	19 laps
12	Barrau	17 laps

Fastest lap

Brabham 01-36.1

Entrant

Tim Parnell
 Brabham Racing Organisation
 Team Lotus
 Team Lotus
 Rob Walker Racing Team
 Ecurie Maarsbergen
 Ian Raby (Racing)
 DW Racing Enterprises
 Kurt Kuhnke
 Kurt Kuhnke
 Clement Barrau
 Brabham Racing Organisation
 David Prophet
 Tim Parnell



KANONLOPPET: Jack Brabham practises Hulme's car, the original BT3 Brabham. The car was later sold to Ian Raby, who installed a BRM V8 and used it in club racing as well as Fl.

Brabham Racing Organisation
 Reg Parnell (Racing)
 Scirocco-Powell (Racing Cars)
 Scirocco-Powell (Racing Cars)
 Tim Parnell

Brabham Racing Organisation

AGGREGATE RESULT

1	Clark	Lotus-Climax	1:04-26.7	68.80
2	T. Taylor	Lotus-Climax	1:05-01.7	
3	Brabham	Brabham-Climax	1:05-12.2	
4	Hulme	Brabham-Climax	39 laps	
5	Bonnier	Cooper-Climax	39 laps	
6	Gregory	Lotus-BRM	38 laps	
7	de Beaufort	Porsche	38 laps	
8	Anderson	Lola-Climax	38 laps	
9	Raby	Gilby-BRM	37 laps.	
10	Pilette	Lotus-Climax	37 laps	
11	Prophet	Brabham-Ford	37 laps	
12	Barrau	Lotus-Climax	34 laps	

Fastest lap

Clark Lotus-Climax 01-30.6 75.00

GRID (Heat 1)

Clark	Brabham
1-23.1	1-22.6
Bonnier	T. Taylor
1-25.0	1-24.7
Anderson	Hulme
1-27.1	1-25.3
de Beaufort	Gregory
1-28.6	1-27.1
Maring	Raby
1-30.9	1-29.6
Pilette	Prophet
1-32.6	1-31.3
Barrau	---

	Kuhnke

COMMENTARY

Lotus's determination to spread the good word, so to speak, in every corner of Europe took them from Germany and the Grosser Preis to Sweden and the relatively unimportant Kanonloppet race--where once again they were as successful as they could possibly be. Clark and T. Taylor took the first two places and indeed there seemed no end to the Team Lotus "steamroller". The race was significant in retrospect in providing Denis Hulme with his first Fl drive, this in the original Brabham BT3, while Jack himself had to be content with third place on aggregate after his engine had cut-out due to fuel shortage in the first heat. The one newcomer was David Prophet with his Formula Junior Brabham BT6, fitted with 1½ litre Ford engine.

II Gran Premio del Mediterraneo

August 18 1963

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Jo Siffert	Lotus 24	1962	950	BRM V8	Colotti 6	1-18.2
4	Jo Schlesser	Brabham BT2	1962	FJ-5-62	Ford 4	Hewland 5	1-26.3
6	Mario Cabral	Cooper 60	1962	FI-17-61	Climax V8	Cooper 6	1-20.7
10	Bernard Collomb	Lotus 24	1962	949	Climax V8	Colotti 6	1-27.1
12	Jack Brabham	Brabham BT7	1963	F1-2-63	Climax V8	Hewland 5	1-21.0
14	Carlo Abate	Porsche 718	1959	203	Porsche F4	Porsche 6	1-23.3
16	Bob Anderson	Lola 4	1962	BRGP43	Climax V8	Colotti 5	1-17.5
18	Lorenzo Bandini	BRM 57	1961	5781	BRM V8	BRM 5	1-16.4
20	Carmelo Genovese	Lotus 22	1962	22-J-28	Ford 4	Hewland 5	1-27.7
22	Andre Wicky	Lotus 24	1962	951	BRM V8	Colotti 6	1-24.5
24	Giacomo Russo	Lotus 27	1963		Ford 4	Hewland 5	1-25.8
26	John Surtees	Ferrari 156	1963	0001	Ferrari V6	Ferrari 6	1-16.1
28	Joachim Bonnier	Cooper 60	1962	FI-18-61	Climax V8	Cooper 6	1-21.0
30	Trevor Taylor	Lotus 25	1962	R2	Climax V8	Colotti 6	1-17.4
36	Peter Arundell	Lotus 25	1962	R3	Climax V8	ZF 5	1-19.2

NON-STARTERS

8	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	1-24.6
32	Gaetano Starrabba	Lotus 18	1960	905	Maserati 4	Lotus 5	1-31.6
34	Roberto Lippi	de Tomaso	1961	F1-002	Ferrari V6	Colotti 5	1-29.6

GRID

T. Taylor	Bandini	Surtees
1-17.4	1-16.4	1-16.1
Siffert	Anderson	
1-18.2	1-17.5	
Bonnier	Cabral	Arundell
1-21.0	1-20.7	1-19.2
Abate	Brabham	
1-23.3	1-21.0	
Schlesser	Russo	Wicky
1-26.3	1-25.8	1-24.5
Genovese	Collomb	
1-27.7	1-27.1	

Non-starters: reasons

8 broke stub-axle in practice
32 excluded
34 excluded

Leaders

1-60 Surtees

Retirements

15 Russo engine
35 Genovese carburation
35 T. Taylor accident

RESULT

1	Surtees	Ferrari	1:18-00.8	137.84
2	Arundell	Lotus-Climax	1:18-18.2	
3	Bandini	BRM	1:18-18.5	
4	Bonnier	Cooper-Climax	58 laps	
5	Siffert	Lotus-BRM	57 laps	
6	Anderson	Lola-Climax	57 laps	
7	Cabral	Cooper-Climax	57 laps	
8	Abate	Porsche	54 laps	
9	Wicky	Lotus-BRM	53 laps	
10	Collomb	Lotus-Climax	52 laps	
11	Schlesser	Brabham-Ford	51 laps	
12	Brabham	Brabham-Climax	47 laps	
<i>Fastest lap</i>				
	Surtees	Ferrari	01-15.9	141.67

Entrant

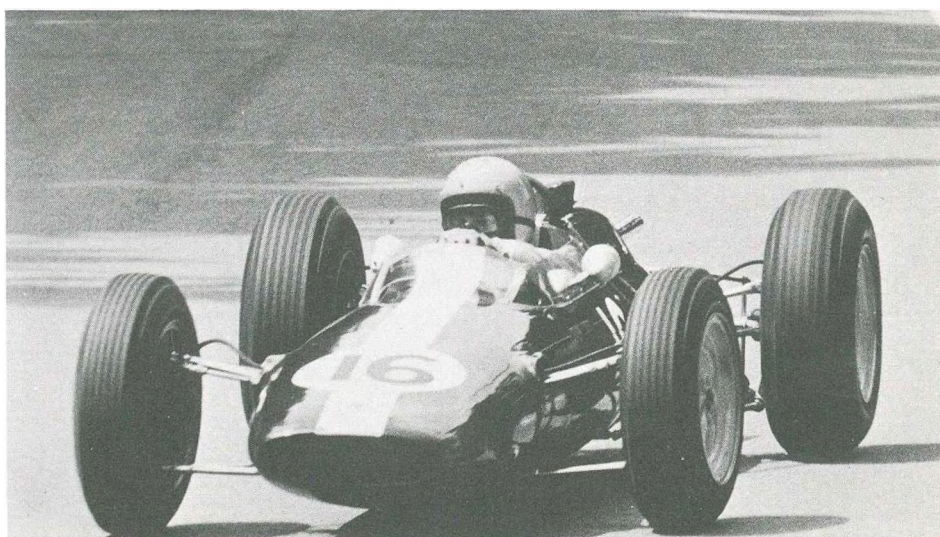
Siffert Racing Team
 Jo Schlesser
 Scuderia Centro Sud
 Bernard Collomb
 Brabham Racing Organisation
 Count Volpi
 DW Racing Enterprises
 Scuderia Centro Sud
 Carmelo Genovese
 Ecurie Filipinetti
 Giacomo Russo
 SEFAC Ferrari
 Rob Walker Racing Team
 Team Lotus
 Team Lotus

Ecurie Maarsbergen
 Gaetano Starrabba
 Scuderia Settecilli

COMMENTARY

This was the race in which Trevor Taylor earned the distinction of having one of the most incredible motor sporting accidents of all time. Forced off line, perhaps inadvertently, by Bandini, the Lotus driver lost control on one of the circuit's fastest curves and slid wildly on to the stony ground edging the track itself. The "Auto-sport" report of the moment read: "Temporarily blinded and possibly stunned by the dust and stones, Taylor was helpless to prevent his car running farther out and striking the earth bank at some 140 mph. This threw the car into the air and it streaked across the road in front of Arundell, holding an angle of some 45 degrees and being airborne most of the way. Taylor was already hanging out of the cockpit and when the car struck the steel guard rail before the pits it overturned completely. Taylor was ejected out on to the road at over 100 mph to go rolling head over heels for some 50 yards and eventually coming to rest in a sitting position but quite unconscious. He came around a few minutes later and once again he had survived a high speed crash, this time being badly grazed and bruised. The car, meanwhile, had bounced across the track, destroying itself and bursting into flames, while a wheel and gearbox parts flew in among the pit personnel, causing only minor damage."

After all that it almost comes as an afterthought to record that Surtees won the race for Ferrari at 137.84 mph, at that time the fastest $1\frac{1}{2}$ litre F1 race speed, with Arundell avenging Taylor's brush (!) with Bandini by just pipping the BRM driver for second place. De Beaufort for once non-started his Porsche, Stuttgart's honour being upheld on this occasion by Abate in Count Volpi's car, this being the one which Bordeau had driven in the Rome GP. Cabral made an appearance for Centro Sud in the team's recently-acquired Cooper T60 (he had raced it already in the German GP) and Wicky drove the new Filipinetti Lotus 24 (previously seen in Phil Hill's hands). The cars of Genovese and Russo (alias "Geki") were converted Formula Juniors.



MEDITERRANEAN GP: Trevor Taylor, pictured here at Solitude, survived an amazing accident at Pergusa (see Commentary). The car he drives above, Lotus 25 R3, finished second in this race driven by Arundell.

I Grosser Preis von Osterreich

September 1 1963

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jack Brabham	Brabham BT3	1962	F1-1-62	Climax V8	Colotti 6	1-11.4
2	Jim Clark	Lotus 25	1962	R6	Climax V8	Hewland 5	1-10.2
4	Innes Ireland	Lotus 24	1962	944	BRM V8	Colotti 5	1-12.7
5	Jim Hall	Lotus 24	1962	945	BRM V8	Colotti 6	1-12.1
6	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	1-16.4
7	Kurt Bardi-Barry	Porsche 718	1959	202	Porsche F4	Porsche 6	1-19.1
8	Joachim Bonnier	Cooper 60	1962	FI-18-61	Climax V8	Cooper 6	1-13.1
9	Chris Amon	Lola 4	1962	BRGP42	Climax V8	Colotti 5	1-13.1
11	Tony Settember	Scirocco	1963	(01)	BRM V8	Colotti 6	1-16.1
12	Ian Burgess	Scirocco	1963	(02)	BRM V8	Colotti 6	1-18.3
14	Jo Siffert	Lotus 24	1962	950	BRM V8	Colotti 6	1-13.2
15	Jochen Rindt	Cooper 67	1963	FJ-6-63	Ford 4	Hewland 5	1-17.7
16	Andre Pilette	Lotus 18/21	1960	917	Climax 4	Lotus 5	1-18.5
17	Bernard Collomb	Lotus 24	1962	949	Climax V8	Colotti 6	1-17.0
18	Ernesto Prinoth	Lotus 18	1960	913	Climax 4	Lotus 5	1-16.3
19	Tim Parnell	Lotus 24	1962	(24/P1)	BRM V8	Colotti 6	1-27.5
20	Gunther Seifert	Lotus 24	1962	946	BRM V8	Colotti 6	1-18.4

NON-STARTERS

3	Peter Arundell	Lotus 25	1962	R3	Climax V8	ZF 5	1-11.8
10	John Campbell-Jones	Lola 4A	1962	BRGP44	Climax V8	---	---

PRACTICE CARS

4T	Innes Ireland	BRP 1	1963	BRP-1-63	BRM V8	Colotti 6	n/a
----	---------------	-------	------	----------	--------	-----------	-----

GRID

Clark	Brabham	Hall	Ireland
1-10.2	1-11.4	1-12.1	1-12.7
Bonnier	Amon	Siffert	
1-13.1	1-13.1	1-13.2	
Settember	Prinoth	de Beaufort	Collomb
1-16.1	1-16.3	1-16.4	1-17.0
Rindt	Burgess	Seifert	
1-17.7	1-18.3	1-18.4	
Pilette	Bardi-Barry	Parnell	
1-18.5	1-19.1	1-27.5	

RESULT

1	Brabham	Brabham-Climax	1:09-06.3	96.35
2	Settember	Scirocco-BRM	75 laps	
3	de Beaufort	Porsche	75 laps	
4	Amon	Lola-Climax	71 laps	
5	Collomb	Lotus-Climax	71 laps (retired)	
6	Parnell	Lotus-BRM	70 laps	
7	Seifert	Lotus-BRM	68 laps	
8	Ireland	Lotus-BRM	64 laps (retired)	
9	Pilette	Lotus-Climax	64 laps	
<i>Fastest lap</i>				
	Brabham	Brabham-Climax	01-11.4	100.26

Non-starters: reasons

3 driver prevented from starting as Formula Junior entry previously arranged in Holland
10 car not ready

Leaders

1-4 Brabham
5-8 Clark
9 Brabham
10-17 Ireland
18-19 Brabham
20-63 Ireland
64-80 Brabham

Retirements

2 Burgess con-rod
3 Bardi-Barry driver withdrew
3 Hall engine
12 Clark oil pipe
13 Prinoth suspension
21 Rindt con-rod
25 Bonnier ignition
33 Siffert fuel pump mounting
64 Ireland cam follower
71 Collomb suspension

Entrant

Brabham Racing Organisation
 Team Lotus
 British Racing Partnership
 British Racing Partnership
 Ecurie Maarsbergen
 Ecurie Maarsbergen
 Rob Walker Racing Team
 Reg Parnell (Racing)
 Scirocco-Powell (Racing Cars)
 Scirocco-Powell (Racing Cars)
 Siffert Racing Team
 Jochen Rindt
 Tim Parnell
 Bernard Collomb
 Scuderia Jolly Club
 Tim Parnell
 Rhine-Ruhr Racing Team

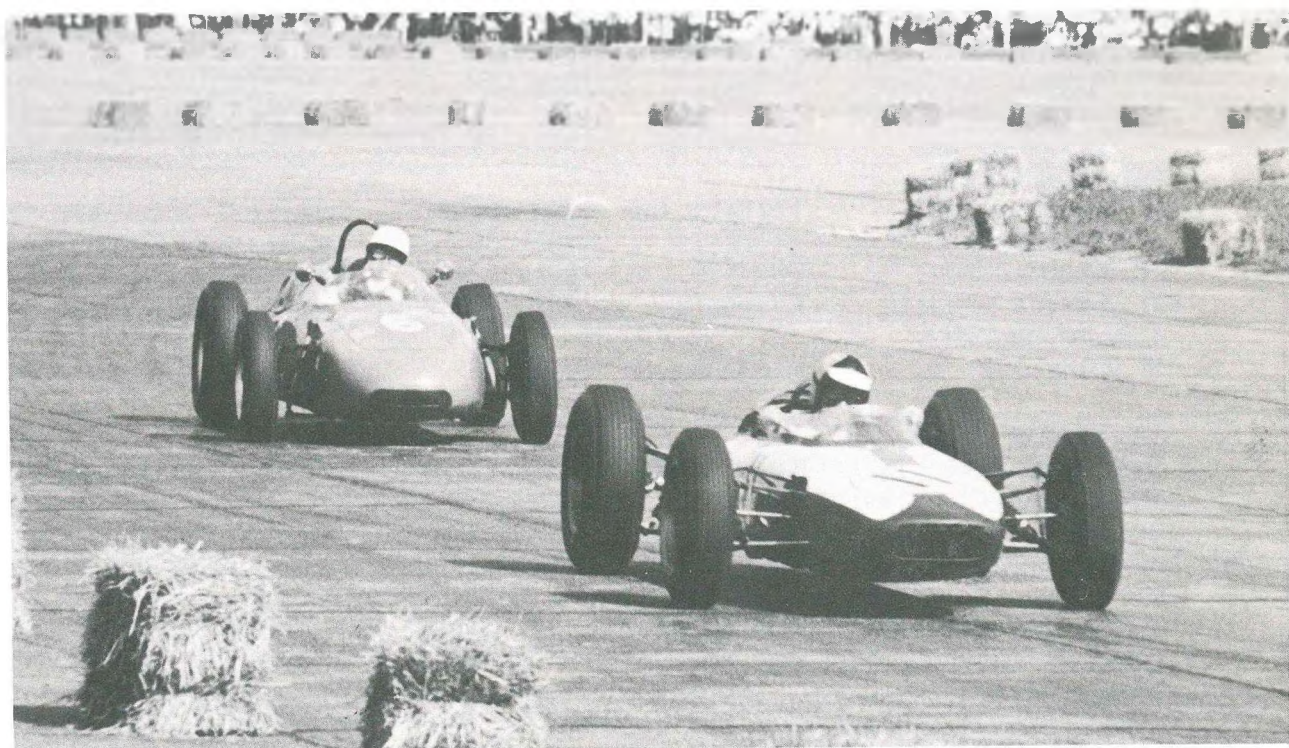
Team Lotus
 Reg Parnell (Racing)

British Racing Partnership

COMMENTARY

The hard concrete surface of the Zeltweg track hastened the withdrawal of several leading contenders with all kinds of chassis/suspension/engine failures, leaving Brabham with his strongly-built 1962 car to score a deserving victory. Ireland in the BRP Lotus was fancied as a Zeltweg specialist, but retired while leading (just) and Clark in a new works Lotus with modified suspension and Hewland gearbox was forced out when an oil pipe broke. Poor Amon suffered a drastic diminution of oil pressure just before the end, barely managing to creep over the line in fourth place after looking forward to second and Siffert found that his fuel pump had vibrated loose after he too had looked forward to a good result. All this meant that the American Tony Settember in the Scirocco took a surprised but steady runners-up position, albeit five laps behind the winner, and de Beaufort slotted in third, his success proving that to be ubiquitous is indeed a virtue.

Young Jochen Rindt, a local here, impressed with his Formula Junior Cooper, although few onlookers would have predicted, perhaps, that here was a future world champion. Arundell's failure to start was due to a curious argument between the Ron Harris team, which ran the "works" Lotus FJ effort and the Lotus F1 team, both of whom were after the services of this talented British driver. Amazingly the upshot was that Arundell drove neither here nor in the "rival" FJ event at Zandvoort.



AUSTRIAN GP: This race of attrition saw the retirement of several prominent contenders, allowing Settember (Scirocco-BRM) and de Beaufort (Porsche 718) to inherit distant second and third places. The Scirocco (leading here) was broken up after the 1963 season, in which this was its best result by far.

XXXIV Gran Premio d'Italia

September 8 1963

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Lorenzo Bandini	Ferrari 156	1963	0001	Ferrari V6	Ferrari 6	1-40.1
4	John Surtees	Ferrari 156	1963	0003	Ferrari V6	Ferrari 5	1-37.3
6	Mike Spence	Lotus 25	1962	R3	Climax V8	ZF 5	1-40.9
8	Jim Clark	Lotus 25	1962	R4	Climax V8	ZF 5	1-39.0
10	Ritchie Ginther	BRM 57	1961	5784	BRM V8	BRM 6	1-39.2
12	Graham Hill	BRM 61	1963	611	BRM V8	BRM 6	1-38.5
14	Giancarlo Baghetti	ATS 100	1963	02	ATS V8	Colotti-ATS 6	1-46.8
16	Phil Hill	ATS 100	1963	01	ATS V8	Colotti-ATS 6	1-42.7
18	Bruce McLaren	Cooper 66	1963	FI-6-63	Climax V8	Cooper 6	1-40.5
20	Tony Maggs	Cooper 66	1963	FI-5-63	Climax V8	Cooper 6	1-42.2
22	Jack Brabham	Brabham BT3	1962	FI-1-62	Climax V8	Colotti 6	1-40.4
24	Dan Gurney	Brabham BT7	1963	FI-1-63	Climax V8	Hewland 5	1-39.2
30	Jim Hall	Lotus 24	1962	945	BRM V8	Colotti 6	1-43.8
32	Innes Ireland	BRP 1	1963	BRP-1-63	BRM V8	Colotti 6	1-41.6
40	Mike Hailwood	Lola 4	1962	BRGP42	Climax V8	Colotti 5	1-43.9
42	Masten Gregory	Lotus 24	1962	(24/P1)	BRM V8	Colotti 6	1-42.1
48	Bob Anderson	Lola 4	1962	BRGP43	Climax V8	Colotti 5	1-44.2
54	Jo Siffert	Lotus 24	1962	950	BRM V8	Colotti 6	1-43.3
58	Joachim Bonnier	Cooper 66	1963	FI-2-63	Climax V8	Colotti 6	1-41.9
66	Maurice Trintignant	BRM 57	1961	5781	BRM V8	BRM 5	1-44.4
<i>NON-STARTERS</i>							
26	Gerhard Mitter	Porsche 718	1959	---	Porsche F4	---	---
28	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	1-46.4
34	Tony Settember	Scirocco	1963	(01)	BRM V8	Colotti 6	1-45.9
36	Ian Burgess	Scirocco	1963	(02)	BRM V8	---	---
38	Chris Amon	Lola 4A	1962	BRGP44	Climax V8	Colotti 6	1-42.9
44	Roberto Lippi	de Tomaso	1961	FI-002	Ferrari V6	Colotti 5	2-03.9
46	Andre Pilette	Lotus 18/21	1960	917	Climax 4	Lotus 5	1-53.7
50	Ian Raby	Gilby	1962	---	BRM V8	Colotti 6	1-45.1
52	Gunther Seifert	Lotus 24	1962	---	BRM V8	---	---
56	Carlo Abate	Porsche 718	1959	---	Porsche F4	---	---
60	Gaetano Starrabba	Lotus 18	1960	---	Maserati 4	---	---
62	Ernesto Brambilla	Cooper 53	1960	FI-13-61	Maserati 4	Colotti 5	1-50.3
64	Mario Cabral	Cooper 60	1962	FI-17-61	Climax V8	Cooper 6	1-44.8
<i>PRACTICE CARS</i>							
4T	John Surtees	Ferrari 156	1963	0002	Ferrari V6	Ferrari 6	1-39.6
8T	Jim Clark	Lotus 25	1962	R6	Climax V8	Hewland 5	---
12T	Graham Hill	BRM 57	1961	5785	BRM V8	BRM 6	1-39.8
58T	Joachim Bonnier	Cooper 60	1962	FI-18-61	Climax V8	Cooper 6	n/a
<i>ALSO PRACTISED</i>							
14	Phil Hill	ATS 100	1963	02	ATS V8	Colotti-ATS 6	1-48.5

COMMENTARY

The Automobile Club of Milan was very keen to run the 1963 Italian Grand Prix on the full Monza circuit, banked oval included, but half way through the first day's practice, during which several drivers had experienced nasty moments negotiating the hard, fast and bumpy banked section and Anderson in particular had suffered an accident, the organisers called a halt. Later practice resumed on the road circuit alone, the official reason being that the police had determined that the banking was too dangerous from the spectators' point of view; privately, however, it seemed likely that had the full circuit been persevered with most entrants would have boycotted the race, as indeed had happened in 1960. Ferrari produced a new car for Surtees, his team-mate here being the local hero Bandini, and Cooper had replaced the crashed Nürburgring car with another of the same type. Arundell would have raced the No 2 Lotus but was apparently committed to a Formula Junior race, so with Taylor still unfit after his Pergusa shunt Mike Spence was brought in to back up Jim Clark: quite an occasion for the young Englishman. Trintignant drove the Centro Sud BRM and was sufficiently impressed to purchase the car to race the following season.

(Continued on following pages)

Monza road circuit

86 laps 307.28 miles

ch I

<i>See below</i>	<i>Entrant</i>	<i>GRID</i>	<i>Non-starters: reasons</i>
2-43.4	SEFAC Ferrari	Surtees . G.Hill	26 withdrawn
---	SEFAC Ferrari	1-37.3 1-38.5	28 excluded
2-48.1	Team Lotus	Clark Ginther	34 excluded
---	Team Lotus	1-39.0 1-39.2	36 no engine
2-42.8	Owen Racing Organisation	Gurney Bandini	38 practice accident
2-40.2	Owen Racing Organisation	1-39.2 1-40.1	44 excluded
3-00.0	Automobili Turismo Sport	Brabham McLaren	46 excluded
2-59.1	Automobili Turismo Sport	1-40.4 1-40.5	50 excluded
3-08.9	Cooper Car Co	Spence Ireland	52 withdrawn
2-58.0	Cooper Car Co	1-40.9 1-41.6	56 withdrawn
11-57.6	Brabham Racing Organisation	Bonnier Gregory	60 withdrawn
3-16.9	Brabham Racing Organisation	1-41.9 1-42.1	62 excluded
---	British Racing Partnership	Maggs P.Hill	64 excluded
2-48.3	British Racing Partnership	1-42.2 1-42.7	
3-03.2	Reg Parnell (Racing)	Siffert Hall	1-3 G.Hill
2-47.3	Tim Parnell	1-43.3 1-43.8	4-16 Surtees
3-01.6	DW Racing Enterprises	Hailwood Anderson	17-22 Clark
2-52.8	Siffert Racing Team	1-43.9 1-44.2	23 Gurney
3-17.7	Rob Walker Racing Team	Trintignant Baghetti	24-26 G.Hill
---	Scuderia Centro Sud	1-44.4 1-46.8	27 Gurney
			28 Clark
			29-30 G.Hill
---	Ecurie Maarsbergen		31 Gurney
2-59.6	Ecurie Maarsbergen		32 G.Hill
3-00.8	Scirocco-Powell (Racing Cars)		33 Gurney
---	Scirocco-Powell (Racing Cars)		34-35 G.Hill
---	Reg Parnell (Racing)		36 Clark
3-20.7	Scuderia Settecilli		37 G.Hill
3-11.6	Andre Pilette		38 Gurney
3-08.3	Ian Raby (Racing)		39 G.Hill
---	Rhine-Ruhr Racing Team		40 Clark
---	Count Volpi		41 G.Hill
---	Gaetano Starrabba		42-43 Clark
---	Scuderia Centro Sud		44 Gurney
---	Scuderia Centro Sud		45 Clark
			46 Gurney
2-41.8	SEFAC Ferrari		47-51 Clark
3-13.7	Team Lotus		52 Gurney
---	Owen Racing Organisation		53-54 Clark
---	Rob Walker Racing Team		55 Gurney
---	Automobili Turismo Sport		56-86 Clark

Retirements

16	Surtees	piston
26	Gregory	cam follower
37	Bandini	gearbox
41	Siffert	oil pressure
59	G.Hill	clutch
64	Gurney	fuel feed
73	Spence	oil pressure
84	Ireland	seized engine

Picture: page 164.

RESULT

1	Clark	Lotus-Climax	2:24-19.6	127.74	16	G.Hill	BRM	59 laps
2	Ginther	BRM	2:25-54.6					(retired)
3	McLaren	Cooper-Climax	85 laps					
4	Ireland	BRP-BRM	84 laps	(retired)				
5	Brabham	Brabham-Climax	84 laps					
6	Maggs	Cooper-Climax	84 laps					
7	Bonnier	Cooper-Climax	84 laps					
8	Hall	Lotus-BRM	84 laps					
9	Trintignant	BRM	83 laps					
10	Hailwood	Lola-Climax	82 laps					
11	P.Hill	ATS	79 laps					
12	Anderson	Lola-Climax	79 laps					
13	Spence	Lotus-Climax	73 laps	(retired)				
14	Gurney	Brabham-Climax	64 laps	(retired)				
15	Baghetti	ATS	63 laps					

Fastest lap

Clark Lotus-Climax 01-38.9 130.05

NB: The second column of practice times (see this page) shows the times established by the competitors over the full circuit. Soon after practice started, however, the banked section of the track was dispensed with and the rest of the meeting took place using the road circuit only.

X Gold Cup

September 21 1963

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Graham Hill	BRM 57	1961	5785	BRM V8	BRM 6	1-39.0
2	Ritchie Ginther	BRM 57	1961	5784	BRM V8	BRM 6	1-39.6
3	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	1-48.6
4	Jim Clark	Lotus 25	1962	R4	Climax V8	ZF 5	1-39.0
5	Trevor Taylor	Lotus 25	1962	R6	Climax V8	Hewland 5	1-39.6
7	Jo Siffert	Lotus 24	1962	950	BRM V8	Colotti 6	1-44.4
8	Innes Ireland	Lotus 24	1962	944	BRM V8	Colotti 5	1-40.0
9	Mike Beckwith	Lotus 24	1962	945	BRM V8	Colotti 6	1-46.4
10	Ian Raby	Gilby	1962	---	BRM V8	Colotti 6	1-45.2
11	Bruce McLaren	Cooper 66	1963	FI-6-63	Climax V8	Cooper 6	1-41.6
12	Tony Maggs	Cooper 66	1963	FI-5-63	Climax V8	Cooper 6	1-41.4
14	Andre Pilette	Lotus 18/21	1960	917	Climax 4	Lotus 5	1-49.8
15	Jack Brabham	Brabham BT7	1963	F1-2-63	Climax V8	Hewland 5	1-43.4
16	Dan Gurney	Brabham BT7	1963	F1-1-63	Climax V8	Hewland 5	1-46.4
17	Masten Gregory	Lotus 24	1962	(24/P1)	BRM V8	Colotti 6	1-45.4
18	Peter Revson	Lotus 24	1962	941	BRM V8	Colotti 6	1-46.0
19	Mike Hailwood	Lola 4	1962	BRGP42	Climax V8	Colotti 5	1-43.2
20	Joachim Bonnier	Cooper 66	1963	F1-2-63	Climax V8	Colotti 6	1-42.0
21	Bernard Collomb	Lotus 24	1962	949	Climax V8	Colotti 6	1-47.4
22	Bob Anderson	Lola 4	1962	BRGP43	Climax V8	Colotti 5	1-43.4
23	Ian Burgess	Scirocco	1963	(02)	BRM V8	Colotti 6	1-47.2
24	Tony Settember	Scirocco	1963	(01)	BRM V8	Colotti 6	1-51.6

NON-STARTERS

6	Peter Arundell	Lotus 25	1962	---	Climax V8	---	---
---	----------------	----------	------	-----	-----------	-----	-----

ALSO PRACTISED

5	Jim Clark	Lotus 25	1962	R6	Climax V8	Hewland 5	1-38.5
---	-----------	----------	------	----	-----------	-----------	--------

GRID

Clark	G.Hill	Ginther	T.Taylor
1-39.0	1-39.0	1-39.6	1-39.6
	Ireland	Maggs	McLaren
	1-40.0	1-41.4	1-41.6
Bonnier	Hailwood	Anderson	Brabham
1-42.0	1-43.2	1-43.4	1-43.4
	Siffert	Raby	Gregory
	1-44.4	1-45.2	1-45.4
Revson	Gurney	Beckwith	Burgess
1-46.0	1-46.4	1-46.4	1-47.2
	Collomb	de Beaufort	Pilette
	1-47.4	1-48.6	1-49.8
Settember			
1-51.6			

Non-starters: reasons

6 car not ready

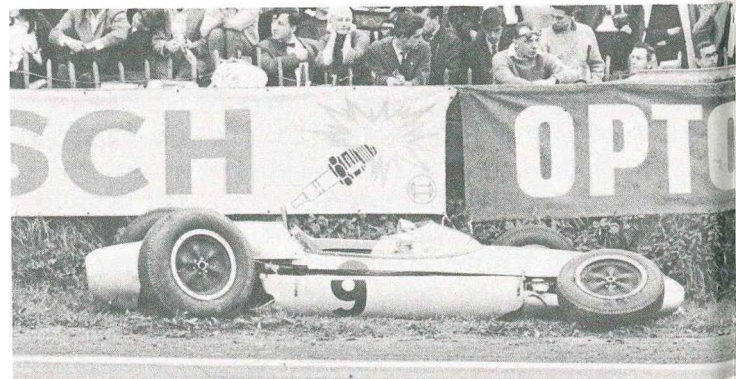
Leaders

1-73 Clark

GOLD CUP: End of the road for Mike Beckwith's first and only F1 drive in the UDT-Laystall Lotus 24. This car was driven twice by Trevor Taylor in 1964, then sold to Bob King.

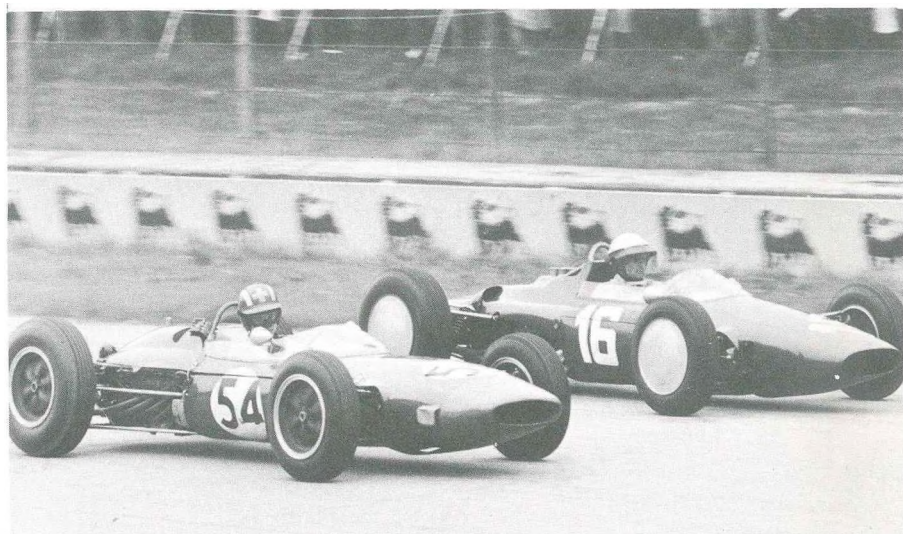
Retirements

4	Anderson	gearbox
5	Settember	valve gear
7	Bonnier	oil pressure
12	T.Taylor	crown wheel and pinion
12	Gregory	cam follower
15	Beckwith	accident
15	Gurney	oil leak
36	Raby	ignition
46	Collomb	oil pressure
56	Ireland	oil pressure
66	Siffert	engine



Entrant

Owen Racing Organisation
 Owen Racing Organisation
 Ecurie Maarsbergen
 Team Lotus
 Team Lotus
 Siffert Racing Team
 British Racing Partnership
 British Racing Partnership
 Ian Raby (Racing)
 Cooper Car Co
 Cooper Car Co
 Andre Pilette
 Brabham Racing Organisation
 Brabham Racing Organisation
 Tim Parnell
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 Rob Walker Racing Team
 Bernard Collomb
 DW Racing Enterprises
 Scirocco-Powell (Racing Cars)
 Scirocco-Powell (Racing Cars)



ITALIAN GP (pages 162-163): Siffert in his own Lotus 24 battles with the disappointing ATS of Phil Hill. Note the wheel discs of the Italian car, fitted to cut down wind drag. Didn't seem to help much.

 Team Lotus

 Team Lotus
RESULT

1 Clark	Lotus-Climax	2:02-58.6	98.34
2 Ginther	BRM	2:03-21.2	
3 G.Hill	BRM	2:03-26.8	
4 Brabham	Brabham-Climax	2:03-50.6	
5 Maggs	Cooper-Climax	72 laps	
6 McLaren	Cooper-Climax	72 laps	
7 Hailwood	Lola-Climax	70 laps	
8 Burgess	Scirocco-BRM	69 laps	
9 Revson	Lotus-BRM	69 laps	
10 de Beaufort	Porsche	67 laps	
11 Siffert	Lotus-BRM	66 laps (retired)	
12 Pilette	Lotus-Climax	63 laps	
13 Ireland	Lotus-BRM	56 laps (retired)	
14 Collomb	Lotus-Climax	46 laps (retired)	
<i>Fastest lap</i>			
Clark	Lotus-Climax	01-39.2	100.20

COMMENTARY

After the dramas and protestations of Monza the Oulton Park Gold Cup (this spread) seemed quite a tame affair, but the British teams took it seriously enough and as far as first and second places were concerned the result was the same. No new cars appeared, but there was some experimentation with drivers, Reg Parnell giving Peter Revson a chance in his ex-Walker Lotus and BRP running the promising Mike Beckwith in their Lotus 24 No 945; the former finished a steady ninth but the latter crashed early on. Clark ran away from everyone as usual, Ginther got the better of Hill and Gurney started late.

COMMENTARY

To continue the saga of the Italian GP (previous spread), Amon saddened Reg Parnell by crashing (but not writing-off) the "lightweight" Lola in practice, but Gregory delighted Tim Parnell by establishing his hitherto unimpressive Lotus 24 on the sixth row of the two-by-two grid. With two ATS cars entered there was no way the Italian organisers were going to deny either of them a start, so that after a certain amount of fiddling Raby, Settember, Cabral and de Beaufort were usurped in favour of the "non-qualifier" Baghetti. Incredibly both the ATS machines finished, but the event was a disappointment for the cash customers as both Ferraris went out early on leaving Clark and Gurney to fight it out. The Brabham's engine eventually started misfiring, allowing the Lotus driver to secure both the race and the world championship. The official result is as shown, but many unofficial lap charts had Brabham ahead of Ireland, and Trintignant ahead of Hill and Bonnier.

V Grand Prix of the U.S.A. October 6 1963

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Graham Hill	BRM 57	1961	5785	BRM V8	BRM 6	1-13.4
2	Ritchie Ginther	BRM 57	1961	5784	BRM V8	BRM 6	1-14.0
3	Bruce McLaren	Cooper 66	1963	FI-6-63	Climax V8	Cooper 6	1-15.9
4	Tony Maggs	Cooper 66	1963	FI-5-63	Climax V8	Cooper 6	1-15.8
5	Jack Brabham	Brabham BT7	1963	F1-2-63	Climax V8	Hewland 5	1-14.2
6	Dan Gurney	Brabham BT7	1963	F1-1-63	Climax V8	Hewland 5	1-14.5
8	Jim Clark	Lotus 25	1962	R4	Climax V8	ZF 5	1-13.5
9	Trevor Taylor	Lotus 25	1962	R6	Climax V8	Hewland 5	1-15.6
10	Pedro Rodriguez	Lotus 25	1962	R3	Climax V8	ZF 5	1-16.5
11	Joachim Bonnier	Cooper 66	1963	FI-2-63	Climax V8	Colotti 6	1-16.3
12	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	1-22.3
14	Jo Siffert	Lotus 24	1962	950	BRM V8	Colotti 6	1-16.5
16	Jim Hall	Lotus 24	1962	944	BRM V8	Colotti 5	1-17.7
17	Masten Gregory	Lola 4A	1962	BRGP44	Climax V8	Colotti 6	1-15.6
18	Roger Ward	Lotus 24	1962	(24/P1)	BRM V8	Colotti 6	1-19.2
21	Peter Broeker	Stebro 4	1963	---	Ford 4	Hewland 5	1-28.6
22	Hap Sharp	Lotus 24	1962	941	BRM V8	Colotti 6	1-20.0
23	John Surtees	Ferrari 156	1963	0002	Ferrari V6	Ferrari 6	1-13.7
24	Lorenzo Bandini	Ferrari 156	1963	0001	Ferrari V6	Ferrari 6	1-15.8
25	Phil Hill	ATS 100	1963	01	ATS V8	Colotti 6	1-17.1
26	Giancarlo Baghetti	ATS 100	1963	02	ATS V8	Colotti-ATS 6	1-25.2

NON-STARTERS

7	Walter Hansgen	Lotus	---	---	---	---	---
15	Innes Ireland	Lotus 24	1962	---	BRM V8	---	---
19	Ernie de Vos	Stebro 4	1963	---	Ford 4	---	---

PRACTICE CARS

23	John Surtees	Ferrari 156	1963	0003	Ferrari V6	Ferrari 6	1-13.6
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ALSO PRACTISED

10	Jim Clark	Lotus 25	1962	R3	Climax V8	ZF 5	1-18.0
23	Lorenzo Bandini	Ferrari 156	1963	0002	Ferrari V6	Ferrari 6	1-18.7
25	Giancarlo Baghetti	ATS 100	1963	01	ATS V8	Colotti 6	1-35.2

GRID

Clark	G.Hill
1-13.5	1-13.4
Ginther	Surtees
1-14.0	1-13.7
Gurney	Brabham
1-14.5	1-14.2
Gregory	T.Taylor
1-15.6	1-15.6
Maggs	Bandini
1-15.8	1-15.8
Bonnier	McLaren
1-16.3	1-15.9
Siffert	Rodriguez
1-16.5	1-16.5
Hall	P.Hill
1-17.7	1-17.1
Sharp	Ward
1-20.0	1-19.2
Baghetti	de Beaufort
1-25.2	1-22.3
	Broeker
	1-28.6

Non-starters: reasons

7 withdrawn
15 driver injured
19 no car

Leaders

1-6 G.Hill
7-30 Surtees
31 G.Hill
32-33 Surtees
34 G.Hill
35-81 Surtees
82-110 G.Hill

Retirements

0 Baghetti oil pump
4 P.Hill oil pump
6 Sharp tappet
14 Gregory big-end bearings
24 T.Taylor transistor box
36 Rodriguez camshaft and piston
42 Gurney cracked chassis
44 Maggs ignition timing
44 Ward gear selectors
56 Siffert gearbox
74 McLaren fuel pump
76 Hall gearbox
82 Surtees valve spring

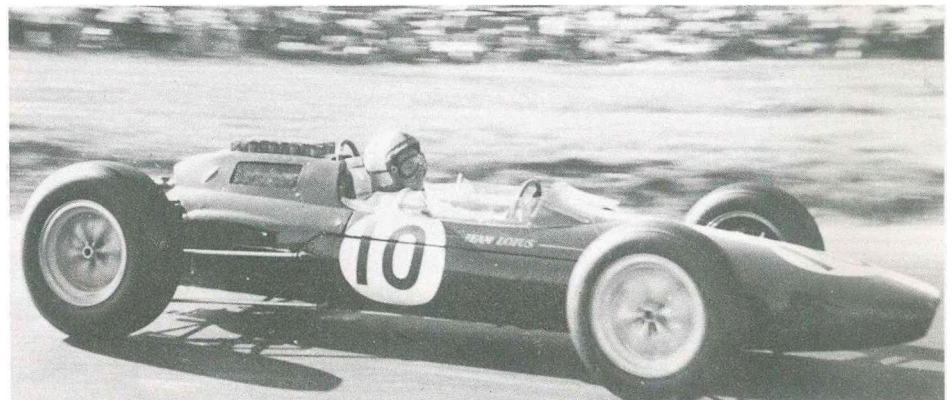
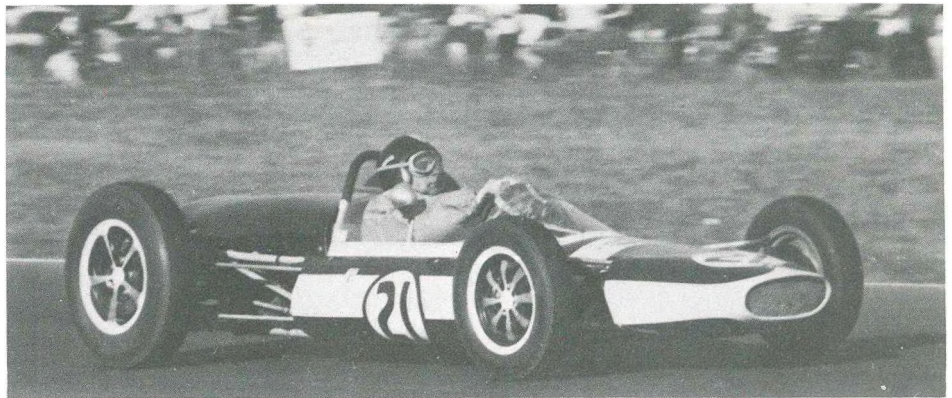
Entrant

Owen Racing Organisation
 Owen Racing Organisation
 Cooper Car Co
 Cooper Car Co
 Brabham Racing Organisation
 Brabham Racing Organisation
 Team Lotus
 Team Lotus
 Team Lotus
 Rob Walker Racing Team
 Ecurie Maarsbergen
 Siffert Racing Team
 British Racing Partnership
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 Canadian Stebro Racing
 Reg Parnell (Racing)
 SEFAC Ferrari
 SEFAC Ferrari
 Automobili Turismo Sport
 Automobili Turismo Sport

Walter Hansgen
 British Racing Partnership
 Canadian Stebro Racing

SEFAC Ferrari

Team Lotus
 SEFAC Ferrari
 Automobili Turismo Sport



USA GP: The odd little Mk 4 Stebro of Peter Broeker (top) did rather better in its one and only Formula One event than even the driver could have anticipated. Seventh place was its result, though it should be noted that the car was lapped no fewer than 22 times! The lower picture shows Pedro Rodriguez getting a works drive with Lotus chassis 25/R3.

RESULT

1 G.Hill	BRM	2:19-22.1	109.91
2 Ginther	BRM	2:19-56.4	
3 Clark	Lotus-Climax	109 laps	
4 Brabham	Brabham-Climax	108 laps	
5 Bandini	Ferrari	106 laps	
6 de Beaufort	Porsche	99 laps	
7 Broeker	Stebro-Ford	88 laps	
8 Bonnier	Cooper-Climax	85 laps	
9 Surtees	Ferrari	82 laps (retired)	
10 Hall	Lotus-BRM	76 laps (retired)	
11 McLaren	Cooper-Climax	74 laps (retired)	

Fastest lap

Clark Lotus-Climax 01-14.5 111.14

COMMENTARY

Hill and Ginther provided BRM with their second one-two of the season, both driving the older cars, though Surtees had the race in his pocket until the Ferrari broke a valve spring. Clark could only manage third place, but he had a good excuse as his Lotus refused to start on the line; his drive through the field was typically forceful. The ATS team were in dire straits with lack of power, lack of roadholding, lack of mechanics and finally lack of reliability, both cars retiring almost immediately with oil pump failure. Overall, in fact, the race was notable for the host of mechanical problems which afflicted so many cars; little wonder, in view of the number of withdrawals, that the new, slow but evidently reliable Stebro car from Canada was able to finish seventh in its first F1 race--almost getting amongst the Championship points!

II Gran Premio de Mexico

October 27 1963

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Graham Hill	BRM 57	1961	5785	BRM V8	BRM 6	2-00.6
2	Ritchie Ginther	BRM 57	1961	5784	BRM V8	BRM 6	2-01.8
3	Bruce McLaren	Cooper 66	1963	FI-6-63	Climax V8	Cooper 6	2-02.3
4	Tony Maggs	Cooper 66	1963	FI-5-63	Climax V8	Cooper 6	2-05.2
5	Jack Brabham	Brabham BT7	1963	FI-2-63	Climax V8	Hewland 5	2-03.6
6	Dan Gurney	Brabham BT7	1963	FI-1-63	Climax V8	Hewland 5	2-01.6
8	Jim Clark	Lotus 25	1962	R4	Climax V8	ZF 5	1-58.8
9	Trevor Taylor	Lotus 25	1962	R6	Climax V8	Hewland 5	2-04.9
10	Pedro Rodriguez	Lotus 25	1962	R3	Climax V8	ZF 5	2-15.3
11	Joachim Bonnier	Cooper 66	1963	FI-2-63	Climax V8	Colotti 6	2-02.6
12	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	2-14.1
13	Moises Solana	BRM 57	1961	5781	BRM V8	BRM 5	2-04.1
14	Jo Siffert	Lotus 24	1962	950	BRM V8	Colotti 6	2-03.3
16	Jim Hall	Lotus 24	1962	944	BRM V8	Colotti 5	2-06.1
17	Masten Gregory	Lola 4A	1962	BRGP44	Climax V8	Colotti 6	2-05.5
18	Chris Amon	Lotus 24	1962	(24/P1)	BRM V8	Colotti 6	2-14.7
22	Hap Sharp	Lotus 24	1962	941	BRM V8	Colotti 6	2-07.7
23	John Surtees	Ferrari 156	1963	0003	Ferrari V6	Ferrari 5	2-00.5
24	Lorenzo Bandini	Ferrari 156	1963	0004	Ferrari V6	Ferrari 5	2-02.4
25	Phil Hill	ATS 100	1963	01	ATS V8	Colotti 6	2-13.6
26	Giancarlo Baghetti	ATS 100	1963	02	ATS V8	Colotti-ATS 6	2-22.3

NON-STARTERS

7	Walter Hansgen	Lotus	---	---	---	---	---
15	Innes Ireland	Lotus 24	1962	---	BRM V8	---	---
19	Thomas Monarch	Lotus 18	1960	---	Climax 4	---	---
20	Frank Dochnal	Cooper 51	1959		Climax 4	Cooper 5	n/a

ALSO PRACTISED

9	Jim Clark	Lotus 25	1962	R6	Climax V8	Hewland 5	n/a
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GRID

Surtees	Clark
2-00.5	1-58.8
Gurney	G.Hill
2-01.6	2-00.6
McLaren	Ginther
2-02.3	2-01.8
Bonnier	Bandini
2-02.6	2-02.4
Brabham	Siffert
2-03.6	2-03.3
T.Taylor	Solana
2-04.9	2-04.1
Gregory	Maggs
2-05.5	2-05.2
Sharp	Hall
2-07.7	2-06.1
de Beaufort	P.Hill
2-14.1	2-13.6
Rodriguez	Amon
2-15.3	2-14.7
	Baghetti
	2-22.3

Non-starters: reasons

7 withdrawn
15 driver injured
19 withdrawn
20 practice accident

Leaders

1-65 Clark

Retirements

7 Maggs big-end bearings
8 Amon gearbox
10 Baghetti carburation
19 Surtees disqualified for push-start
19 T.Taylor cam follower
23 Gregory radius arm bolt
26 Rodriguez rear suspension
29 McLaren camshaft
35 Bandini ignition
40 P.Hill rear wishbone
57 Solana cam follower

Entrant

Owen Racing Organisation
 Owen Racing Organisation
 Cooper Car Co
 Cooper Car Co
 Brabham Racing Organisation
 Brabham Racing Organisation
 Team Lotus
 Team Lotus
 Team Lotus
 Rob Walker Racing Team
 Ecurie Maarsbergen
 Scuderia Centro Sud
 Siffert Racing Team
 British Racing Partnership
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 SEFAC Ferrari
 SEFAC Ferrari
 Automobili Turismo Sport
 Automobili Turismo Sport

Walter Hansgen
 British Racing Partnership
 Thomas Monarch
 Frank Dochnal

Team Lotus



MEXICAN GP: Hap Sharp makes his annual Grand Prix appearance, this time at the wheel of Reg Parnell's Lotus 24 chassis 941. This was the car owned earlier in the year by Rob Walker, the chassis being the one crashed in Mexico 12 months earlier by Ricardo Rodriguez, extensively rebuilt of course. Following this race it was sold to Frank Harrison in the USA.

RESULT

1 Clark	Lotus-Climax	2:09-52.1	93.28
2 Brabham	Brabham-Climax	2:11-33.2	
3 Ginther	BRM	2:11-46.8	
4 G.Hill	BRM	64 laps	
5 Bonnier	Cooper-Climax	62 laps	
6 Gurney	Brabham-Climax	62 laps	
7 Sharp	Lotus-BRM	61 laps	
8 Hall	Lotus-BRM	61 laps	
9 Siffert	Lotus-BRM	59 laps	
10 de Beaufort	Porsche	58 laps	
11 Solana	BRM	57 laps (retired)	
<i>Fastest lap</i>			
Clark	Lotus-Climax	01-58.1	94.71

COMMENTARY

Our investigations into the 1½ litre Formula One have unearthed many of the mysteries surrounding the contenders of the day, but one or two misty shrouds remain, which is perhaps not altogether a bad thing. It is a definite admission of failure, nevertheless, not to know the type number of a particular entry, particularly when that entry is a Cooper in a World Championship Grande Epreuve. In the case of Frank Dochnal's car in the Mexican Grand Prix, which was variously described in contemporary reports as "an ancient four-cylinder Cooper", "a 1959 Cooper" and "the four-cylinder F1 car which Maggs drove before he was given a V8 car", our failure is complete: we have been able to determine neither chassis number nor type number, nor even whether anyone had raced it in F1 before. Probably it was a T51, almost certainly Maggs had never driven it in his life (the T55 four-cylinder he had raced prior to driving the V8 Cooper was by now firmly in the hands of John Love). Sadly, maybe, Dochnal crashed the car early on in practice and never made the grid. Ferrari produced a new car for Bandini, Solana drove the Centro Sud BRM and Pedro Rodriguez was given the third works Lotus 25. But Clark won as usual.

VI Rand Grand Prix

December 14 1963

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jim Clark	Lotus 25	1962	R4	Climax V8	ZF 5	1-36.9
2	Trevor Taylor	Lotus 25	1962	R7	Climax V8	ZF 5	1-36.0
3	John Surtees	Ferrari 156	1963	0003	Ferrari V6	Ferrari 5	1-34.1
4	Lorenzo Bandini	Ferrari 156	1963	0001	Ferrari V6	Ferrari 6	1-36.2
6	Paddy Driver	Lotus 24	1962	946	BRM V8	Colotti 6	1-40.1
7	Ernest Pieterse	Lotus 21	1961	937	Climax 4	Colotti 6	1-38.7
8	John Love	Cooper 55	1961	FI-11-61	Climax 4	Cooper 5	1-37.9
9	Trevor Blokdyk	Cooper 51	1959	FII-16-60	Maserati 4	Cooper 5	1-40.4
10	Gene Bosman	LDS	1962	(05)	Alfa Romeo 4	Cooper 4	1-42.7
11	Doug Serrurier	LDS	1962	(06)	Alfa Romeo 4	Hewland 5	1-39.7
12	Piet de Klerk	Alfa Special	1962	---	Alfa Romeo 4	Porsche 5	1-37.3
13	Clive Trundell	Cooper 52	1959		Climax 4	Cooper 4	1-42.6
14	Sam Tingle	LDS	1960	(01)	Alfa Romeo 4	Hewland 5	---
15	Clive Puzey	Lotus 18/21	1960	(P2)	Climax 4	Colotti 5	---
17	David Prophet	Brabham BT6	1963	FJ-5-63	Ford 4	Hewland 5	1-41.4
18	Brausch Niemann	Lotus 22	1962	22-J-17	Ford 4	Hewland 5	1-39.3
19	Alex Blignaut	Cooper 53	1960	FI-1-61	Climax 4	Cooper 5	1-46.8
20	Dave Clapham	LDS	1960	(03)	Climax 4	Cooper 4	1-43.2
21	Dave Charlton	Lotus 20	1961	20-J-867	Ford 4	Hewland 5	1-46.5
22	Rauten Hartmann	Netuar	1960	---	Peugeot 4	Peugeot 4	1-47.7
23	George van Straaten	LDS	1960	(02)	Ford 4	Colotti 5	1-45.0
25	Jack Holme	Lotus 18	1960	FJ-720	Climax 4	Lotus 4	1-45.2

NON-STARTERS

5	---	Ferrari 156	1963	---	Ferrari V6	---	---
16	Bruce Huntley	Cooper 59	1962	---	Alfa Romeo 4	---	---
24	Bob Hay	Lotus 18	1960	---	Climax 4	---	---
26	Trevor Blokdyk	Cooper 59	1962		Alfa Romeo 4	Cooper 5	1-40.1
27	Clive Underwood	Cooper 52	1959	---	Alfa Romeo 4	---	---

ALSO PRACTISED

1	Trevor Taylor	Lotus 25	1962	R4	Climax V8	ZF 5	1-39.0
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Non-starters: reasons

5 withdrawn
 16 withdrawn
 24 withdrawn
 26 driver in No 9
 27 withdrawn

GRID (Heat 1)

Surtees	T. Taylor	Bandini
1-34.1	1-36.0	1-36.2
Clark	de Klerk	
1-36.9	1-37.3	
Love	Pieterse	Niemann
1-37.9	1-38.7	1-39.3
Serrurier	Driver	
1-39.7	1-40.1	
Blokdyk	Prophet	Trundell
1-40.4	1-41.4	1-42.6
Bosman	Clapham	
1-42.7	1-43.2	
van Straaten	Holme	Charlton
1-45.0	1-45.2	1-46.5
Blignaut	Hartmann	
1-46.8	1-47.7	
Tingle	Puzey	
---	---	

Leaders (Heat 1)

1-25 Surtees

Retirements (Heat 1)

10 van Straaten engine
 10 Puzey gear selectors
 24 Holme unknown
 24 Niemann lost wheel

Leaders (Heat 2)

1-25 Surtees

Retirements (Heat 2)

0 Blokdyk oil line
 0 Niemann ignition
 12 Tingle unknown

Entrant

Team Lotus
 Team Lotus
 SEFAC Ferrari
 SEFAC Ferrari
 Selby Auto Spares
 Lawson Organisation
 John Love
 Scuderia Lupini
 Gene Bosman
 Otelle Nucci
 Otelle Nucci
 Clive Trundell
 Sam Tingle
 Clive Puzey
 David Prophet
 Ted Lanfear
 Team Valencia
 Scuderia Los Amigos
 Ecurie Tomahawk
 Raten Hartmann
 George van Straaten
 Jackie Holme

SEFAC Ferrari
 Bruce Huntley
 Bob Hay
 Trevor Blokdyk
 Clive Underwood

Team Lotus

COMMENTARY

This year, no doubt as a result of both increased costs and an increasing "credibility gap" between the local cars and the European entry, the South African series of international races was restricted to just two events, the Grand Prix itself and this warm-up contest at Kyalami. Ferrari were on top form and won both heats, Surtees and Bandini completing the proverbial one-two on aggregate. Surtees was in the stressed-skin, "semi-monocoque" chassis first seen at Monza, while Bandini was in an earlier spaceframe car. Team Lotus produced a new Type 25, R7, which Taylor drove and Ted Lanfear had ex-Lotus 7 pilot Brausch Niemann in his Lotus 22, itself a new car to F1. The works Lotuses were for once both in trouble with fuel vaporisation and it was the local drivers de Klerk and Love who followed the red cars home. Puzey's Lotus 18 was the ex-Parnell car which Hocking had driven in the '62 Gold Cup, Driver's Lotus 24 was the ex-Seidel machine last seen driven by Seifert in Austria and Alex Blignaut (later to become South Africa's "Mr Motor Racing") was in the ex-Yeoman Credit, ex-Mike Harris Cooper 53. Another driver destined to progress to greater things was Dave Charlton, struggling in 1963 with an uncompetitive Lotus 20.

RAND GP: no picture available.

Result (Heat 1)

1	Surtees	40-13.2
2	Bandini	40-24.9
3	de Klerk	41-09.9
4	Love	41-13.8
5	Serrurier	41-52.1
6	Blokdyk	42-01.8
7	Pieterse	25 laps
8	Tingle	25 laps
9	Prophet	25 laps
10	Niemann	24 laps
11	Driver	24 laps
12	Bosman	24 laps
13	Charlton	24 laps
14	Blignaut	24 laps
15	Hartmann	24 laps
16	Holme	24 laps
17	T.Taylor	21 laps
18	Trundell	21 laps
19	Clark	18 laps
20	Clapham	17 laps
<i>Fastest lap (Heat 1)</i>		
	Surtees	01-34.8

Result (Heat 2)

1	Surtees	39-57.8
2	Bandini	41-12.3
3	Love	41-16.7
4	de Klerk	41-20.5
5	Clark	41-21.2
6	T.Taylor	41-58.7
7	Prophet	25 laps
8	Pieterse	25 laps
9	Driver	25 laps
10	Bosman	24 laps
11	Serrurier	24 laps
12	van Straaten	24 laps
13	Trundell	23 laps
14	Holme	22 laps
15	Blignaut	22 laps
16	Hartmann	22 laps
17	Charlton	22 laps
18	Clapham	20 laps
<i>Fastest lap (Heat 2)</i>		
	Surtees	01-35.5

AGGREGATE RESULT

1	Surtees	Ferrari	1:20-11.0
2	Bandini	Ferrari	1:21-37.2
3	de Klerk	Alfa Special	1:22-20.3
4	Love	Cooper-Climax	1:22-30.5
5	Pieterse	Lotus-Climax	1:24-14.8
6	Prophet	Brabham-Ford	1:24-30.0
7	Driver	Lotus-BRM	49 laps
8	Serrurier	LDS-Alfa Romeo	49 laps
9	Bosman	LDS-Alfa Romeo	48 laps
10	T.Taylor	Lotus-Climax	46 laps
11	Charlton	Lotus-Ford	46 laps
12	Blignaut	Cooper-Climax	46 laps
13	Holme	Lotus-Climax	46 laps
14	Hartmann	Netuar-Peugeot	46 laps
15	Trundell	Cooper-Climax	44 laps
16	Clark	Lotus-Climax	43 laps
17	Clapham	LDS-Climax	37 laps
18	van Straaten	LDS-Ford	34 laps
<i>Fastest lap</i>			
	Surtees	Ferrari	01-34.8

Winner's speed

95.20 mph

Fastest lap speed

96.60 mph

X South African Grand Prix December 28 1963

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jim Clark	Lotus 25	1962	R4	Climax V8	ZF 5	1-28.9
2	Trevor Taylor	Lotus 25	1962	R7	Climax V8	ZF 5	1-30.4
3	John Surtees	Ferrari 156	1963	0003	Ferrari V6	Ferrari 5	1-29.8
4	Lorenzo Bandini	Ferrari 156	1963	0004	Ferrari V6	Ferrari 5	1-30.2
5	Graham Hill	BRM 57	1961	5785	BRM V8	BRM 6	1-30.3
6	Ritchie Ginther	BRM 57	1961	5784	BRM V8	BRM 6	1-30.4
7	Ernest Pieterse	Lotus 21	1961	937	Climax 4	Colotti 6	1-34.5
8	Jack Brabham	Brabham BT7	1963	F1-2-63	Climax V8	Hewland 5	1-29.0
9	Dan Gurney	Brabham BT7	1963	F1-1-63	Climax V8	Hewland 5	1-29.1
10	Bruce McLaren	Cooper 66	1963	FI-6-63	Climax V8	Cooper 6	1-31.2
11	Tony Maggs	Cooper 66	1963	FI-5-63	Climax V8	Cooper 6	1-31.5
12	Joachim Bonnier	Cooper 66	1963	FI-2-63	Climax V8	Colotti 6	1-32.0
14	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	1-36.6
16	Doug Serrurier	LDS	1962	(06)	Alfa Romeo 4	Hewland 5	1-36.4
18	Piet de Klerk	Alfa Special	1962	---	Alfa Romeo 4	Porsche 5	1-36.5
19	John Love	Cooper 55	1961	FI-11-61	Climax 4	Cooper 5	1-34.6
20	Sam Tingle	LDS	1960	(01)	Alfa Romeo 4	Hewland 5	1-35.8
21	Brausch Niemann	Lotus 22	1962	22-J-17	Ford 4	Hewland 5	1-35.6
22	David Prophet	Brabham BT6	1963	FJ-5-63	Ford 4	Hewland 5	1-35.5
23	Trevor Blokdyk	Cooper 51	1959	FII-16-60	Maserati 4	Cooper 5	1-36.5

NON-STARTERS

15	Paddy Driver	Lotus 24	1962	946	BRM V8	Colotti 6	1-36.9
17	Neville Lederle	Lotus 21	1961	---	Climax 4	---	---
--	Mike Hailwood	Lola 4	1962	---	Climax V8	---	---

PRACTICE CARS

31	T Lorenzo Bandini	Ferrari 156	1963	0001	Ferrari V6	Ferrari 6	1-31.0
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ALSO PRACTISED

2	Jim Clark	Lotus 25	1962	R7	Climax V8	ZF 5	1-31.8
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GRID

Gurney	Brabham	Clark
1-29.1	1-29.0	1-28.9
	Bandini	Surtees
	1-30.2	1-29.8
T. Taylor	Ginther	G. Hill
1-30.4	1-30.4	1-30.3
	Maggs	McLaren
	1-31.5	1-31.2
Love	Pieterse	Bonnier
1-34.6	1-34.5	1-32.0
	Niemann	Prophet
	1-35.6	1-35.5
Serrurier	Tingle	de Klerk
1-36.6	1-35.8	1-36.5
	de Beaufort	Blokdyk
	1-36.6	1-36.5

Non-starters: reasons

15 practice accident
17 driver injured
Hailwood: withdrawn

Leaders

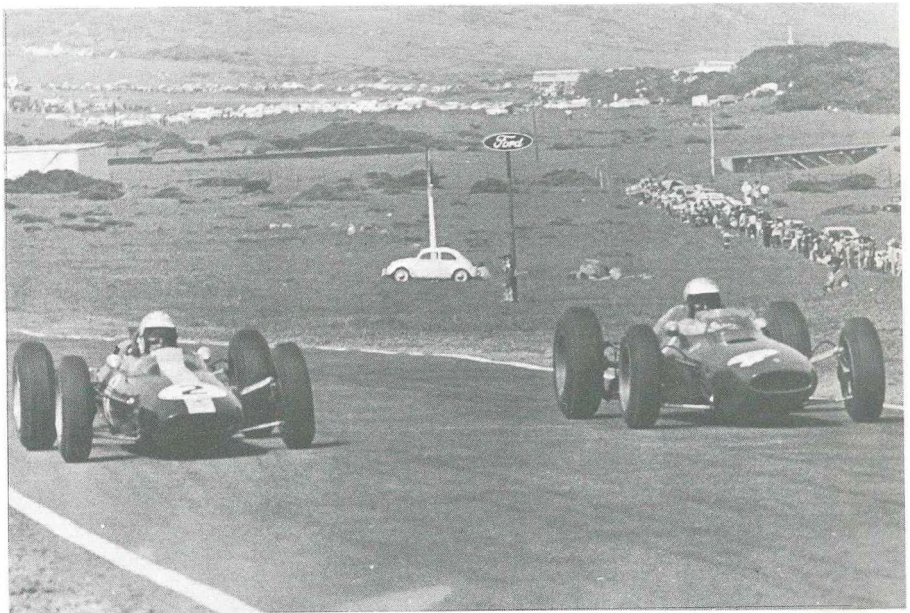
1-85 Clark

Retirements

2 Tingle half shaft
3 Pieterse camshaft bolt
42 Surtees con-rod
43 Ginther half shaft
48 Prophet oil pressure
53 de Klerk gearbox
71 Brabham accident

Entrant

Team Lotus
 Team Lotus
 SEFAC Ferrari
 SEFAC Ferrari
 Owen Racing Organisation
 Owen Racing Organisation
 Ernest Pieterse
 Brabham Racing Organisation
 Brabham Racing Organisation
 Cooper Car Co
 Cooper Car Co
 Rob Walker Racing Team
 Ecurie Maarsbergen
 Otelle Nucci
 Otelle Nucci
 John Love
 Sam Tingle
 Ted Lanfear
 David Prophet
 Scuderia Lupini



SOUTH AFRICAN GP: Trevor Taylor in the latest Lotus 25 (chassis R7) and Lorenzo Bandini in the latest Ferrari (chassis 0004) brake together for Beacon Bend. The Ferrari was used for one further season in F1 driven by Surtees, Bandini and Rodriguez, while the Lotus was sold to Reg Parnell for Hailwood, Ireland and Amon to drive over the next two years. It was then sold to John Campbell-Jones, returned to the Parnell stable and loaned to MGM to help them with the making of the film "Grand Prix".

Selby Auto Spares
 Neville Lederle
 Reg Parnell (Racing)

SEFAC Ferrari

Team Lotus

RESULT

1 Clark	Lotus-Climax	2:10-36.9	95.10
2 Gurney	Brabham-Climax	2:11-43.7	
3 G.Hill	BRM	84 laps	
4 McLaren	Cooper-Climax	84 laps	
5 Bandini	Ferrari	84 laps	
6 Bonnier	Cooper-Climax	83 laps	
7 Maggs	Cooper-Climax	82 laps	
8 T.Taylor	Lotus-Climax	81 laps	
9 Love	Cooper-Climax	80 laps	
10 de Beaufort	Porsche	79 laps	
11 Blokdyk	Cooper-Maserati	77 laps	
12 Serrurier	LDS-Alfa Romeo	77 laps	
13 Brabham	Brabham-Climax	71 laps	
14 Niemann	Lotus-Ford	65 laps	
<i>Fastest lap</i>			
Gurney	Brabham-Climax	01-29.1	98.41

COMMENTARY

Had Jim Clark won this race the previous year, he would been the 1962 World Champion. This year, having made certain of the championship at Monza, he won easily, all of which is something to do with Sod's Law. The works Ferraris, both the stressed-skin "aero" models and both fitted with the latest five-speed gearbox, proved slightly disappointing after their Kyalami performance, and only Gurney could keep on the same lap as the flying Scot.

The most dramatic incident of the meeting involved the South African ex-motor cyclist Paddy Driver, who comprehensively pranged his Lotus 24 when the steering broke. The car should have been written off, but as was the way with spaceframe chassis in those days, it was eventually re-welded to be sold in 1965 to one Vern McWilliams.

II Daily Mirror Trophy

March 14 1964

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jim Clark	Lotus 25	1962	R6	Climax V8	ZF 5	1-32.8
2	Peter Arundell	Lotus 25	1962	R4	Climax V8	ZF 5	1-33.4
3	Graham Hill	BRM 261	1964	2612	BRM V8	BRM 6	1-33.2
5	Jack Brabham	Brabham BT7	1963	F1-1-63	Climax V8	Hewland 5	1-34.0
9	Bruce McLaren	Cooper 66	1963	FI-6-63	Climax V8	Cooper 6	1-33.6
11	Phil Hill	BRM 57	1961	5785	BRM V8	BRM 6	1-36.0
14	Innes Ireland	BRP 1	1963	BRP-1-63	BRM V8	BRM 6	---
15	Trevor Taylor	Lotus 24	1962	944	BRM V8	Colotti 6	1-35.0
16	Mike Hailwood	Lotus 25	1962	R7	BRM V8	Hewland 5	---
17	Chris Amon	Lotus 25	1962	R3	BRM V8	Hewland 5	1-37.2
18	Peter Revson	Lotus 24	1962	(24/P1)	BRM V8	Colotti 6	1-41.2
19	Ian Raby	Brabham BT3	1962	F1-1-62	BRM V8	Colotti 6	1-42.0
20	Joachim Bonnier	Cooper 66	1963	FI-2-63	Climax V8	Colotti 6	1-34.4
22	Bernard Collomb	Lotus 24	1962	949	Climax V8	Colotti 6	1-43.6
23	Jock Russell	Lotus 18/21	1960	918	Climax 4	Lotus 5	1-49.4
25	Jackie Epstein	BRM 48/57	1961	573	BRM V8	BRM 5	1-46.2
26	Andre Pilette	Scirocco	1963	(02)	Climax V8	Colotti 6	1-50.0

NON-STARTERS

4	Ritchie Ginther	BRM 261	1964	---	BRM V8	---	---
6	---	Brabham BT7	1963	---	Climax V8	---	---
7	---	Ferrari	---	---	Ferrari	---	---
8	---	Ferrari	---	---	Ferrari	---	---
10	---	Cooper 66	1963	---	Climax V8	---	---
12	Giancarlo Baghetti	BRM 57	1961	5784	BRM V8	BRM 6	1-38.4
21	Bob Anderson	Brabham BT11	1964	---	Climax V8	---	---
24	Graham Eden	Cooper-Arden	---	---	Climax 4	---	---

ALSO PRACTISED

12	Phil Hill	BRM 57	1961	5784	BRM V8	BRM 6	n/a
15	Innes Ireland	Lotus 24	1962	944	BRM V8	Colotti 6	n/a
17	Mike Hailwood	Lotus 25	1962	R3	BRM V8	Hewland 5	n/a

GRID

Arundell	G.Hill	Clark
1-33.4	1-33.2	1-32.8
Brabham	McLaren	
1-34.0	1-33.6	
P.Hill	T.Taylor	Bonnier
1-36.0	1-35.0	1-34.4
Revson	Amon	
1-41.2	1-37.2	
Epstein	Collomb	Raby
1-46.2	1-43.6	1-42.0
Pilette	Russell	
1-50.0	1-49.4	
Hailwood	Ireland	
---	---	

Non-starters: reasons

4	car not ready
6	withdrawn
7	withdrawn
8	withdrawn
10	withdrawn
12	engine blow-up in practice, P.Hill driving
21	car not delivered
24	car not ready

Leaders

1-7	G.Hill
8-22	Arundell
23-25	Bonnier
26-35	Ireland

Retirements

5	Collomb	engine
6	Russell	engine
7	G.Hill	accident
12	T.Taylor	engine
16	Hailwood	engine
19	Clark	ignition
21	Brabham	scavenge pump
22	Arundell	gearbox
22	Raby	accident
23	Revson	accident

Snetterton

35 laps 94.85 miles

Entrant

Team Lotus
 Team Lotus
 Owen Racing Organisation
 Brabham Racing Organisation
 Cooper Car Co
 Scuderia Centro Sud
 British Racing Partnership
 British Racing Partnership
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 Revson Racing (America)
 Ian Raby (Racing)
 Rob Walker Racing Team
 Bernard Collomb
 Jock Russell
 Epstein-Eyre Racing Team
 Equipe Scirocco Belge

Owen Racing Organisation
 Brabham Racing Organisation
 SEFAC Ferrari
 SEFAC Ferrari
 Cooper Car Co
 Scuderia Centro Sud
 DW Racing Enterprises
 Graham Eden

Scuderia Centro Sud
 British Racing Partnership
 Reg Parnell (Racing)



DAILY MIRROR TROPHY: The treacherous conditions caught out many a more highly skilled driver than Andre Pilette, seen here having clobbered something with his ex-works Scirocco, now fitted with Climax V8 engine. This was the car used during 1963 by Burgess.

RESULT

1 Ireland	BRP-BRM	1:12-53.4	78.08
2 Bonnier	Cooper-Climax	1:13-13.4	
3 McLaren	Cooper-Climax	1:13-56.4	
4 P.Hill	BRM	1:14-29.6	
5 Amon	Lotus-BRM	33 laps	
6 Epstein	BRM	32 laps	
7 Pilette	Scirocco-Climax	31 laps	

Fastest lap

Arundell	Lotus-Climax	01-51.2	87.73
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COMMENTARY

If the weather conditions at the 1963 Snetterton opener had been wretched, those prevailing over the '64 race can only be described as diabolical, the true misery of the meeting being unimaginable save to those actually attending. To watch the racing in driving sleet and snow was bad enough; to compete in such circumstances was impossibly difficult and even allowing for the fact that the main event was cut from 50 laps to 35 as a concession to the conditions the performances by Arundell (till his gearbox broke), Bonnier and the eventual winner Ireland were outstandingly brave. Clark in a revised Lotus 25 (new uprights, hub carriers and suspension geometry) and Brabham in his normal BT7 suffered more than most as their cars had been fitted with the new 13in. (as opposed to 15in.) wheels with what in 1964 was considered "huge" cross-section. Consequently the tyres were unable to cut through the water and neither driver was ever in real contention. The one new car was Graham Hill's P261, actually a direct development from the '63 P61 and numbered in sequence--ie this was 2612. This was the car's first outing and its last, for Hill had a large accident going down the straight on lap six, the car aquaplaning off the track and into the bank. Phil Hill drove steadily in his new mount, the ex-works Centro-Sud BRM P57, to secure his best placing for some time.

I News of the World Trophy March 30 1964

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jim Clark	Lotus 25	1962	R6	Climax V8	ZF 5	1-21.2
2	Peter Arundell	Lotus 25	1962	R4	Climax V8	ZF 5	1-22.6
3	Graham Hill	BRM 261	1964	2613	BRM V8	BRM 6	1-21.4
4	Richard Attwood	BRM 57	1961	5781	BRM V8	BRM 5	1-25.2
5	Jack Brabham	Brabham BT7	1963	F1-2-63	Climax V8	Hewland 5	1-21.0
9	Bruce McLaren	Cooper 66	1963	FI-6-63	Climax V8	Cooper 6	1-23.2
11	Innes Ireland	BRP 1	1963	BRP-1-63	BRM V8	BRM 6	---
12	Trevor Taylor	Lotus 24	1962	944	BRM V8	Colotti 6	---
14	Joachim Bonnier	Cooper 66	1963	FI-2-63	Climax V8	Colotti 6	1-23.2
15	John Taylor	Cooper 71/73	1964	FI-3-64	Ford 4	Hewland 5	1-26.6
16	Mike Hailwood	Lotus 25	1962	R7	BRM V8	Hewland 5	---
18	Peter Revson	Lotus 24	1962	(24/P1)	BRM V8	Colotti 6	1-29.2
20	Bernard Collomb	Lotus 24	1962	949	Climax V8	Colotti 6	1-34.0
21	Ian Raby	Brabham BT3	1962	F1-1-62	BRM V8	Colotti 6	1-27.2
22	Andre Pilette	Scirocco	1963	(02)	Climax V8	Colotti 6	1-39.6
23	Giancarlo Baghetti	BRM 57	1961	5785	BRM V8	BRM 6	1-26.2

NON-STARTERS

6	---	Brabham BT7	1963	---	Climax V8	---	---
7	---	Ferrari	---	---	Ferrari	---	---
8	---	Ferrari	---	---	Ferrari	---	---
10	Phil Hill	Cooper 66	1963	---	Climax V8	---	---
17	Chris Amon	Lotus 25	1962	---	BRM V8	---	---
19	Andre Wicky	Lotus 24	1962	---	BRM V8	---	---

PRACTICE CARS

11	Innes Ireland	BRP 2	1964	BRP-2-64	BRM V8	BRM 6	1-22.6
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ALSO PRACTISED

11	Trevor Taylor	BRP 1	1963	BRP-1-63	BRM V8	BRM 6	1-23.6
22	Mike Hailwood	Scirocco	1963	(02)	Climax V8	Colotti 6	n/a

GRID

G.Hill	Clark	Brabham
1-21.4	1-21.2	1-21.0
Ireland	Arundell	
1-22.6	1-22.6	
T.Taylor	Bonnier	McLaren
1-23.6	1-23.2	1-23.2
Baghetti	Attwood	
1-26.2	1-25.2	
Revson	Raby	J.Taylor
1-29.2	1-27.2	1-26.6
Pilette	Collomb	
1-39.6	1-34.0	
	Hailwood	

Non-starters

6	withdrawn
7	withdrawn
8	withdrawn
10	withdrawn
17	withdrawn
19	withdrawn

Leaders

1-40	G.Hill
41-42	Clark

Retirements

8	McLaren	accident
8	Ireland	accident
30	Brabham	wheel rim
32	Raby	ignition
34	Collomb	accident
37	Bonnier	accident
40	G.Hill	rotor arm

RESULT

1	Clark	Lotus-Climax	57-39.0	104.91
2	Arundell	Lotus-Climax	59-00.6	
3	T.Taylor	Lotus-BRM	41 laps	
4	Attwood	BRM	41 laps	
5	Hailwood	Lotus-BRM	40 laps	
6	Pilette	Scirocco-Climax	37 laps	
7	J.Taylor	Cooper-Ford	37 laps	
8	Revson	Lotus-BRM	35 laps	
9	Baghetti	BRM	35 laps	
<i>Fastest lap</i>				
	G.Hill	BRM	01-21.0	106.67

Entrant

Team Lotus
 Team Lotus
 Owen Racing Organisation
 Owen Racing Organisation
 Brabham Racing Organisation
 Cooper Car Co
 British Racing Partnership
 British Racing Partnership
 Rob Walker Racing Team
 Gerard Racing
 Reg Parnell (Racing)
 Revson Racing (America)
 Bernard Collomb
 Ian Raby (Racing)
 Equipe Scirocco Belge
 Scuderia Centro Sud

Brabham Racing Organisation
 SEFAC Ferrari
 SEFAC Ferrari
 Cooper Car Co
 Reg Parnell (Racing)
 Andre Wicky

British Racing Partnership

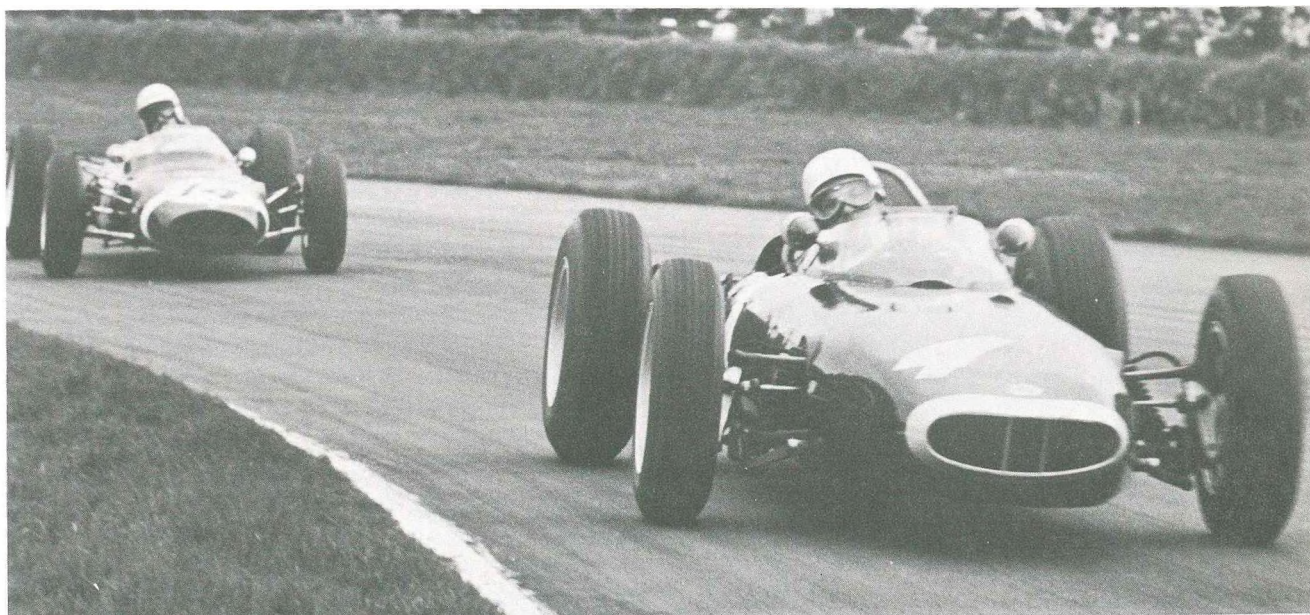
British Racing Partnership
 Equipe Scirocco Belge

COMMENTARY

For once Clark was able to enjoy a lucky win rather than a brilliantly contrived one with the latest Lotus, the World Champion inheriting the lead with a clutchless car with only two laps to go. BRM had built a second P261 to replace the car written-off at Snetterton and Graham Hill looked set to win with it until the rotor arm broke. Brabham's BT7, equipped like the Lotus and the BRM with 13in wheels and "fat" Dunlops, might have won had a puncture not precipitated an accident. Misfortune also befell Ireland and McLaren, who collided on lap nine, and Bonnier, who fell foul of the slow Collomb while entering the chicane on lap 38.

Other new cars at Goodwood comprised Bob Gerard's 1964 "Special" and a second BRP model practised by Innes Ireland: last minute bothers with this car prevented its starting, which forced Ireland to take the original BRP and left Trevor Taylor once again to race a car which he had not practised. Attwood was co-opted into the BRM team to drive "Old Faithful", shortly to be taken over by Maurice Trintignant and another P57 was Baghetti's Centro Sud car, this being the one Phil Hill had raced at Snetterton. Also in Snetterton trim were Pilette's ex-works Scirocco, now painted yellow, Raby's ex-works Brabham BT3 (replacing his Gilby) and Revson's Lotus 24, this car being fitted with Lola Mk 4 bodywork and managed by the Parnell stable.

A foretaste of the future occurred in the supporting Formula Junior race, which was a runaway win for J.Y. Stewart.



NEWS OF THE WORLD TROPHY: Attwood's BRM 57 (leading here) had been painted green as a 1961/62 works car, then red for Bandini and Centro Sud in 1963, back to green as a works car again, then green with red stripes for Bandini once more, then red all over and now once more back to dark green (with white nose) for its Goodwood appearance. Its next colour was to be light blue for Trintignant, finally reverting to red for the 1965 season when it was again owned by the Scuderia Centro Sud. The car following is Bonnier's Rob Walker-entered Cooper 66, sold after this season to Bill Bradley, then passing through the hands of John Dean, Jim Charnock and Mike Coombe (for F5000 racing).

XIII Gran Premio di Siracusa

April 12 1964

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
4	Ian Raby	Brabham BT3	1962	F1-1-62	BRM V8	Colotti 6	1-59.5
6	Jackie Epstein	BRM 48/57	1961	573	BRM V8	BRM 5	2-12.6
10	Andre Pilette	Scirocco	1963	(02)	Climax V8	Colotti 6	2-06.1
12	Jean-Claude Rudaz	Cooper 60	1962	FI-18-61	Climax V8	Cooper 6	2-07.5
16	Chris Amon	Lotus 25	1962	R3	BRM V8	Hewland 5	1-57.9
18	Joachim Bonnier	Cooper 66	1963	FI-2-63	Climax V8	Colotti 6	1-58.2
20	Giancarlo Baghetti	BRM 57	1961	5785	BRM V8	BRM 6	2-15.5
22	John Surtees	Ferrari 158	1964	0005	Ferrari V8	Ferrari 5	1-52.2
24	Peter Arundell	Lotus 25	1962	R6	Climax V8	ZF 5	2-08.0
26	Lorenzo Bandini	Ferrari 156	1963	0003	Ferrari V6	Ferrari 5	1-50.5
28	Mike Spence	Lotus 25	1962	R4	Climax V8	ZF 5	2-12.2
30	Masten Gregory	BRM 57	1961	5784	BRM V8	BRM 6	2-10.0
32	Mike Hailwood	Lotus 25	1962	R7	BRM V8	Hewland 5	1-56.8
36	Peter Revson	Lotus 24	1962	(24/P1)	BRM V8	Colotti 6	2-06.9

NON-STARTERS

2	Carel de Beaufort	Porsche 718	1959	---	Porsche F4	---	---
8	Bob Anderson	Brabham BT11	1964	---	Climax V8	---	---
14	Andre Wicky	Lotus 24	1962	951	BRM V8	Colotti 6	n/a
34	Jo Siffert	Lotus 24	1962	950	BRM V8	Colotti 6	1-58.0

PRACTICE CARS

22	John Surtees	Ferrari 156	1963	0004	Ferrari V6	Ferrari 5	n/a
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GRID

Hailwood	Surtees	Bandini
1-56.8	1-52.2	1-50.5
Bonnier	Amon	
1-58.2	1-57.9	
Revson	Pilette	Raby
2-06.9	2-06.1	1-59.5
Arundell	Rudaz	
2-08.0*	2-07.5	
Epstein	Spence	Gregory
2-12.6	2-12.2*	2-10.0
	Baghetti	
	2-15.5	

*The practice times of Spence and Arundell set in first (dry) practice session disallowed as a penalty for missing scrutineering; grid times shown were set in second (very wet) session.

Non-starters: reasons

2 withdrawn
8 car not delivered
14 excluded
34 practice accident

Leaders

1 Surtees
2-4 Bandini
5-40 Surtees

Retirements

0 Revson accident
11 Pilette gear linkage
18 Arundell/
Spence (R6) gearbox
25 Baghetti electrics
25 Rudaz suspension

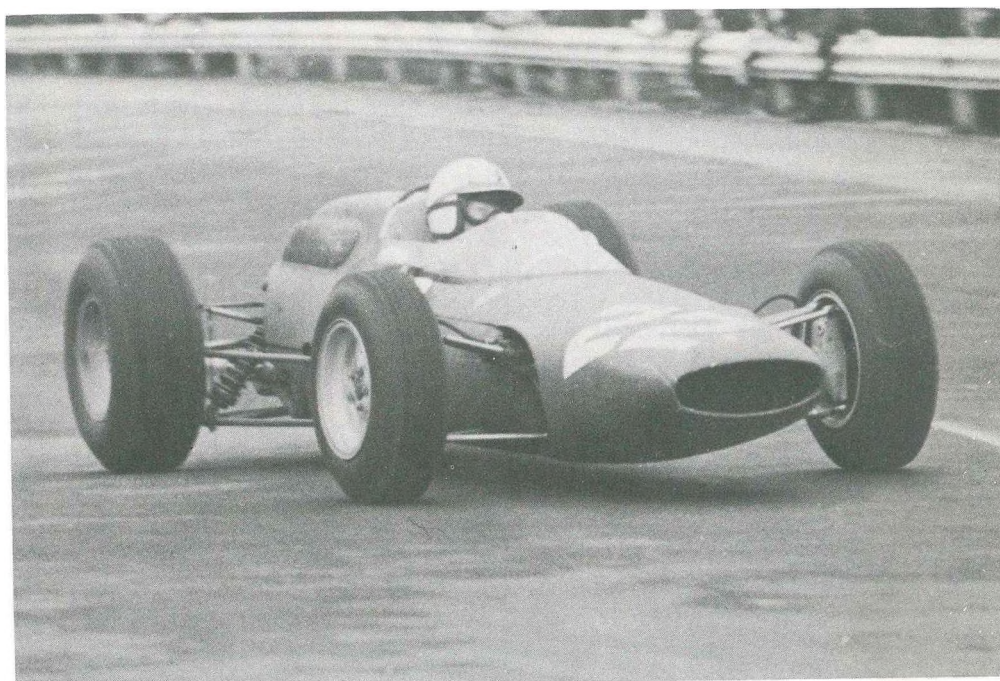
RESULT

1	Surtees	Ferrari	1:19-51.8	102.63
2	Bandini	Ferrari	1:20-29.1	
3	Spence/Arundell	Lotus-Climax	1:20-29.2	
4	Bonnier	Cooper-Climax	1:21-01.0	
5	Amon	Lotus-BRM	1:21-11.2	
6	Gregory	BRM	39 laps	
7	Hailwood	Lotus-BRM	39 laps	
8	Raby	Brabham-BRM	36 laps	
9	Epstein	BRM	33 laps	
<i>Fastest lap</i>				
	Bandini	Ferrari	01-53.9	108.02

Entrant

Ian Raby (Racing)
 Epstein-Eyre Racing Team
 Equipe Scirocco Belge
 Fabre Urbain
 Reg Parnell (Racing)
 Rob Walker Racing Team
 Scuderia Centro Sud
 SEFAC Ferrari
 Team Lotus
 SEFAC Ferrari
 Team Lotus
 Scuderia Centro Sud
 Reg Parnell (Racing)
 Revson Racing (America)

Ecurie Maarsbergen
 DW Racing Enterprises
 Andre Wicky
 Siffert Racing Team



SEFAC Ferrari

SYRACUSE GP: Surtees with the new Ferrari V8 dominated the race.

COMMENTARY

A good Formula One race does not necessarily rely on a super entry or a continuous battle for the lead, and the thirteenth Syracuse Grand Prix went a long way in proving this point. Actually the entry was not that bad for there were works entries from Ferrari and Lotus, plus the Centro Sud BRM P57s, Parnell's ex-works Lotus 25s and Rob Walker's Cooper 66. Surtees' Ferrari was a new one with the new V8 engine and it delighted the crowd by leading for virtually the whole distance. The real excitement occurred behind, however, with a tactical as well as a "wheel-to-wheel" contest taking place between SEFAC Ferrari and Team Lotus. Arundell's Lotus, the one Clark had driven at Goodwood, had been fitted with a modified type of ZF gearbox and this gave trouble early on in the race, forcing the driver into the pits. In a flash Spence was called in and Arundell substituted in the healthy Lotus, and within a few laps he had pulled back from sixth to third place, some half a minute behind Bandini in the second Ferrari. The gap steadily reduced, but then it was Ferrari's turn to strike trouble: the track being wet in places, Bandini chose to wear a vizor and on lap 27 it was broken by a stone. The necessary pit stop to acquire a pair of goggles dropped the Italian behind Arundell, but there was no question of either driver giving up and such was Bandini's determination that he caught and passed the Lotus with just three laps left to run. Of the other entries it is worth noting that Jackie Epstein was giving his ex-Marsh BRM 48/57 another outing (it had appeared earlier at Snetterton) and that the Fabre Urbain Cooper T60 driven by the young Swiss Jean-Claude Rudaz was the ex-Walker car of 1963. Siffert crashed in practice, turning over his Lotus 24 and injuring his collar-bone. The race was cut from its planned 56 laps to 40 laps due to the weather conditions prevailing before the start, the track being very wet indeed. This was not a spontaneous decision on the part of the organisers, but the result of lobbying by Bonnier on behalf of the Grand Prix Drivers' Association.

IX Aintree 200

April 18 1964

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jim Clark	Lotus 33	1964	R8	Climax V8	ZF 5	1-54.0
2	Peter Arundell	Lotus 25	1962	R6	Climax V8	ZF 5	1-53.8
3	Graham Hill	BRM 261	1964	2614	BRM V8	BRM 6	1-52.8
5	Jack Brabham	Brabham BT7	1963	F1-2-63	Climax V8	Hewland 5	1-53.0
6	Dan Gurney	Brabham BT7	1963	F1-1-63	Climax V8	Hewland 5	2-02.4
9	Bruce McLaren	Cooper 73	1964	FI-1-64	Climax V8	Cooper 6	1-54.8
10	Phil Hill	Cooper 66	1963	FI-6-63	Climax V8	Cooper 6	1-57.0
11	Innes Ireland	BRP 2	1964	BRP-2-64	BRM V8	BRM 6	1-55.2
12	Trevor Taylor	BRP 1	1963	BRP-1-63	BRM V8	BRM 6	1-55.6
14	Mike Hailwood	Lotus 25	1962	R7	BRM V8	Hewland 5	1-59.0
15	Chris Amon	Lotus 25	1962	R3	BRM V8	Hewland 5	---
17	Giancarlo Baghetti	BRM 57	1961	5785	BRM V8	BRM 6	1-59.0
18	Andre Pilette	Scirocco	1963	(02)	Climax V8	Colotti 6	2-07.6
19	Ian Raby	Brabham BT3	1962	F1-1-62	BRM V8	Colotti 6	2-05.6
21	Joachim Bonnier	Cooper 66	1963	FI-2-63	Climax V8	Colotti 6	1-55.2
23	John Taylor	Cooper 71/73	1964	FI-3-64	Ford 4	Hewland 5	1-58.4
*25	Mike Spence	Lotus 32	1964	32-F2-1	Cosworth 4	Hewland 5	2-01.2
*26	John Fenning	Lotus 27	1963	27-JM-32	Ford 4	Hewland 5	2-06.2
*27	Denis Hulme	Brabham BT10	1964	F2-1-64	Cosworth 4	Hewland 5	1-58.2
*28	Alan Rees	Brabham BT10	1964	F2-2-64	Cosworth 4	Hewland 5	2-01.4
*30	Tony Hegbourne	Cooper 71	1964	FII-2-64	Cosworth 4	Hewland 5	2-00.8
*31	Brian Hart	Lotus 22	1962	22-J-36	Cosworth 4	Hewland 5	2-00.2
*32	Tony Maggs	Lola 5A	1964	BRJ59	Cosworth 4	Hewland 5	2-01.8
*33	Richard Attwood	Lola 5A	1964	BRJ57	Cosworth 4	Hewland 5	2-00.6
*34	David Hobbs	Merlyn 7	1964	69R	Cosworth 4	Hewland 5	2-07.6

NON-STARTERS

4	Ritchie Ginther	BRM 261	1964	2613	BRM V8	BRM 6	1-55.0
7	John Surtees	Ferrari	---	---	Ferrari	---	---
16	Peter Revson	Lotus 24	1962	---	BRM V8	---	---
20	Bob Anderson	Brabham BT11	1964	---	Climax V8	---	---
22	Mario Cabral	Cooper 60	1962	FI-17-61	Climax V8	Cooper 6	2-12.8
24	Jo Siffert	Lotus 24	1962	---	BRM V8	---	---
*29	Mike Beckwith	Cooper 71	1964	---	Cosworth 4	Hewland 5	---

GRID

G.Hill	Brabham	Arundell
1-52.8	1-53.0	1-53.8
Clark	McLaren	
1-54.0	1-54.8	
Ireland	Bonnier	T.Taylor
1-55.2	1-55.2	1-55.6
P.Hill	Hulme	
1-57.0	1-58.2	
J.Taylor	Hailwood	Baghetti
1-58.4	1-59.0	1-59.0
Hart	Attwood	
2-00.2	2-00.6	
Hegbourne	Spence	Rees
2-00.8	2-01.2	2-01.4
Maggs	Gurney	
2-01.8	2-02.4	
Raby	Fenning	Hobbs
2-05.6	2-06.2	2-07.6
Pilette	---	
2-07.6		
Amon		

Non-starters: reasons

4	practice accident
7	withdrawn
16	car not ready
20	car not delivered
22	gearbox seized in practice
24	driver injured
29	gearbox trouble prevented appearance

Leaders

1-5	G.Hill
6-26	Brabham
27-42	Clark
43-67	Brabham

*Formula 2 (1-litre) entries

Entrant

Team Lotus
 Team Lotus
 Owen Racing Organisation
 Brabham Racing Organisation
 Brabham Racing Organisation
 Cooper Car Co
 Cooper Car Co
 British Racing Partnership
 British Racing Partnership
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 Scuderia Centro Sud
 Equipe Scirocco Belge
 Ian Raby (Racing)
 Rob Walker Racing Team
 Gerard Racing
 Ron Harris--Team Lotus
 Ron Harris--Team Lotus
 Brabham Racing Developments
 Roy Winkelmann Racing
 Normand Ltd
 Cosworth Engineering
 Midland Racing Partnership
 Midland Racing Partnership
 Merlyn Racing

Owen Racing Organisation
 SEFAC Ferrari
 Revson Racing (America)
 DW Racing Enterprises
 Mario Cabral
 Siffert Racing Team
 Normand Ltd

COMMENTARY

This was another interesting and closely fought event featuring a stirring duel for leadership between Clark in the brand new Lotus 33 (very similar to the Type 25) and Brabham's normal BT7, ending when Clark was obstructed by Pilette's Scirocco entering Melling Crossing for the 47th time; the Lotus crashed heavily and Brabham was able to romp home to win his second Aintree 200 in three years. Severely damaged also was Ginther's P261 BRM No 2613, which crashed in practice, but McLaren managed to give the 1964 Cooper T73 a promising debut; his team-mate in the older Cooper was Phil Hill, the ex-World Champion having been signed up for the full season. The race was unique in including a group of one-litre single-seaters complying with the new Formula Two. Their race was exciting as well, the leader Hart breaking a driveshaft "doughnut" on his last lap while Rees, who had been just behind, immediately ran out of petrol, leaving victory in this section to Spence.



AINTREE 200: Hill in the new BRM 261 heads eventual winner Brabham (Brabham BT7) and McLaren in the brand new Cooper 73 during the early dice for the lead.

Retirements

4 Amon	fuel feed
6 P.Hill	gearbox
7 McLaren	overheating
7 T.Taylor	piston rings
12 Hobbs	overheating
23 Hailwood	engine
38 Gurney	transmission doughnut
39 Hegbourne	engine
41 Ireland	rear wishbone
46 Clark	accident
60 Rees	out of fuel
60 Hart	half shaft

RESULT

1 Brabham	Brabham-Climax	2:09-02.6	93.46
2 G.Hill	BRM	2:09-36.6	
3 Arundell	Lotus-Climax	2:10-33.6	
4 Bonnier	Cooper-Climax	66 laps	
5 J.Taylor	Cooper-Ford	65 laps	
6 Spence	Lotus-Cosworth	64 laps	
7 Maggs	Lola-Cosworth	64 laps	
8 Attwood	Lola-Cosworth	64 laps	
9 Baghetti	BRM	63 laps	
10 Hulme	Brabham-Cosworth	63 laps	
11 Pilette	Scirocco-Climax	61 laps	
12 Hart	Lotus-Cosworth	60 laps (retired)	
13 Rees	Brabham-Cosworth	60 laps (retired)	
14 Fenning	Lotus-Ford	60 laps	
15 Raby	Brabham-BRM	55 laps	

Fastest lap

Clark	Lotus-Climax	01-52.2	96.26
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XVI International Trophy

May 2 1964

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jim Clark	Lotus 25	1962	R6	Climax V8	ZF 5	1-34.2
2	Peter Arundell	Lotus 25	1962	R4	Climax V8	ZF 5	1-34.4
3	Graham Hill	BRM 261	1964	2614	BRM V8	BRM 6	1-33.8
5	Jack Brabham	Brabham BT7	1963	F1-2-63	Climax V8	Hewland 5	1-33.6
6	Dan Gurney	Brabham BT7	1963	F1-1-63	Climax V8	Hewland 5	1-33.4
7	John Surtees	Ferrari 156	1963	0004	Ferrari V6	Ferrari 5	1-34.6
9	Bruce McLaren	Cooper 73	1964	FI-1-64	Climax V8	Cooper 6	1-34.4
10	Phil Hill	Cooper 66	1963	FI-6-63	Climax V8	Cooper 6	1-35.8
11	Innes Ireland	BRP 2	1964	BRP-2-64	BRM V8	BRM 6	1-35.8
12	Trevor Taylor	BRP 1	1963	BRP-1-63	BRM V8	BRM 6	1-36.2
14	Giancarlo Baghetti	BRM 57	1961	5785	BRM V8	BRM 6	1-40.2
15	Tony Maggs	BRM 57	1961	5784	BRM V8	BRM 6	1-37.8
16	Bob Anderson	Brabham BT11	1964	F1-5-64	Climax V8	Hewland 5	1-40.8
17	Ian Raby	Brabham BT3	1962	F1-1-62	BRM V8	Colotti 6	1-42.4
18	Jo Siffert	Lotus 24	1962	950	BRM V8	Colotti 6	1-43.4
19	Joachim Bonnier	Cooper 66	1963	FI-2-63	Climax V8	Colotti 6	1-40.4
20	Chris Amon	Lotus 25	1962	R3	BRM V8	Hewland 5	1-37.2
21	Mike Hailwood	Lotus 25	1962	R7	BRM V8	Hewland 5	1-37.0
22	Peter Revson	Lotus 24	1962	(24/P1)	BRM V8	Colotti 6	1-40.0
23	John Taylor	Cooper 71/73	1964	FI-3-64	Ford 4	Hewland 5	1-38.4
24	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	1-44.8
25	Jean-Claude Rudaz	Cooper 60	1962	FI-18-61	Climax V8	Cooper 6	1-43.0

NON-STARTERS

4	Ritchie Ginther	BRM 261	1964	---	BRM V8	---	---
8	Lorenzo Bandini	Ferrari	---	---	Ferrari	---	---

PRACTICE CARS

19	Joachim Bonnier	Brabham BT11	1964	F1-4-64	BRM V8	Colotti 6	¼ mile
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ALSO PRACTISED

12	Innes Ireland	BRP 1	1963	BRP-1-63	BRM V8	BRM 6	n/a
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GRID

Clark	G.Hill	Brabham	Gurney
1-34.2	1-33.8	1-33.6	1-33.4
	Surtees	Arundell	McLaren
	1-34.6	1-34.4	1-34.4
Hailwood	T.Taylor	P.Hill	Ireland
1-37.0	1-36.2	1-35.8	1-35.8
	J.Taylor	Maggs	Amon
	1-38.4	1-37.8	1-37.2
Anderson	Bonnier	Baghetti	Revson
1-40.8	1-40.4	1-40.2	1-40.0
	Siffert	Rudaz	Raby
	1-43.4	1-43.0	1-42.4
			de Beaufort
			1-44.8



Non-starters: reasons

- 4 no car
- 8 withdrawn

Leaders

- 1-5 Clark
- 6-25 Gurney
- 26-28 Brabham
- 29-51 G.Hill
- 52 Brabham

Retirements

- 10 Clark seized engine
- 12 Anderson clutch
- 15 T.Taylor oil pressure
- 22 Surtees fuel pump
- 25 Raby piston
- 27 Gurney brakes binding
- 40 McLaren wheels out of balance
- 47 Ireland accident

Entrant

Team Lotus
 Team Lotus
 Owen Racing Organisation
 Brabham Racing Organisation
 Brabham Racing Organisation
 SEFAC Ferrari
 Cooper Car Co
 Cooper Car Co
 British Racing Partnership
 British Racing Partnership
 Scuderia Centro Sud
 Scuderia Centro Sud
 DW Racing Enterprises
 Ian Raby (Racing)
 Siffert Racing Team
 Rob Walker Racing Team
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 Revson Racing (America)
 Gerard Racing
 Ecurie Maarsbergen
 Fabre Urbain

Owen Racing Organisation
 SEFAC Ferrari

Rob Walker Racing Team

British Racing Partnership



INTERNATIONAL TROPHY: Above, a true Silverstone finish, with Brabham running round the outside of G.Hill to take the flag. Opposite, a nice shot of Phil Hill twitching the 1963 Cooper 66 through Copse; he finished in an encouraging fourth place.

RESULT

1	Brabham	Brabham-Climax	1:22-45.2	110.35
2	G.Hill	BRM	1:22-45.2	
3	Arundell	Lotus-Climax	1:24-14.2	
4	P.Hill	Cooper-Climax	51 laps	
5	Amon	Lotus-BRM	51 laps	
6	Hailwood	Lotus-BRM	51 laps	
7	Maggs	BRM	51 laps	
8	Baghetti	BRM	49 laps	
9	Revson	Lotus-BRM	49 laps	
10	J.Taylor	Cooper-Ford	49 laps	
11	Siffert	Lotus-BRM	49 laps	
12	Ireland	BRP-BRM	47 laps (retired)	
13	de Beaufort	Porsche	47 laps	
14	Rudaz	Cooper-Climax	47 laps	
15	McLaren	Cooper-Climax	40 laps (retired)	
16	Bonnier	Cooper-Climax	39 laps	

Fastest lap

Brabham Brabham-Climax 01-33.6 112.58

COMMENTARY

Having built up a reputation for both speed and reliability--plus ease of chassis repair--the Brabham Organisation had received several orders for its 1964 F1 car and for Silverstone two new BT11 models were delivered to Rob Walker and DW Racing, the factory team interestingly sticking to their tried and trusted BT7s. The DW car was fitted with Climax engine and Hewland gearbox, whereas the Walker car boasted BRM motor and Colotti box, but sadly this example got as far as Copse Corner on its first practice lap when it caught fire. Bonnier, slightly singed himself, swiftly abandoned the vehicle, which continued to burn merrily for some time. The Lotus team relied on their regular Type 25s, BRM on their remaining P261 which Hill had driven for the first time at Aintree and Ferrari on a singleton V6-engined car. The race was a real thriller with a classic Silverstone finish, Brabham getting the better of G.Hill round the outside of Woodcote on the last lap.

XXII Grand Prix de Monaco

May 10 1964

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
4	Maurice Trintignant	BRM 57	1961	5781	BRM V8	BRM 5	1-38.1
5	Jack Brabham	Brabham BT7	1963	F1-2-63	Climax V8	Hewland 5	1-34.1
6	Dan Gurney	Brabham BT7	1963	F1-1-63	Climax V8	Hewland 5	1-34.7
7	Ritchie Ginther	BRM 261	1964	2613	BRM V8	BRM 6	1-35.9
8	Graham Hill	BRM 261	1964	2614	BRM V8	BRM 6	1-34.5
9	Phil Hill	Cooper 73	1964	FI-2-64	Climax V8	Cooper 6	1-35.9
10	Bruce McLaren	Cooper 66	1963	FI-6-63	Climax V8	Cooper 6	1-37.8
11	Peter Arundell	Lotus 25	1962	R4	Climax V8	ZF 5	1-35.5
12	Jim Clark	Lotus 25	1962	R6	Climax V8	ZF 5	1-34.0
15	Trevor Taylor	BRP 1	1963	BRP-1-63	BRM V8	BRM 6	1-38.1
16	Bob Anderson	Brabham BT11	1964	F1-5-64	Climax V8	Hewland 5	1-38.0
18	Mike Hailwood	Lotus 25	1962	R7	BRM V8	Hewland 5	1-38.5
19	Joachim Bonnier	Cooper 66	1963	FI-2-63	Climax V8	Colotti 6	1-37.4
20	Lorenzo Bandini	Ferrari 156	1963	0003	Ferrari V6	Ferrari 5	1-35.5
21	John Surtees	Ferrari 158	1964	0005	Ferrari V8	Ferrari 5	1-34.5
24	Jo Siffert	Lotus 24	1962	950	BRM V8	Colotti 6	1-38.7
<i>NON-STARTERS</i>							
1	Andre Pilette	Scirocco	1963	---	Climax V8	---	---
2	Peter Revson	Lotus 24	1962	(24/P1)	BRM V8	Colotti 6	1-39.9
3	Bernard Collomb	Lotus 24	1962	949	Climax V8	Colotti 6	1-41.4
14	Innes Ireland	Lotus 24	1962	944	BRM V8	Colotti 6	1-38.2
17	Chris Amon	Lotus 25	1962	R3	BRM V8	Hewland 5	1-39.1
22	Giancarlo Baghetti	BRM 57	1961	---	BRM V8	---	---
23	Tony Maggs	BRM 57	1961	---	BRM V8	---	---
<i>PRACTICE CARS</i>							
10	Bruce McLaren	Cooper 73	1964	FI-1-64	Climax V8	Cooper 6	1-36.6
21	John Surtees	Ferrari 156	1963	0004	Ferrari V6	Ferrari 5	1-36.0
<i>ALSO PRACTISED</i>							
6	Jack Brabham	Brabham BT7	1963	F1-1-63	Climax V8	Hewland 5	n/a
11	Jim Clark	Lotus 25	1962	R4	Climax V8	ZF 5	1-35.5
12	Peter Arundell	Lotus 25	1962	R6	Climax V8	ZF 5	1-37.3

GRID

Clark	Brabham
1-34.0	1-34.1
G.Hill	Surtees
1-34.5	1-34.5
Gurney	Arundell
1-34.7	1-35.5
Bandini	Ginther
1-35.5	1-35.9
P.Hill	McLaren
1-35.9	1-36.6
Bonnier	Anderson
1-37.4	1-38.0
Trintignant	T.Taylor
1-38.1	1-38.1
Hailwood	Siffert
1-38.5	1-38.7

Non-starters: reasons

- 1 withdrawn
- 2 excluded
- 3 excluded
- 14 practice accident
- 17 excluded
- 22 car not ready
- 23 car not ready

Leaders

- 1-36 Clark
- 37-52 Gurney
- 53-100 G.Hill

Entrant

Maurice Trintignant
 Brabham Racing Organisation
 Brabham Racing Organisation
 Owen Racing Organisation
 Owen Racing Organisation
 Cooper Car Co
 Cooper Car Co
 Team Lotus
 Team Lotus
 British Racing Partnership
 DW Racing Enterprises
 Reg Parnell (Racing)
 Rob Walker Racing Team
 SEFAC Ferrari
 SEFAC Ferrari
 Siffert Racing Team

Equipe Scirocco Belge
 Revson Racing (America)
 Bernard Collomb
 British Racing Partnership
 Reg Parnell (Racing)
 Scuderia Centro Sud
 Scuderia Centro Sud

Cooper Car Co
 SEFAC Ferrari

Brabham Racing Organisation
 Team Lotus
 Team Lotus

Retirements

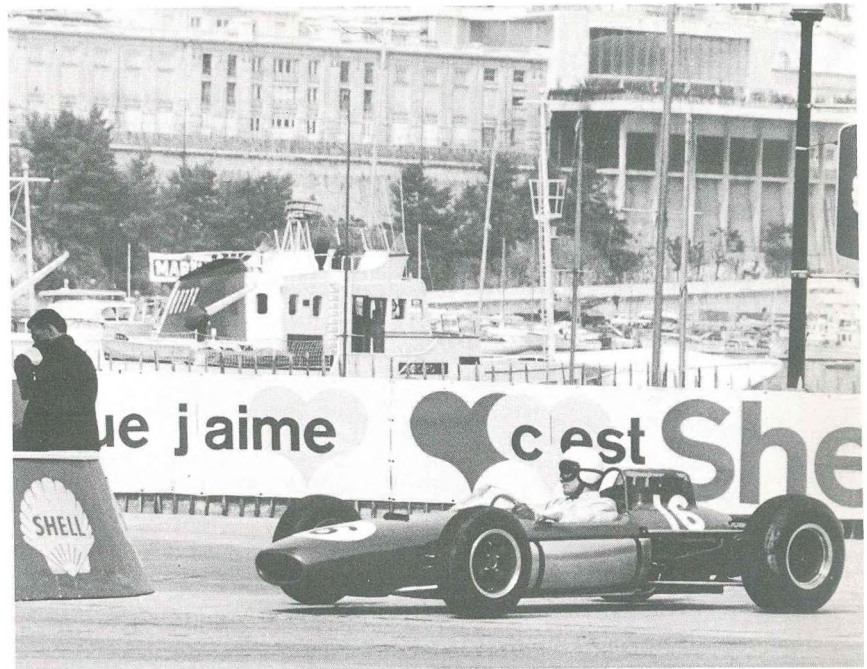
7 T.Taylor	fuel leak
15 Surtees	gearbox
17 McLaren	main bearings
29 Brabham	fuel injection
53 Trintignant	overheating
62 Gurney	gearbox
68 Bandini	gearbox
70 P.Hill	rear suspension link
86 Anderson	gearbox mounting
96 Clark	seized engine

RESULT

1 G.Hill	BRM	2:41-19.5	73.04
2 Ginther	BRM	99 laps	
3 Arundell	Lotus-Climax	97 laps	
4 Clark	Lotus-Climax	96 laps (retired)	
5 Bonnier	Cooper-Climax	96 laps	
6 Hailwood	Lotus-BRM	96 laps	
7 Anderson	Brabham-Climax	86 laps (retired)	
8 Siffert	Lotus 24	78 laps	
9 P.Hill	Cooper-Climax	70 laps (retired)	
10 Bandini	Ferrari	68 laps (retired)	

Fastest lap

G.Hill	BRM	01-33.9	74.92
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MONACO GP: Anderson's new Brabham BT11 rounds Gasworks hairpin on its way to seventh place. This car was used throughout 1964 and 1965 and fitted with a 2.7 litre Climax engine to compete in the three-litre Formula One. It was while testing the car at Silverstone in 1967 that Anderson sadly lost his life.

COMMENTARY

With BRM's new cars and Brabham's old ones going so well, and with Ferrari now equipped with a V8 engine, the 1964 season was shaping up encouragingly; certainly it looked a far tougher prospect than the previous year for Team Lotus, who had already lost their new model at Aintree. Clark in the Type 25 was still the fastest driver in practice however and he led the race until his rear anti-roll bar broke. He stopped to have it removed and could still have won, but the engine soon lost its oil pressure. Graham Hill and Ritchie Ginther completed a magnificent one-two for BRM, just as they had in 1963, Hill's time for the 100 laps being just over 30 seconds quicker this year than last. Poor Ireland, who had crashed the Mk 2 BRP at Silverstone and had been involved in a road accident between races, suffered more personal damage when he crashed the "back-up" Lotus 24 during practice. The car was comprehensively written off but the bits were subsequently sold to Phil Walton, who built up a Formula Libre chassis out of them. McLaren was forced to race a 1963 Cooper after his T73 model broke its steering.

XII Grote Prijs van Nederland

May 24 1964

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	John Surtees	Ferrari 158	1964	0006	Ferrari V8	Ferrari 5	1-33.0
4	Lorenzo Bandini	Ferrari 158	1964	0005	Ferrari V8	Ferrari 5	1-35.4
6	Graham Hill	BRM 261	1964	2614	BRM V8	BRM 6	1-31.4
8	Ritchie Ginther	BRM 261	1964	2613	BRM V8	BRM 6	1-34.0
10	Chris Amon	Lotus 25	1962	R3	BRM V8	Hewland 5	1-35.9
12	Mike Hailwood	Lotus 25	1962	R7	BRM V8	Hewland 5	1-36.1
14	Jack Brabham	Brabham BT7	1963	F1-2-63	Climax V8	Hewland 5	1-33.8
16	Dan Gurney	Brabham BT7	1963	F1-1-63	Climax V8	Hewland 5	1-31.2
18	Jim Clark	Lotus 25	1962	R6	Climax V8	ZF 5	1-31.3
20	Peter Arundell	Lotus 25	1962	R4	Climax V8	ZF 5	1-33.5
22	Phil Hill	Cooper 73	1964	FI-2-64	Climax V8	Cooper 6	1-34.8
24	Bruce McLaren	Cooper 73	1964	FI-1-64	Climax V8	Cooper 6	1-33.3
26	Joachim Bonnier	Brabham BT11	1964	F1-4-64	BRM V8	Colotti 6	1-35.4
28	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	1-39.9
32	Giancarlo Baghetti	BRM 57	1961	5784	BRM V8	BRM 6	1-38.0
34	Bob Anderson	Brabham BT11	1964	F1-5-64	Climax V8	Hewland 5	1-35.4
36	Jo Siffert	Brabham BT11	1964	F1-6-64	BRM V8	Colotti 6	1-44.0

NON-STARTERS

30	Tony Maggs	BRM 57	1961	5785	BRM V8	BRM 6	1-37.0
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PRACTICE CARS

4T	Lorenzo Bandini	Ferrari 156	1963	0003	Ferrari V6	Ferrari 5	1-35.0
26T	Joachim Bonnier	Cooper 66	1963	FI-2-63	Climax V8	Colotti 6	1-38.4

ALSO PRACTISED

2	Lorenzo Bandini	Ferrari 158	1964	0006	Ferrari V8	Ferrari 5	n/a
4	John Surtees	Ferrari 158	1964	0005	Ferrari V8	Ferrari 5	1-32.8

GRID

G.Hill	Clark	Gurney
1-31.4	1-31.3	1-31.2
	McLaren	Surtees
	1-33.3	1-32.8
Ginther	Brabham	Arundell
1-34.0	1-33.8	1-33.5
	Bandini	P.Hill
	1-35.0	1-34.8
Amon	Bonnier	Anderson
1-35.9	1-35.4	1-35.4
---	Hailwood	
	1-36.1	
Siffert	de Beaufort	Baghetti
1-44.0	1-39.9	1-38.0

Non-starters: reasons

30 practice accident

Leaders

1-80 Clark

Retirements

8 de Beaufort	valve
23 Gurney	steering wheel
25 Bandini	fuel injection pump
44 Brabham	ignition drive
57 Hailwood	crown wheel and pinion

RESULT

1	Clark	Lotus-Climax	2:07-35.4	98.02
2	Surtees	Ferrari	2:08-29.0	
3	Arundell	Lotus-Climax	79 laps	
4	G.Hill	BRM	79 laps	
5	Amon	Lotus-BRM	79 laps	
6	Anderson	Brabham-Climax	78 laps	
7	McLaren	Cooper-Climax	78 laps	
8	P.Hill	Cooper-Climax	76 laps	
9	Bonnier	Brabham-BRM	76 laps	
10	Baghetti	BRM	74 laps	
11	Ginther	BRM	64 laps	
12	Hailwood	Lotus-BRM	57 laps (retired)	
13	Siffert	Brabham-BRM	55 laps	

Fastest lap

Clark	Lotus-Climax	01-32.8	101.07
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Entrant

SEFAC Ferrari
 SEFAC Ferrari
 Owen Racing Organisation
 Owen Racing Organisation
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 Brabham Racing Organisation
 Brabham Racing Organisation
 Team Lotus
 Team Lotus
 Cooper Car Co
 Cooper Car Co
 Rob Walker Racing Team
 Ecurie Maarsbergen
 Scuderia Centro Sud
 DW Racing Enterprises
 Siffert Racing Team

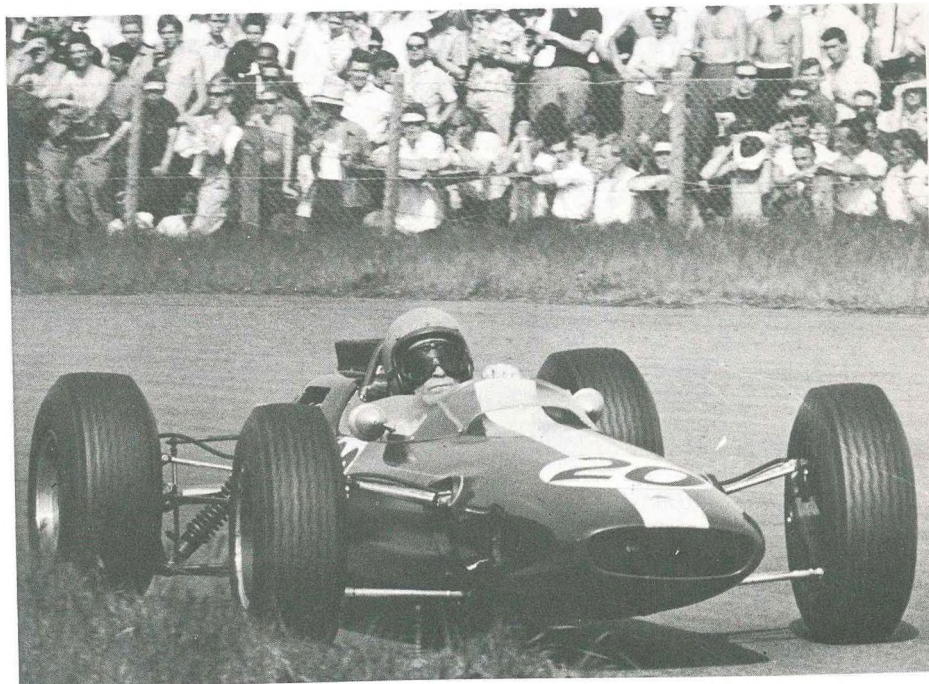
Scuderia Centro Sud

SEFAC Ferrari
 Rob Walker Racing Team

SEFAC Ferrari
 SEFAC Ferrari

COMMENTARY

With its fast, demanding swerves the Zandvoort circuit, set amongst the Dutch sand dunes, had always been very much a Jimmy Clark speciality and this year there was no-one to touch him over the full 80 laps of the Grand Prix. Surtees in a new V8 Ferrari trailed home second after Gurney's steering wheel broke (!) and Graham Hill's BRM suffered from vapour-locks in its fuel supply system. The Walker team had rebuilt their new Brabham BT11 after its Silverstone flare-up and Siffert had taken delivery of an identical car. The Cooper team were back to full strength with two T73s, Phil Hill's machine having been new at Monte Carlo, but after a promising start to the season it was clear that the Cooper star, once the brightest in the motor racing sky, was beginning to fade. In much deeper trouble, however, was the BRP team, which was running desperately short of vehicles and did not bother to enter. Maggs turned over his Centro Sud BRM in practice, without injury to himself and with comparatively little damage to the car. De Beaufort was still campaigning his old but reliable ex-Walker Porsche, now in its fifth season of racing (though it was an early retirement here) while a relative newcomer to the Grand Prix scene, young Chris Amon from New Zealand, distinguished himself by bringing his on-form Parnell Lotus 25 home in fifth place.



DUTCH GP: Arundell finished third in the No 2 Lotus, chassis 25/R4.

XXIII Grand Prix de Belgique

June 14 1964

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Graham Hill	BRM 261	1964	2615	BRM V8	BRM 6	3-52.7
2	Ritchie Ginther	BRM 261	1964	2613	BRM V8	BRM 6	3-57.2
3	Innes Ireland	BRP 1	1963	BRP-1-63	BRM V8	BRM 6	4-04.0
4	Trevor Taylor	BRP 2	1964	BRP-3-64	BRM V8	BRM 6	4-00.2
6	Giancarlo Baghetti	BRM 57	1961	5784	BRM V8	BRM 6	4-07.6
10	John Surtees	Ferrari 158	1964	0006	Ferrari V8	Ferrari 5	3-55.2
11	Lorenzo Bandini	Ferrari 158	1964	0005	Ferrari V8	Ferrari 5	3-58.8
14	Jack Brabham	Brabham BT7	1963	F1-2-63	Climax V8	Hewland 5	3-52.8
15	Dan Gurney	Brabham BT7	1963	F1-1-63	Climax V8	Hewland 5	3-50.9
16	Joachim Bonnier	Brabham BT11	1964	F1-4-64	BRM V8	Colotti 6	4-02.7
17	Jo Siffert	Brabham BT11	1964	F1-6-64	BRM V8	Colotti 6	4-02.7
20	Bruce McLaren	Cooper 73	1964	FI-1-64	Climax V8	Cooper 6	3-56.2
21	Phil Hill	Cooper 73	1964	FI-2-64	Climax V8	Cooper 6	4-02.8
23	Jim Clark	Lotus 25	1962	R6	Climax V8	ZF 5	3-57.5
24	Peter Arundell	Lotus 25	1962	R4	Climax V8	ZF 5	3-52.8
27	Chris Amon	Lotus 25	1962	R3	BRM V8	Hewland 5	4-00.1
28	Andre Pilette	Scirocco	1963	(02)	Climax V8	Colotti 6	4-22.9
29	Peter Revson	Lotus 24	1962	(24/P1)	BRM V8	Colotti 6	3-59.9

NON-STARTERS

7	Tony Maggs	BRM 57	1961	5785	BRM V8	BRM 6	4-07.8
8	Maurice Trintignant	BRM 57	1961	---	BRM V8	---	---
18	Bob Anderson	Brabham BT11	1964	F1-5-64	Climax V8	Hewland 5	4-08.5
19	Ronnie Bucknum	Honda RA271	1964	---	Honda V12	---	---
26	Mike Hailwood	Lotus 25	1962	R7	BRM V8	Hewland 5	---

PRACTICE CARS

11	Graham Hill	BRM 261	1964	2614	BRM V8	BRM 6	3-57.3
16	Joachim Bonnier	Cooper 66	1963	FI-2-63	Climax V8	Colotti 6	n/a
23	Jim Clark	Lotus 33	1964	R8	Climax V8	ZF 5	3-56.2

GRID

Gurney	G.Hill	Brabham
3-50.9	3-52.7	3-52.8
Arundell	Surtees	
3-52.8	3-55.2	
Clark	McLaren	Ginther
3-56.2	3-56.2	3-57.2
Bandini	Revson	
3-58.8	3-59.9	
Amon	T.Taylor	Siffert
4-00.1	4-00.2	4-02.7
Bonnier	P.Hill	
4-02.7	4-02.8	
Ireland	Baghetti	Pilette
4-04.0	4-07.6	4-22.9

Non-starters: reasons

7 engine damaged in practice
 8 withdrawn
 18 ignition trouble in practice
 19 car not ready
 26 driver unwell--car driven by Revson (No 29)

Leaders

1-2 Gurney
 3 Surtees
 4-29 Gurney
 30-31 G.Hill
 32 Clark

Retirements

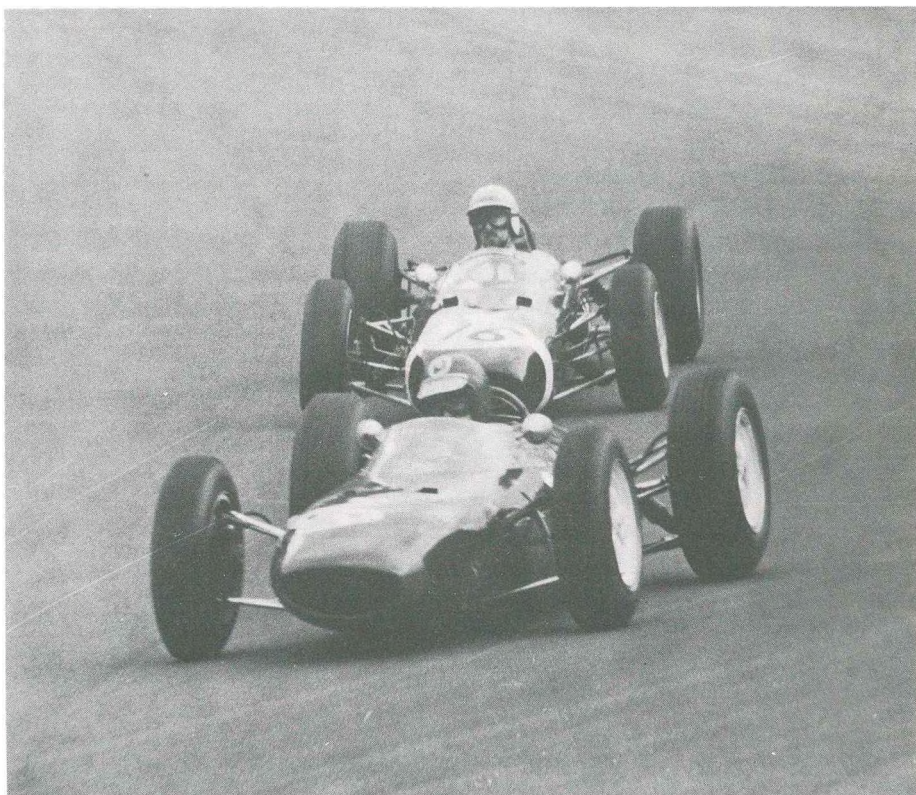
4 Surtees piston
 4 Amon con-rod
 8 Bonnier driver unwell
 11 Pilette engine
 12 Bandini no oil
 13 P.Hill con-rod
 14 Siffert piston
 28 Revson disqualified for push-start
 31 Gurney out of fuel
 31 G.Hill fuel pump

Entrant

Owen Racing Organisation
 Owen Racing Organisation
 British Racing Partnership
 British Racing Partnership
 Scuderia Centro Sud
 SEFAC Ferrari
 SEFAC Ferrari
 Brabham Racing Organisation
 Brabham Racing Organisation
 Rob Walker Racing Team
 Siffert Racing Team
 Cooper Car Co
 Cooper Car Co
 Team Lotus
 Team Lotus
 Reg Parnell (Racing)
 Equipe Scirocco Belge
 Reg Parnell (Racing)

Scuderia Centro Sud
 Maurice Trintignant
 DW Racing Enterprises
 Honda R & D Co
 Reg Parnell (Racing)

Owen Racing Organisation
 Rob Walker Racing Team
 Team Lotus



BELGIAN GP: Revson in his Lola-bodied Lotus 24 (the ex-Tim Parnell "home-built" chassis) leads Bonnier in the Rob Walker Brabham BT11.

RESULT

1 Clark	Lotus-Climax	2:06-40.5	132.79
2 McLaren	Cooper-Climax	2:06-43.9	
3 Brabham	Brabham-Climax	2:07-28.6	
4 Ginther	BRM	2:08-39.1	
5 G.Hill	BRM	31 laps (retired)	
6 Gurney	Brabham-Climax	31 laps (retired)	
7 T.Taylor	BRP-BRM	31 laps	
8 Baghetti	BRM	31 laps	
9 Arundell	Lotus-Climax	28 laps	
10 Ireland	BRP-BRM	28 laps	

Fastest lap

Gurney Brabham-Climax 03-49.2 137.60

COMMENTARY

Changes within the Grand Prix circus at Spa included Revson in the official Parnell team (Hailwood was unwell), Graham Hill on a new BRM No 2615 and Trevor Taylor on a new BRP No 3-64. Lotus had rebuilt the Type 33 crashed at Aintree and Clark was quicker in it than the Type 25 he chose to race, though not nearly as quick as he would have wished. The story of the race belongs to Gurney, who led as he liked until lap 30 when he pitted for more fuel, which the Brabham team simply didn't have to hand. At the start of the last lap the order was G.Hill, McLaren, Gurney (still very much in contention) and Clark, but during those fateful last 8½ miles Hill came to a standstill with his fuel pumps unable to pick up the last few gallons, Gurney ran completely out of fuel and McLaren found his engine running out of sparks as he rounded the final hairpin. All of which allowed the tenacious Clark, who had earlier made a pit stop for water, to inherit the lead in sight of the flag! There was utter confusion all round and Clark himself did not realise he had won until after he too had run out of petrol during his slowing-down lap.

L Grand Prix de l'A.C.F.

June 28 1964

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Jim Clark	Lotus 25	1962	R6	Climax V8	ZF 5	n/a
4	Peter Arundell	Lotus 25	1962	R4	Climax V8	ZF 5	2-11.6
8	Graham Hill	BRM 261	1964	2615	BRM V8	BRM 6	2-12.1
10	Ritchie Ginther	BRM 261	1964	2613	BRM V8	BRM 6	2-13.9
12	Bruce McLaren	Cooper 73	1964	FI-1-64	Climax V8	Cooper 6	2-12.4
14	Phil Hill	Cooper 73	1964	FI-2-64	Climax V8	Cooper 6	2-14.5
16	Innes Ireland	BRP 1	1963	BRP-1-63	BRM V8	BRM 6	2-14.8
18	Trevor Taylor	BRP 2	1964	BRP-3-64	BRM V8	BRM 6	2-14.9
20	Jack Brabham	Brabham BT7	1963	F1-2-63	Climax V8	Hewland 5	2-11.8
22	Dan Gurney	Brabham BT7	1963	F1-1-63	Climax V8	Hewland 5	2-10.1
24	John Surtees	Ferrari 158	1964	0006	Ferrari V8	Ferrari 5	2-11.1
26	Lorenzo Bandini	Ferrari 158	1964	0005	Ferrari V8	Ferrari 5	2-12.8
28	Maurice Trintignant	BRM 57	1961	5781	BRM V8	BRM 5	2-21.5
30	Jo Siffert	Brabham BT11	1964	F1-6-64	BRM V8	Colotti 6	2-23.6
32	Bob Anderson	Brabham BT11	1964	F1-5-64	Climax V8	Hewland 5	2-16.9
34	Chris Amon	Lotus 25	1962	R3	BRM V8	Hewland 5	2-16.4
36	Mike Hailwood	Lotus 25	1962	R7	BRM V8	Hewland 5	2-16.2

NON-STARTERS

6	Mike Spence	Lotus 25	1962	---	Climax V8	---	---
---	-------------	----------	------	-----	-----------	-----	-----

PRACTICE CARS

2T	Jim Clark	Lotus 33	1964	R8	Climax V8	ZF 5	2-09.6
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ALSO PRACTISED

36	Peter Revson	Lotus 25	1962	R7	BRM V8	Hewland 5	2-18.5
----	--------------	----------	------	----	--------	-----------	--------

GRID

Clark	Gurney	Surtees
2-09.6	2-10.1	2-11.1
Arundell	Brabham	
2-11.6	2-11.8	
G.Hill	McLaren	Bandini
2-12.1	2-12.4	2-12.8
Ginther	P.Hill	
2-13.9	2-14.5	
Ireland	T.Taylor	Hailwood
2-14.8	2-14.9	2-16.2
Amon	Anderson	
2-16.4	2-16.9	
Trintignant	Siffert	
2-21.5	2-23.6	

Non-starters: reasons

6 no car available

Leaders

1-30 Clark
31-57 Gurney

Retirements

4 Siffert clutch
5 T.Taylor brakes: accident
22 Surtees oil pipe
30 Clark piston
32 Ireland accident

RESULT

1	Gurney	Brabham-Climax	2:07-49.1	108.77
2	G.Hill	BRM	2:08-13.2	
3	Brabham	Brabham-Climax	2:08-14.0	
4	Arundell	Lotus-Climax	2:08-59.7	
5	Ginther	BRM	2:10-01.2	
6	McLaren	Cooper-Climax	56 laps	
7	P.Hill	Cooper-Climax	56 laps	
8	Hailwood	Lotus-BRM	56 laps	
9	Bandini	Ferrari	55 laps	
10	Amon	Lotus-BRM	53 laps	
11	Trintignant	BRM	52 laps	
12	Anderson	Brabham-Climax	50 laps	
<i>Fastest lap</i>				
	Brabham	Brabham-Climax	02-11.4	111.37

Entrant

Team Lotus
 Team Lotus
 Owen Racing Organisation
 Owen Racing Organisation
 Cooper Car Co
 Cooper Car Co
 British Racing Partnership
 British Racing Partnership
 Brabham Racing Organisation
 Brabham Racing Organisation
 SEFAC Ferrari
 SEFAC Ferrari
 Maurice Trintignant
 Siffert Racing Team
 DW Racing Enterprises
 Reg Parnell (Racing)
 Reg Parnell (Racing)

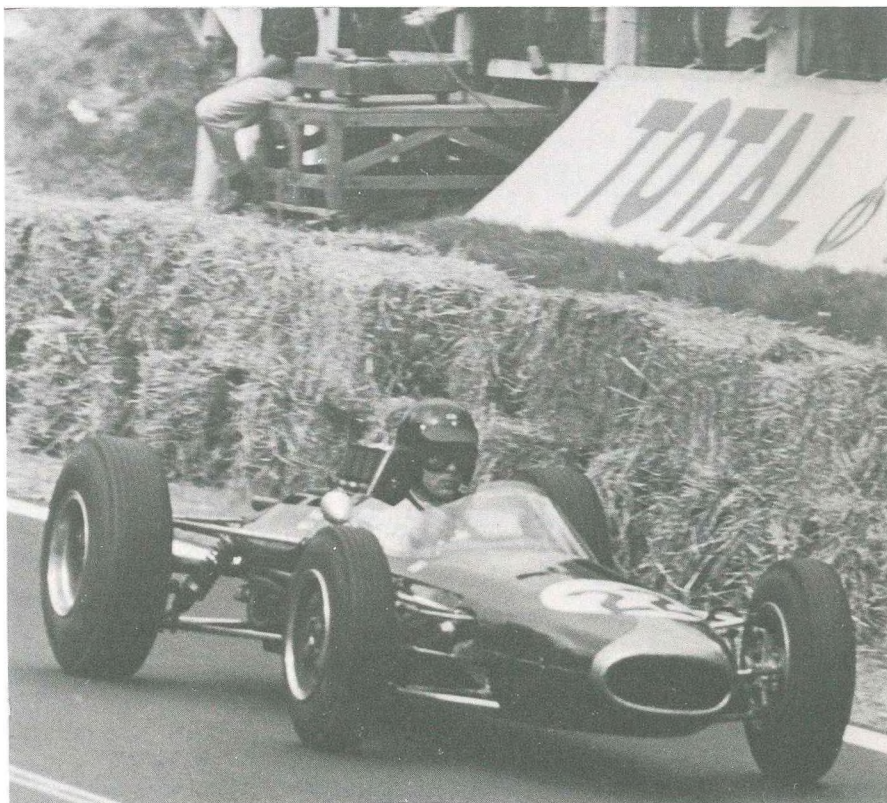
Team Lotus

Team Lotus

Reg Parnell (Racing)

COMMENTARY

Dan Gurney avenged his defeat in the dramatic Belgian GP with a fine win at Rouen, providing the Brabham team with their first Grande Epreuve victory. He had to await Clark's retirement first, however, the Lotus 25 going out on lap 31 with piston failure. Ironically it was because the engine in his faster car, the Lotus 33, was considered suspect before the start that Clark took the Type 25 for the race, but for once he had made the wrong decision. Graham Hill just pipped Brabham for second place after a bitter struggle which at one time involved Arundell as well. The Ferrari team had a miserable time and at this stage of the season Surtees appeared to be well out of the championship hunt, while the BRP drivers gave their mechanics more work by both having accidents, though in Taylor's case the cause was brake failure rather than "pilot error".



FRENCH GP: Dan Gurney made up for his cruel defeat at Spa with a stirring win at Rouen in his works Brabham BT7. This car became Hulme's in 1965.

XVII R.A.C. British Grand Prix

July 11 1964

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jim Clark	Lotus 25	1962	R6	Climax V8	ZF 5	1-38.1
2	Mike Spence	Lotus 25	1962	R4	Climax V8	ZF 5	1-41.4
3	Graham Hill	BRM 261	1964	2614	BRM V8	BRM 6	1-38.3
4	Ritchie Ginther	BRM 261	1964	2613	BRM V8	BRM 6	1-41.6
5	Jack Brabham	Brabham BT7	1963	F1-2-63	Climax V8	Hewland 5	1-38.5
6	Dan Gurney	Brabham BT7	1963	F1-1-63	Climax V8	Hewland 5	1-38.4
7	John Surtees	Ferrari 158	1964	0006	Ferrari V8	Ferrari 5	1-38.7
8	Lorenzo Bandini	Ferrari 156	1963	0004	Ferrari V6	Ferrari 5	1-40.2
9	Bruce McLaren	Cooper 73	1964	FI-1-64	Climax V8	Cooper 6	1-39.6
10	Phil Hill	Cooper 73	1964	FI-2-64	Climax V8	Cooper 6	1-42.6
11	Innes Ireland	BRP 2	1964	BRP-2-64	BRM V8	BRM 6	1-40.8
12	Trevor Taylor	Lotus 24	1962	945	BRM V8	Colotti 6	1-42.8
14	Mike Hailwood	Lotus 25	1962	R7	BRM V8	Hewland 5	1-41.4
15	Chris Amon	Lotus 25	1962	R3	BRM V8	Hewland 5	1-41.2
16	Joachim Bonnier	Brabham BT11	1964	F1-4-64	BRM V8	Colotti 6	1-40.2
17	Tony Maggs	BRM 57	1961	5785	BRM V8	BRM 6	1-45.0
18	Giancarlo Baghetti	BRM 57	1961	5784	BRM V8	BRM 6	1-43.4
19	Bob Anderson	Brabham BT11	1964	F1-5-64	Climax V8	Hewland 5	1-39.8
20	Jo Siffert	Brabham BT11	1964	F1-6-64	BRM V8	Colotti 6	1-42.8
22	John Taylor	Cooper 71/73	1964	F1-3-64	Ford 4	Hewland 5	1-43.2
23	Ian Raby	Brabham BT3	1962	F1-1-62	BRM V8	Colotti 6	1-42.8
24	Peter Revson	Lotus 24	1962	(24/P1)	BRM V8	Colotti 6	1-43.4
26	Frank Gardner	Brabham BT10	1964	F2-4-64	Ford 4	Hewland 5	1-43.0

NON-STARTERS

21	Richard Attwood	BRM 67 fwd	1964	671	BRM V8	BRM 5	1-45.2
25	Maurice Trintignant	BRM 57	1961	5781	BRM V8	BRM 5	1-54.4

PRACTICE CARS

1	Jim Clark	Lotus 33	1964	R8	Climax V8	ZF 5	1-38.6
3T	Graham Hill	BRM 261	1964	2615	BRM V8	BRM 6	1-38.6
12	Trevor Taylor	BRP 2	1964	BRP-3-64	BRM V8	BRM 6	1-40.6
16	Joachim Bonnier	Cooper 66	1963	FI-2-63	Climax V8	Colotti 6	1-43.4

ALSO PRACTISED

1	Mike Spence	Lotus 25	1962	R6	Climax V8	ZF 5	1-42.0
8	John Surtees	Ferrari 156	1963	0004	Ferrari V6	Ferrari 5	1-39.0
10	Bruce McLaren	Cooper 73	1964	FI-2-64	Climax V8	Cooper 6	¼ lap

GRID

Gurney	G.Hill	Clark
1-38.4	1-38.3	1-38.1
Surtees	Brabham	
1-38.7	1-38.5	
Bandini	Anderson	McLaren
1-40.2	1-39.8	1-39.6
Ireland	Bonnier	
1-40.8	1-40.2	
Spence	Hailwood	Amon
1-41.4	1-41.4	1-41.2
P.Hill	Ginther	
1-42.6	1-41.6	
T.Taylor	Raby	Siffert
1-42.8	1-42.8	1-42.8
J.Taylor	Gardner	
1-43.2	1-43.0	
Maggs	Revson	Baghetti
1-45.0	1-43.4	1-43.4

Non-starters: reasons

21 withdrawn after practice
25 excluded

Leaders

1-80 Clark

Retirements

0 Gardner accident on grid
7 McLaren gearbox
10 Amon clutch
17 Hailwood oil pipe
23 T.Taylor driver unwell following practice accident (in BRP-3-64)
37 Raby accident
38 Maggs gearbox
44 Revson gear selectors
46 Bonnier brake pipe

Entrant

Team Lotus
 Team Lotus
 Owen Racing Organisation
 Owen Racing Organisation
 Brabham Racing Organisation
 Brabham Racing Organisation
 SEFAC Ferrari
 SEFAC Ferrari
 Cooper Car Co
 Cooper Car Co
 British Racing Partnership
 British Racing Partnership
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 Rob Walker Racing Team
 Scuderia Centro Sud
 Scuderia Centro Sud
 DW Racing Enterprises
 Siffert Racing Team
 Gerard Racing
 Ian Raby (Racing)
 Revson Racing (America)
 John Willment Automobiles

Owen Racing Organisation
 Maurice Trintignant

Team Lotus
 Owen Racing Organisation
 British Racing Partnership
 Rob Walker Racing Team

Team Lotus
 SEFAC Ferrari
 Cooper Car Co

COMMENTARY

It had been some time since a Formula One race had been held on the Brands Hatch circuit and much acclimatisation had to be completed by most teams, but the old 2½ litre record of 1-40.2 was comfortably beaten both in practice and the Grand Prix itself so that there was really no doubt that the advances made in chassis and suspension design more than compensated for the diminished horsepower of the 1,500 cc cars.

The hapless BRP team received another setback during practice when Trevor Taylor's foot slipped off the brake pedal of 3-64, the car being severely damaged in the ensuing accident. Taylor was more or less OK and the BRP folk produced yet another of their old Lotus 24s for him to race. BRM had prepared a four-wheel-drive car, the P67, which Attwood practised for experimentation purposes, but there was no serious idea of racing the car, which in fact did not appear again in F1 competition. John Willment had screwed a potent Ford four-cylinder motor in the back of a F2 Brabham chassis to give Frank Gardner his first F1 drive, but unhappily the car was shunted out of the race in a start line accident. Ferrari were down to a single V8 for Surtees and a V6 for Bandini and Clark found that the Type 25 Lotus a better prospect at Brands than his newer Type 33. Trintignant suffered engine bothers with his BRM and did not qualify, but Bob Anderson surprised a lot of the pundits by practising seventh fastest.

The race order as far as the first two places did not alter after the second lap between Clark (first) and G.Hill (second), but there was rarely more than five seconds between the two throughout and truly the chase of the Lotus by the BRM provided a classic contest.

An event worth noting was the first public appearance of Jackie Stewart in a F1 car, the young Scot practising the Type 33 Lotus in a special "unofficial" session.

RESULT

1 Clark	Lotus-Climax	2:15-07.0	94.14
2 G.Hill	BRM	2:15-09.8	
3 Surtees	Ferrari	2:16-27.6	
4 Brabham	Brabham-Climax	79 laps	
5 Bandini	Ferrari	78 laps	
6 P.Hill	Cooper-Climax	78 laps	
7 Anderson	Brabham-Climax	78 laps	
8 Ginther	BRM	77 laps	
9 Spence	Lotus-Climax	77 laps	
10 Ireland	BRP-BRM	77 laps	
11 Siffert	Brabham-BRM	76 laps	
12 Baghetti	BRM	76 laps	
13 Gurney	Brabham-Climax	75 laps	
14 J.Taylor	Cooper-Ford	56 laps	

Fastest lap

Clark Lotus-Climax 01-38.8 96.56

Picture: page 195.

XIV Grosser Preis der Solitude

July 19 1964

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jack Brabham	Brabham BT7	1963	F1-2-63	Climax V8	Hewland 5	3-56.3
3	Innes Ireland	BRP 2	1964	BRP-2-64	BRM V8	BRM 6	3-57.4
4	Trevor Taylor	Lotus 24	1962	945	BRM V8	Colotti 6	3-56.4
5	Bob Anderson	Brabham BT11	1964	F1-5-64	Climax V8	Hewland 5	3-55.7
6	Jim Clark	Lotus 33	1964	R8	Climax V8	ZF 5	3-49.6
7	Gerhard Mitter	Lotus 25	1962	R4	Climax V8	ZF 5	3-59.5
8	Mike Spence	Lotus 25	1962	R6	Climax V8	ZF 5	3-55.6
9	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	4-17.0
10	Mike Hailwood	Lotus 25	1962	R7	BRM V8	Hewland 5	3-55.3
11	Chris Amon	Lotus 25	1962	R3	BRM V8	Hewland 5	3-58.8
12	Peter Revson	Lotus 24	1962	(24/P1)	BRM V8	Colotti 6	3-59.6
14	Graham Hill	BRM 261	1964	2615	BRM V8	BRM 6	3-52.8
16	Jo Siffert	Brabham BT11	1964	F1-6-64	BRM V8	Colotti 6	3-56.7
17	Joachim Bonnier	Brabham BT11	1964	F1-4-64	BRM V8	Colotti 6	3-59.4
18	Joachim Diel	BKL Lotus 18	1960	914	Borgward 4	Lotus 5	4-18.4
19	Ernst Maring	BKL Lotus 18	1960	919	Borgward 4	Lotus 5	4-30.8
20	John Surtees	Ferrari 158	1964	0006	Ferrari V8	Ferrari 5	3-49.8
21	Lorenzo Bandini	Ferrari 156	1963	0003	Ferrari V6	Ferrari 5	3-54.2

NON-STARTERS

2	Dan Gurney	Brabham BT7	1963	---	Climax V8	---	---
15	Richard Attwood	BRM 261	1964	---	BRM V8	---	---

PRACTICE CARS

14	Graham Hill	BRM 261	1964	2614	BRM V8	BRM 6	n/a
17	Joachim Bonnier	Cooper 66	1963	FI-2-63	Climax V8	Colotti 6	n/a

ALSO PRACTISED

7	Mike Spence	Lotus 25	1962	R4	Climax V8	ZF 5	n/a
8	Jim Clark	Lotus 25	1962	R6	Climax V8	ZF 5	n/a
21	John Surtees	Ferrari 156	1963	0003	Ferrari V6	Ferrari 5	n/a

GRID

G.Hill	Surtees	Clark
3-52.8	3-49.8	3-49.6
Hailwood	Bandini	
3-55.3	3-54.2	
Brabham	Anderson	Spence
3-56.3	3-55.7	3-55.6
Siffert	T.Taylor	
3-56.7	3-56.4	
Bonnier	Amon	Ireland
3-59.4	3-58.8	3-57.4
Revson	Mitter	
3-59.6	3-59.5	
Maring	Diel	de Beaufort
4-30.8	4-18.4	4-17.0

Non-starters: reasons

2 withdrawn
15 driver racing elsewhere

Leaders

1-9 Surtees
10-11 Clark
12-15 Surtees
16-20 Clark

Retirements

0 Bandini accident
0 Brabham accident
0 Amon accident
0 Mitter accident
0 Diel accident
0 G.Hill accident
0 Ireland accident
4 Spence accident (steering arm)

RESULT

1	Clark	Lotus-Climax	1:33-02.2	91.5
2	Surtees	Ferrari	1:33-12.6	
3	Anderson	Brabham-Climax	19 laps	
4	Revson	Lotus-BRM	19 laps	
5	Bonnier	Brabham-BRM	19 laps	
6	T.Taylor	Lotus-BRM	18 laps	
7	Siffert	Brabham-BRM	18 laps	
8	de Beaufort	Porsche	18 laps	
9	Hailwood	Lotus-BRM	16 laps	
10	Maring	BKL-Borgward	16 laps	
<i>Fastest lap</i>				
	Clark	Lotus-Climax	03-58.7	106.99

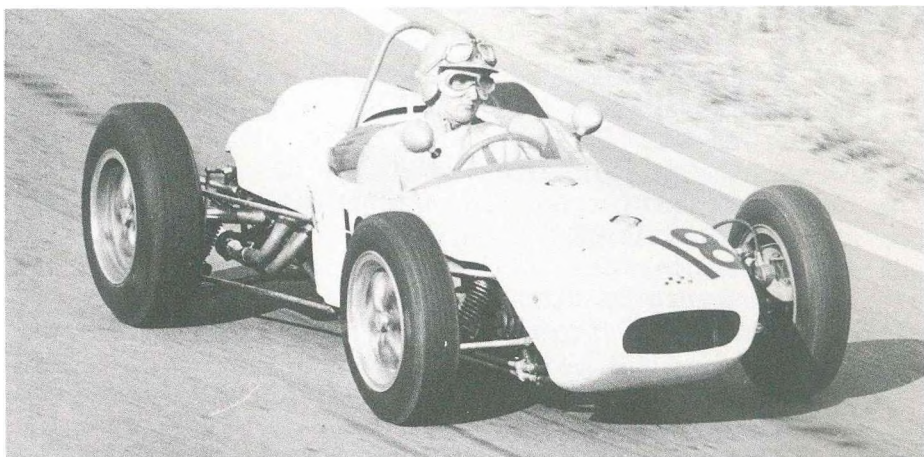
Entrant

Brabham Racing Organisation
 British Racing Partnership
 British Racing Partnership
 DW Racing Enterprises
 Team Lotus
 Team Lotus
 Team Lotus
 Ecurie Maarsbergen
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 Revson Racing (America)
 Owen Racing Organisation
 Siffert Racing Team
 Rob Walker Racing Team
 Kurt Kuhnke
 Kurt Kuhnke
 SEFAC Ferrari
 SEFAC Ferrari

Brabham Racing Organisation
 Owen Racing Organisation

Owen Racing Organisation
 Rob Walker Racing Team

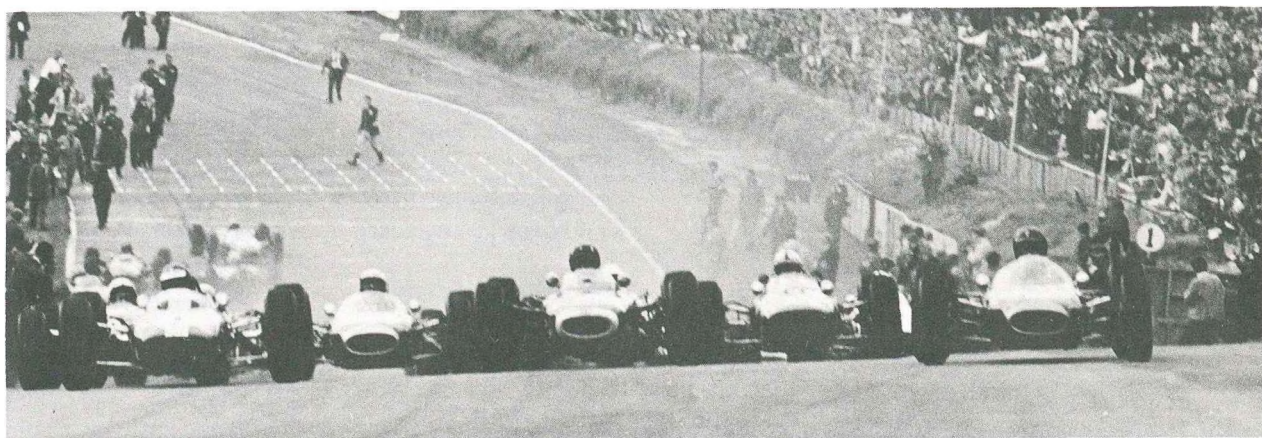
Team Lotus
 Team Lotus
 SEFAC Ferrari



SOLITUDE GP: Rare photographs of the two BKL-Borgwards of Diel (top) and Maring. Diel's car was ex-Seidel and Maring's ex-Ashmore, both being Lotus 18s basically.

COMMENTARY

The opening lap of this well-supported event was one of the hairiest on record, with no fewer than seven cars going off on a track awash with rain water. Racing drivers in 1964 were still learning about coping with wide tyres on a wet track and it was remarkable that not one was injured. The cars, of course, were badly bent about, Hill's BRM actually chopping down a telegraph pole, but all appeared later in the year, rebuilt once more. Meanwhile Clark and Surtees, renowned wet weather drivers, remained unperturbed and proceeded to swap places for the lead throughout the race, the track being dry again by the end. Anderson finished a fine third and Revson a notable fourth, while the German Maring actually stayed on the road (he was going slowly enough!) to finish tenth and last; his team-mate in the Borgward-engined "BKL" Lotus 18 was a German Army helicopter pilot named Joachim Diel who raced under the curious pseudonym of "Parker".



BRITISH GP (pages 192-193): The start, with Gurney on the right taking the initiative from G.Hill (centre) and Clark (left). Back on the grid Gardner's four-cylinder Brabham can be seen facing the wrong way, already out of the race.

XXVI Grosser Preis von Deutschland

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jim Clark	Lotus 33	1964	R9	Climax V8	ZF 5	08-38.8
2	Mike Spence	Lotus 33	1964	R8	Climax V8	ZF 5	09-09.9
3	Graham Hill	BRM 261	1964	2614	BRM V8	BRM 6	08-43.8
4	Ritchie Ginther	BRM 261	1964	2613	BRM V8	BRM 6	08-57.9
5	Dan Gurney	Brabham BT7	1963	F1-1-63	Climax V8	Hewland 5	08-39.3
6	Jack Brabham	Brabham BT7	1963	F1-2-63	Climax V8	Hewland 5	08-46.6
7	John Surtees	Ferrari 158	1964	0005	Ferrari V8	Ferrari 5	08-38.4
8	Lorenzo Bandini	Ferrari 156	1963	0004	Ferrari V6	Ferrari 5	08-42.6
9	Bruce McLaren	Cooper 73	1964	FI-1-64	Climax V8	Cooper 6	08-47.1
10	Phil Hill	Cooper 73	1964	FI-2-64	Climax V8	Cooper 6	08-52.7
11	Joachim Bonnier	Brabham BT11	1964	F1-4-64	BRM V8	Colotti 6	09-01.3
12	Edgar Barth	Cooper 66	1963	FI-2-63	Climax V8	Colotti 6	09-14.2
14	Chris Amon	Lotus 25	1962	R3	BRM V8	Hewland 5	08-54.0
15	Mike Hailwood	Lotus 25	1962	R7	BRM V8	Hewland 5	09-01.9
16	Bob Anderson	Brabham BT11	1964	F1-5-64	Climax V8	Hewland 5	09-07.5
18	Giancarlo Baghetti	BRM 57	1961	5784	BRM V8	BRM 6	09-14.6
19	Jo Siffert	Brabham BT11	1964	F1-6-64	BRM V8	Colotti 6	08-56.9
20	Ronnie Bucknum	Honda RA271	1964	RA271-1	Honda V12	Honda 6	09-34.3
22	Maurice Trintignant	BRM 57	1961	5781	BRM V8	BRM 5	09-06.8
23	Gerhard Mitter	Lotus 25	1962	R6	Climax V8	ZF 5	09-14.1
26	Tony Maggs	BRM 57	1961	5785	BRM V8	BRM 6	09-09.6
27	Peter Revson	Lotus 24	1962	(24/P1)	BRM V8	Colotti 6	09-13.0

NON-STARTERS

17	Jochen Rindt	---	---	---	---	---	---
21	Richard Attwood	BRM 67 fwd	1964	671	BRM V8	---	---
28	Andre Pilette	Scirocco	1963	(02)	Climax V8	Colotti 6	10-29.4
29	Carel de Beaufort	Porsche 718	1959	201	Porsche F4	Porsche 6	09-37.9

PRACTICE CARS

7T	John Surtees	Ferrari 158	1964	0006	Ferrari V8	Ferrari 5	½ lap
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ALSO PRACTISED

2	Jim Clark	Lotus 33	1964	R8	Climax V8	ZF 5	09-04.1
23	Jim Clark	Lotus 25	1962	R6	Climax V8	ZF 5	n/a
23	Mike Spence	Lotus 25	1962	R6	Climax V8	ZF 5	n/a

GRID

Bandini	Gurney	Clark	Surtees
8-42.6	8-39.3	8-38.8	8-38.4
McLaren	Brabham	G.Hill	
8-47.1	8-46.6	8-43.8	
Ginther	Siffert	Amon	P.Hill
8-57.9	8-56.9	8-54.0	8-52.7
Trintignant	Hailwood	Bonnier	
9-06.8	9-01.9	9-01.3	
Revson	Spence	Maggs	Anderson
9-13.0	9-09.9	9-09.6	9-07.5
Baghetti	Barth	Mitter	
9-14.6	9-14.2	9-14.1	
		Bucknum	
		9-34.3	

Non-starters: reasons

17 withdrawn
 21 car not ready
 28 excluded
 29 fatal accident in practice

Leaders

1 Clark
 2-3 Surtees
 4 Gurney
 5-15 Surtees

Retirements

0 Bonnier electrics
 0 Hailwood engine
 1 P.Hill valve
 2 Baghetti throttle linkage
 3 Barth clutch
 4 Anderson suspension
 4 McLaren valve spring
 7 Clark valve gear
 10 Revson accident
 11 Bucknum accident
 11 Brabham crown wheel and pinion
 12 Amon suspension

Entrant

Team Lotus
 Team Lotus
 Owen Racing Organisation
 Owen Racing Organisation
 Brabham Racing Organisation
 Brabham Racing Organisation
 SEFAC Ferrari
 SEFAC Ferrari
 Cooper Car Co
 Cooper Car Co
 Rob Walker Racing Team
 Rob Walker Racing Team
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 DW Racing Enterprises
 Scuderia Centro Sud
 Siffert Racing Team
 Honda R & D Co
 Maurice Trintignant
 Team Lotus
 Scuderia Centro Sud
 Revson Racing (America)

Ford Co of Austria
 Owen Racing Organisation
 Equipe Scirocco Belge
 Ecurie Maarsbergen

SEFAC Ferrari

Team Lotus
 Team Lotus
 Team Lotus

COMMENTARY

There was much excitement at the Nurburgring with the appearance of Japan's first ever Formula One contender, the V12-cylinder Honda RA271. The car had been entered for the Belgian GP at Spa but naturally enough teething troubles had delayed its debut, but really the Japanese team jumped in at the deep end by choosing to run the car at the long and difficult Eifel circuit, especially as its driver, the American Ronnie Bucknum, was grossly short of experience at this level of motor sport. As things turned out Bucknum wrecked the car, but not before showing a spark or two of promise of better things to come. Mystified that the Type 33 had not shown any real improvement over the Type 25, Lotus had built a second example which was given to Clark, leaving Spence (replacing Arundell, who had been injured in a F2 race at Reims) to drive the original car, though both drivers also tried the type 25 "hack" in practice. Fortunately the Type 33 models proved quicker on this occasion, which allowed local hero Gerhard Mitter to take the spare machine. Another German, the veteran Edgar Barth, was provided with the spare Walker Cooper T66 and Trintignant, in his last season of racing, not only qualified his old BRM but brought it home in fifth place. Clark was delayed first by gearbox trouble and then, more permanently, by engine trouble, leaving Surtees to demonstrate his mastery of the circuit by leaving everyone else well behind. Bandini was impressive in third place and Siffert's morale was boosted by a well-deserved fourth position. Hill was lucky to finish second as his BRM had developed a misfire. A sad accident in practice robbed motor racing of one of its staunchest owner-drivers, the genial Dutchman Carel Godin de Beaufort, whose ex-Walker four-cylinder Porsche competed in a record 46 events in the 1½ litre formula.

RESULT

1 Surtees	Ferrari	2:12-04.8	96.57
2 G.Hill	BRM	2:13-20.4	
3 Bandini	Ferrari	2:16-57.6	
4 Siffert	Brabham-BRM	2:17-27.9	
5 Trintignant	BRM	14 laps	
6 Maggs	BRM	14 laps	
7 Ginther	BRM	14 laps	
8 Spence	Lotus-Climax	14 laps	
9 Mitter	Lotus-Climax	14 laps	
10 Gurney	Brabham-Climax	14 laps	
11 Amon	Lotus-BRM	12 laps (retired)	
12 Brabham	Brabham-Climax	11 laps (retired)	
13 Bucknum	Honda	11 laps (retired)	
14 Revson	Lotus-BRM	10 laps (retired)	

Fastest lap

Surtees Ferrari 08-39.0 98.30

Picture: page 199.

III Gran Premio del Mediterraneo

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Luigi Malanca	Lotus 27	1963	27-JM-10	Ford 4	Hewland 5	1-33.5
4	Jackie Epstein	BRM 48/57	1961	573	BRM V8	BRM 5	1-30.2
6	Mike Spence	Lotus 25	1962	R4	Climax V8	ZF 5	1-18.4
8	Mike Hailwood	Lotus 25	1962	R7	BRM V8	Hewland 5	1-19.7
10	Jim Clark	Lotus 25	1962	R6	Climax V8	ZF 5	1-18.2
12	Peter Revson	Lotus 24	1962	(24/P1)	BRM V8	Colotti 6	1-21.0
14	Andre Pilette	Scirocco	1963	(02)	Climax V8	Colotti 6	1-26.2
16	Jo Siffert	Brabham BT11	1964	F1-6-64	BRM V8	Colotti 6	1-17.1
22	Frank Gardner	Brabham BT10	1964	F2-4-64	Ford 4	Hewland 5	1-23.4
24	Paul Hawkins	Lola 55	1964	SL/2-64	Cosworth 4	Hewland 5	1-23.1
28	Innes Ireland	BRP 2	1964	BRP-2-64	BRM V8	BRM 6	1-18.3
30	Trevor Taylor	BRP 1	1963	BRP-1-63	BRM V8	BRM 6	1-17.2
36	John Taylor	Cooper 60	1962	FI-17-61	Climax V8	Cooper 6	1-22.9
38	Chris Amon	Lotus 25	1962	R3	BRM V8	Hewland 5	1-19.3

NON-STARTERS

18	Bob Anderson	Brabham BT11	1964	---	Climax V8	---	---
20	Jean-Claude Rudaz	Cooper 60	1962	FI-18-61	Climax V8	Cooper 6	1-21.6
26	Brian Gubby	Lotus 24	1962	943	Climax V8	Colotti 5	1-20.0
32	Giacomo Russo	Lotus 24	1962	---	---	---	---
34	Ian Raby	Brabham BT3	1962	FI-1-62	BRM V8	---	---

ALSO PRACTISED

30	Innes Ireland	BRP 1	1963	BRP-1-63	BRM V8	BRM 6	n/a
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GRID

Clark	T. Taylor	Siffert
1-18.2	1-17.2	1-17.1
Spence	Ireland	
1-18.4	1-18.3	
---	Hailwood	Amon
	1-19.7	1-19.3
J. Taylor	Revson	
1-22.9	1-21.0	
Pilette	Gardner	Hawkins
1-26.2	1-23.4	1-23.1
Malanca	Epstein	
1-33.5	1-30.2	

Non-starters: reasons

18	withdrawn
20	engine trouble in practice
26	practice accident
32	no car available
34	withdrawn

Leaders

1-2	Clark
3-16	Siffert
17-18	Ireland
19-60	Siffert

Retirements

4	Hailwood	accident
7	Malanca	oil pressure
16	Hawkins	gearbox
20	T. Taylor	radius arm
23	Gardner	piston

RESULT

1	Siffert	Brabham-BRM	1:17-59.3	137.88
2	Clark	Lotus-Climax	1:17-59.4	
3	Ireland	BRP-BRM	1:18-01.4	
4	Amon	Lotus-BRM	59 laps	
5	Spence	Lotus-Climax	58 laps	
6	Revson	Lotus-BRM	58 laps	
7	J. Taylor	Cooper-Climax	57 laps	
8	Pilette	Scirocco-Climax	54 laps	
9	Epstein	BRM	50 laps	

Fastest lap

Spence	Lotus-Climax	01-16.0
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Entrant

Luigi Malanca
 Epstein-Eyre Racing Team
 Team Lotus
 Reg Parnell (Racing)
 Team Lotus
 Revson Racing (America)
 Equipe Scirocco Belge
 Siffert Racing Team
 John Willment Automobiles
 John Willment Automobiles
 British Racing Partnership
 British Racing Partnership
 Gerard Racing
 Reg Parnell (Racing)

DW Racing Enterprises
 Fabre Urbain
 Brian Gubby
 Scuderia Sorocaima
 Ian Raby (Racing)

British Racing Partnership

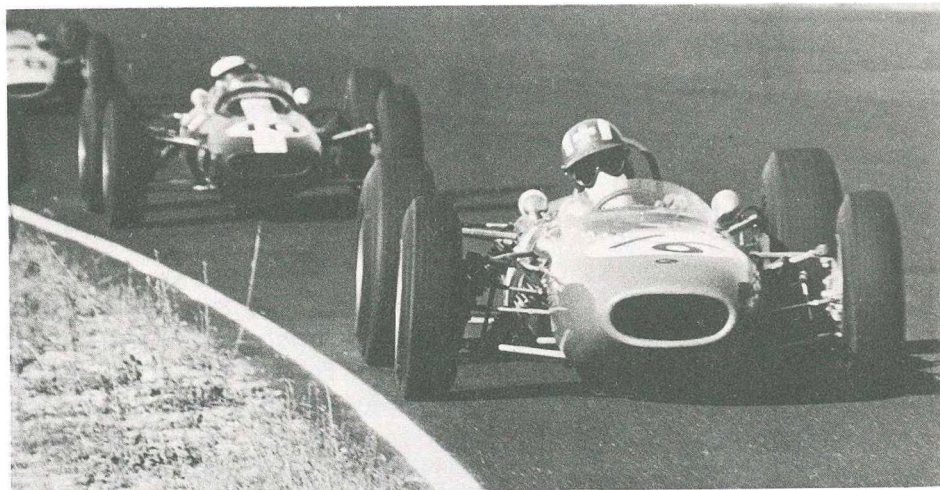
COMMENTARY

The Swiss driver Jo Siffert made an indelible mark on the Formula One scene with this race, not only winning the event but beating Jim Clark--albeit by the narrowest of margins--in so doing. The 179-mile blind round the Pergusa lake featured the sort of close racing often seen at ultra-fast circuits, and with only two corners less than flat-out the principle requirements of a driver were guts and determination rather than outright skill, although anyone not familiar with the art of slipstreaming might as well pack up and go home.

The entry did not follow the established pattern for apart from the Lotus and BRP teams there was no works participation. The John Willment equipe had stayed on in Sicily following a Formula Two meeting the week before and the cars were the same, save for the Cosworth SCA one-litre engine in Gardner's Brabham having been swapped for the team's 1½ litre Ford unit. Italian Luigi Malanca was another with a F2-based car, this one powered by what "Motoring News" described as "a Ford Cobra engine of unknown capacity". Jackie Epstein was giving his old BRM P48/57 another (and as it turned out last) run in F1 while Bob Gerard had bought an ex-works Cooper T60 from Mario Cabral (last seen in practice for the Aintree 200, when Cabral's mechanic forgot to bless the gearbox with any oil!) and John Taylor was driving it. The other T60 entered, that of Rudaz, suffered engine failure and was unable to start. A British newcomer to the F1 circus, and not going all that slowly either, was Brian Gubby who had acquired an ex-UDT, ex-Parnell Lotus 24 (No 943). Sadly the car spun off in practice and was slightly damaged. More dramatic was Hailwood's accident during the race, when his Parnell Lotus 25 finished up in the lake.



GERMAN GP (pages 196-197): Winner Surtees (Ferrari V8 leads Gurney's Brabham BT7 into the South Curve.



MEDITERRANEAN GP: Siffert in his red Brabham-BRM BT11 establishes himself ahead of Clark in Lotus 25/R6. The Lotus was used successfully until the end of the 1.5 litre formula, at which point it was sold to Jo Bonnier. The Brabham was written-off at Goodwood in 1965 when entered by Rob Walker.

II Grosser Preis von Osterreich

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jim Clark	Lotus 33	1964	R9	Climax V8	ZF 5	1-10.21
2	Mike Spence	Lotus 33	1964	R8	Climax V8	ZF 5	1-11.00
3	Graham Hill	BRM 261	1964	2615	BRM V8	BRM 6	1-09.84
4	Ritchie Ginther	BRM 261	1964	2613	BRM V8	BRM 6	1-10.40
5	Dan Gurney	Brabham BT7	1963	F1-1-63	Climax V8	Hewland 5	1-10.40
6	Jack Brabham	Brabham BT11	1964	F1-1-64	Climax V8	Hewland 5	1-10.57
7	John Surtees	Ferrari 158	1964	0005	Ferrari V8	Ferrari 5	1-10.12
8	Lorenzo Bandini	Ferrari 156	1963	0004	Ferrari V6	Ferrari 5	1-10.63
9	Bruce McLaren	Cooper 73	1964	FI-1-64	Climax V8	Cooper 6	1-11.25
10	Phil Hill	Cooper 66	1963	FI-6-63	Climax V8	Cooper 6	1-13.15
11	Joachim Bonnier	Brabham BT7	1963	F1-2-63	Climax V8	Colotti 6	1-11.59
12	Jochen Rindt	Brabham BT11	1964	F1-4-64	BRM V8	Colotti 6	1-12.00
14	Innes Ireland	BRP 2	1964	BRP-2-64	BRM V8	BRM 6	1-11.60
15	Trevor Taylor	BRP 1	1963	BRP-1-63	BRM V8	BRM 6	1-12.23
16	Chris Amon	Lotus 25	1962	R4	Climax V8	ZF 5	1-12.28
17	Mike Hailwood	Lotus 25	1962	R3	BRM V8	Hewland 5	1-12.40
18	Giancarlo Baghetti	BRM 57	1961	5784	BRM V8	BRM 6	1-12.10
19	Tony Maggs	BRM 57	1961	5785	BRM V8	BRM 6	1-12.40
20	Jo Siffert	Brabham BT11	1964	F1-6-64	BRM V8	Colotti 6	1-11.82
22	Bob Anderson	Brabham BT11	1964	F1-5-64	Climax V8	Hewland 5	1-12.04

NON-STARTERS

21	Maurice Trintignant	BRM 57	1961	5781	BRM V8	---	---
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PRACTICE CARS

1T	Jim Clark	Lotus 25	1962	R6	Climax V8	ZF 5	n/a
7T	John Surtees	Ferrari 158	1964	0006	Ferrari V8	Ferrari 5	n/a
10	Phil Hill	Cooper 73	1964	FI-2-64	Climax V8	Cooper 6	½ lap

GRID

G.Hill	Surtees	Clark	Gurney
1-09.84	1-10.12	1-10.21	1-10.40
	Ginther	Brabham	Bandini
	1-10.40	1-10.57	1-10.63
Spence	McLaren	Bonnier	Ireland
1-11.00	1-11.25	1-11.59	1-11.60
	Siffert	Rindt	Anderson
	1-11.82	1-12.00	1-12.04
Baghetti	T.Taylor	Amon	Hailwood
1-12.10	1-12.23	1-12.28	1-12.40
	Maggs	P.Hill	
	1-12.40	1-13.15	

Non-starters: reasons

21 withdrawn

Leaders

1 Gurney
2-7 Surtees
8-45 Gurney
46-105 Bandini

Retirements

5	G.Hill	distributor drive
7	Amon	engine
9	Surtees	rear suspension
18	Siffert	accident
21	T.Taylor	rear suspension
40	Clark	drive shaft
41	Spence	drive shaft
43	McLaren	valve spring
47	Gurney	front suspension
58	P.Hill	accident
58	Rindt	steering

Entrant

Team Lotus
 Team Lotus
 Owen Racing Organisation
 Owen Racing Organisation
 Brabham Racing Organisation
 Brabham Racing Organisation
 SEFAC Ferrari
 SEFAC Ferrari
 Cooper Car Co
 Cooper Car Co
 Rob Walker Racing Team
 Rob Walker Racing Team
 British Racing Partnership
 British Racing Partnership
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 Scuderia Centro Sud
 Scuderia Centro Sud
 Siffert Racing Team
 DW Racing Enterprises

 Maurice Trintignant

Team Lotus
 SEFAC Ferrari
 Cooper Car Co

RESULT

1 Bandini	Ferrari	2:06-18.23	99.20
2 Ginther	BRM	2:06-24.41	
3 Anderson	Brabham-Climax	102 laps	
4 Maggs	BRM	102 laps	
5 Ireland	BRP-BRM	102 laps	
6 Bonnier	Brabham-Climax	101 laps	
7 Baghetti	BRM	96 laps	
8 Hailwood	Lotus-BRM	95 laps	
9 Brabham	Brabham-Climax	76 laps	

Fastest lap

Gurney	Brabham-Climax	01-10.56	101.57
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COMMENTARY

Generally speaking it is fair to say that the latter part of the 1½ litre Formula One was ruled by four drivers: Jim Clark, Graham Hill, John Surtees and Dan Gurney. Other drivers would get in amongst them, but it was usually one of the foursome who did the leading and the winning. At the airport circuit of Zeltweg practice went entirely in accordance with this current "form" and the three Britons and the American lined up side by side on the front row of the grid. In the race itself (now a World Championship event) however, things did not go as expected, the harsh concrete surface of the track taking its toll in terms of suspensions and transmissions. All four "super-aces" retired, leaving No 2 drivers like Bandini (his first Grand Epreuve win) and Ginther to share the glory.

Brabham had a new chassis similar to the 1964 "private owner" cars, passing on his earlier BT7 to Rob Walker for Bonnier to drive. Rindt, the young Austro-German, was entrusted with Bonnier's usual car. Lotus turned up with their two 33s, plus 25/R6 as a spare, having sold the car which Spence drove at Pergusa to Reg Parnell; Amon drove it here. Phil Hill had a disastrous meeting, crashing his T73 Cooper on the first lap of practice, then doing it again during the race with the spare T66, which caught fire and was burnt out. For Monza, the ex-World Champion was replaced in the Cooper team by John Love.



AUSTRIAN GP: A shattered Phil Hill contemplates the charred remains of his Cooper 66/FI-6-63. This was his second major accident of the meeting, having crashed the T73 Cooper in practice.

XXXV Gran Premio d'Italia September 6 1964

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	John Surtees	Ferrari 158	1964	0006	Ferrari V8	Ferrari 5	1-37.4
4	Lorenzo Bandini	Ferrari 158	1964	0005	Ferrari V8	Ferrari 5	n/a
6	Lodovico Scarfiotti	Ferrari 156	1963	0003	Ferrari V6	Ferrari 5	1-41.6
8	Jim Clark	Lotus 25	1962	R6	Climax V8	ZF 5	1-39.1
10	Mike Spence	Lotus 33	1964	R8	Climax V8	ZF 5	1-40.3
12	Jo Siffert	Brabham BT11	1964	F1-6-64	BRM V8	Colotti 6	1-39.7
14	Jack Brabham	Brabham BT11	1964	F1-1-64	Climax V8	Hewland 5	1-40.8
16	Dan Gurney	Brabham BT7	1963	F1-1-63	Climax V8	Hewland 5	1-38.2
18	Graham Hill	BRM 261	1964	2616	BRM V8	BRM 6	1-38.7
20	Ritchie Ginther	BRM 261	1964	2613	BRM V8	BRM 6	1-40.4
22	Bob Anderson	Brabham BT11	1964	F1-5-64	Climax V8	Hewland 5	1-41.3
26	Bruce McLaren	Cooper 73	1964	FI-1-64	Climax V8	Cooper 6	1-39.4
28	Ronnie Bucknum	Honda RA271	1964	RA271-2	Honda V12	Honda 6	1-40.4
30	Giancarlo Baghetti	BRM 57	1961	5781	BRM V8	BRM 6	1-41.4
34	Joachim Bonnier	Brabham BT7	1963	F1-2-63	Climax V8	Colotti 6	1-41.0
38	Peter Revson	Lotus 24	1962	(24/P1)	BRM V8	Colotti 6	1-42.0
40	Mike Hailwood	Lotus 25	1962	R4	BRM V8	Hewland 5	1-41.6
46	Innes Ireland	BRP 2	1964	BRP-2-64	BRM V8	BRM 6	1-41.0
48	Maurice Trintignant	BRM 57	1961	5781	BRM V8	BRM 5	1-43.3
50	Mario Cabral	ATS 100	1963	02	ATS V8	Colotti 6	1-42.6

NON-STARTERS

24	John Love	Cooper 73	1964	FI-2-64	Climax V8	Cooper 6	1-48.5
32	Tony Maggs	BRM 57	1961	---	BRM V8	---	---
36	Giacomo Russo	Brabham BT11	1964	F1-4-64	BRM V8	Colotti 6	1-44.1
42	Chris Amon	Lotus 25	1962	---	BRM V8	---	---
44	Trevor Taylor	BRP 1	1963	BRP-1-63	BRM V8	BRM 6	1-43.8
52	Brian Gubby	Lotus 24	1962	943	Climax V8	---	---
54	Andre Pilette	Scirocco	1963	(02)	Climax V8	---	---
56	Ian Raby	Brabham BT3	1962	F1-1-62	BRM V8	Colotti 6	1-52.2
58	John Taylor	Cooper 60	1962	FI-17-61	Climax V8	---	---
60	Jean-Claude Rudaz	Cooper 60	1962	FI-18-61	Climax V8	Cooper 6	1-43.0

PRACTICE CARS

4	Lorenzo Bandini	Ferrari 156	1963	0004	Ferrari V6	Ferrari 5	1-39.8
4	Lorenzo Bandini	Ferrari 1512	1964	0007	Ferrari F12	Ferrari 5	2-03.3
8	Jim Clark	Lotus 33	1964	R9	Climax V8	ZF 5	n/a
18	Graham Hill	BRM 261	1964	2615	BRM V8	BRM 6	n/a

ALSO PRACTISED

4	John Surtees	Ferrari 158	1964	0005	Ferrari V8	Ferrari 5	n/a
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GRID

Surtees	Gurney	G.Hill
1-37.4	1-38.2	1-38.7
Clark	McLaren	
1-39.1	1-39.4	
Siffert	Bandini	Spence
1-39.7	1-39.8	1-40.3
Ginther	Bucknum	
1-40.4	1-40.4	
Brabham	Bonnier	Ireland
1-40.8	1-41.0	1-41.0
Anderson	Baghetti	
1-41.3	1-41.4	
Scarfiotti	Hailwood	Revson
1-41.6	1-41.6	1-42.0
Cabral	Trintignant	
1-42.6	1-43.3	

Non-starters: reasons

24	excluded
32	no engine
36	excluded
42	no car available
44	excluded
52	withdrawn
54	withdrawn
56	excluded
58	withdrawn
60	piston damage in practice

Retirements

0	G.Hill	clutch
5	Hailwood	cam follower
13	Bucknum	brakes and engine leaks
22	Trintignant	fuel injection
25	Cabral	ignition
28	Clark	piston
59	Brabham	con-rod

Entrant

SEFAC Ferrari
 SEFAC Ferrari
 SEFAC Ferrari
 Team Lotus
 Team Lotus
 Siffert Racing Team
 Brabham Racing Organisation
 Brabham Racing Organisation
 Owen Racing Organisation
 Owen Racing Organisation
 DW Racing Enterprises
 Cooper Car Co
 Honda R & D Co
 Scuderia Centro Sud
 Rob Walker Racing Team
 Revson Racing (America)
 Reg Parnell (Racing)
 British Racing Partnership
 Maurice Trintignant
 Derrington-Francis Racing Team

Cooper Car Co
 Scuderia Centro Sud
 Rob Walker Racing Team
 Reg Parnell (Racing)
 British Racing Partnership
 Brian Gubby
 Equipe Scirocco Belge
 Ian Raby (Racing)
 Gerard Racing
 Fabre Urbain

SEFAC Ferrari
 SEFAC Ferrari
 Team Lotus
 Owen Racing Organisation

SEFAC Ferrari

Leaders

1	Gurney	29	Gurney
2-5	Surtees	30-31	Surtees
6-7	Gurney	32	Gurney
8-9	Surtees	33-36	Surtees
10	Gurney	37-39	Gurney
11	Surtees	40-44	Surtees
12-14	Gurney	45	Gurney
15	Surtees	46	Surtees
16	Gurney	47-48	Gurney
17-21	Surtees	49	Surtees
22	Gurney	50-52	Gurney
23-24	Surtees	53-54	Surtees
25-26	Gurney	55	Gurney
27-28	Surtees	56-78	Surtees

COMMENTARY

A tremendously hard race for which BRM produced a new P261 for Graham Hill (its clutch went on the line) and Honda entered a second RA271 car, replacing that written-off at the Nurburgring. Ferrari too had a new weapon in the shape of the Flat-12 cylinder engined chassis No 0007. Bandini was to race this but unfortunately its only practice took place in wet conditions, which persuaded the Scuderia to hold the car back for another occasion. An almost-new car was the ATS of Alf Francis and Vic Derrington, this being the ex-Baghetti car considerably cleaned up since its "factory" days. Cabral was the driver and it was a credit to all concerned that he managed to qualify the car. Among the non-qualifiers were Love in the second works Cooper and Giacacomo Russo (alias "Geki") in the second Walker Brabham.



ITALIAN GP: Alf Francis sits at the wheel of the rebuilt ATS 100. It qualified for the race, but retired with ignition failure. A bespectacled Carlo Chiti, the "founder" of the ATS movement, looks on left.

RESULT

1	Surtees	Ferrari	2:10-51.8	127.77
2	McLaren	Cooper-Climax	2:11-57.8	
3	Bandini	Ferrari	77 laps	
4	Ginther	BRM	77 laps	
5	Ireland	BRP-BRM	77 laps	
6	Spence	Lotus-Climax	77 laps	
7	Siffert	Brabham-BRM	77 laps	
8	Baghetti	BRM	77 laps	
9	Scarfiotti	Ferrari	77 laps	
10	Gurney	Brabham-Climax	75 laps	
11	Anderson	Brabham-Climax	75 laps	
12	Bonnier	Brabham-Climax	74 laps	
13	Revson	Lotus-BRM	72 laps	
14	Brabham	Brabham-Climax	59 laps (retired)	
<i>Fastest lap</i>				
	Surtees	Ferrari	01-38.8	130.12

VI Grand Prix of the U.S.A. October 4 1964

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jim Clark	Lotus 25	1962	R6	Climax V8	ZF 5	1-12.65
2	Mike Spence	Lotus 33	1964	R9	Climax V8	ZF 5	1-13.33
3	Graham Hill	BRM 261	1964	2616	BRM V8	BRM 6	1-12.92
4	Ritchie Ginther	BRM 261	1964	2615	BRM V8	BRM 6	1-14.67
5	Jack Brabham	Brabham BT11	1964	F1-1-64	Climax V8	Hewland 5	1-13.63
6	Dan Gurney	Brabham BT7	1963	F1-1-63	Climax V8	Hewland 5	1-12.90
7	John Surtees	Ferrari 158	1964	0005	Ferrari V8	Ferrari 5	1-12.78
8	Lorenzo Bandini	Ferrari 1512	1964	0007	Ferrari F12	Ferrari 5	1-13.83
9	Bruce McLaren	Cooper 73	1964	FI-1-64	Climax V8	Cooper 6	1-13.10
10	Phil Hill	Cooper 73	1964	FI-2-64	Climax V8	Cooper 6	1-19.63
11	Innes Ireland	BRP 2	1964	BRP-2-64	BRM V8	BRM 6	1-14.35
12	Trevor Taylor	BRP 2	1964	BRP-3-64	BRM V8	BRM 6	1-15.30
14	Mike Hailwood	Lotus 25	1962	R7	BRM V8	Hewland 5	1-15.65
15	Chris Amon	Lotus 25	1962	R4	BRM V8	Hewland 5	1-14.43
16	Joachim Bonnier	Brabham BT7	1963	F1-2-63	Climax V8	Colotti 6	1-14.07
17	Walter Hansgen	Lotus 33	1964	R8	Climax V8	ZF 5	1-15.90
22	Jo Siffert	Brabham BT11	1964	F1-6-64	BRM V8	Colotti 6	1-14.65
23	Hap Sharp	Brabham BT11	1964	F1-4-64	BRM V8	Colotti 6	1-18.23
25	Ronnie Bucknum	Honda RA271	1964	RA271-2	Honda V12	Honda 6	1-14.90

NON-STARTERS

24	A.J.Foyt	BRM	---	---	---	---	---
----	----------	-----	-----	-----	-----	-----	-----

PRACTICE CARS

3T	Graham Hill	BRM 261	1964	2614	BRM V8	BRM 6	1-13.63
7	John Surtees	Ferrari 158	1964	0006	Ferrari V8	Ferrari 5	1-13.80
8T	John Surtees	Ferrari 156	1963	0004	Ferrari V6	Ferrari 5	1-13.23
8T	Lorenzo Bandini	Ferrari 156	1963	0004	Ferrari V6	Ferrari 5	1-15.80

ALSO PRACTISED

2	Jim Clark	Lotus 33	1964	R9	Climax V8	ZF 5	1-13.00
5	Dan Gurney	Brabham BT11	1964	F1-1-64	Climax V8	Hewland 5	1-14.63

GRID

	Surtees	Clark
	1-12.78	1-12.65
G.Hill	Gurney	
1-12.92	1-12.90	
	Spence	McLaren
	1-13.33	1-13.10
Bandini	Brabham	
1-13.83	1-13.63	
	Ireland	Bonnier
	1-14.35	1-14.07
Siffert	Amon	
1-14.65	1-14.43	
	Bucknum	Ginther
	1-14.90	1-14.67
Hailwood	T.Taylor	
1-15.65	1-15.30	
	Sharp	Hansgen
	1-18.23	1-15.90
	P.Hill	
	1-19.63	

Non-starters: reasons

24 withdrawn

Leaders

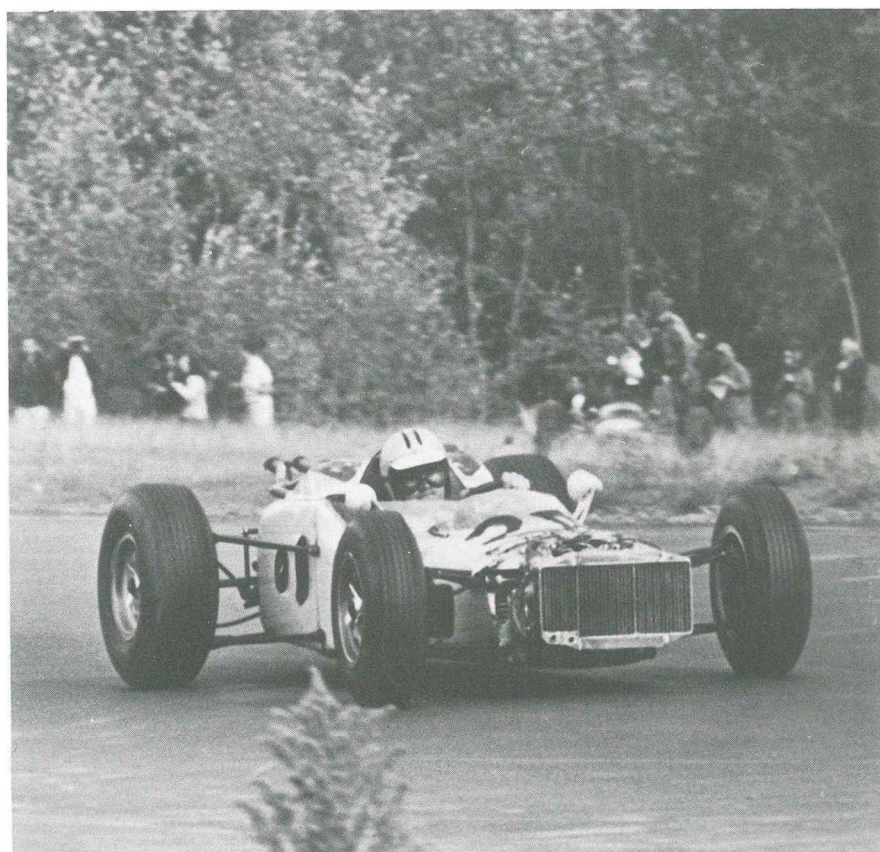
1-12 Surtees
13-43 Clark
44 Surtees
45-110 G.Hill

Retirements

2 Ireland gear lever
4 P.Hill ignition
14 Brabham piston
27 McLaren valve
37 Bonnier stub axle
47 Amon starter motor bolt
50 Bucknum overheating
54 Clark/Spence(R6) fuel injection
58 Bandini engine
69 Gurney oil pressure
101 Hailwood oil pipe
102 Spence/Clark(R9) fuel starvation

Entrant

Team Lotus
 Team Lotus
 Owen Racing Organisation
 Owen Racing Organisation
 Brabham Racing Organisation
 Brabham Racing Organisation
 North American Racing Team
 North American Racing Team
 Cooper Car Co
 Cooper Car Co
 British Racing Partnership
 British Racing Partnership
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 Rob Walker Racing Team
 Team Lotus
 Rob Walker Racing Team
 Rob Walker Racing Team
 Honda R & D Co



Owen Racing Organisation

Owen Racing Organisation
 North American Racing Team
 North American Racing Team
 North American Racing Team

Team Lotus
 Brabham Racing Organisation

USA GP: In trouble with overheating, Bucknum completed a few racing laps sans nose section on the V12 Honda.

RESULT

1 G.Hill	BRM	2:16-38.0	111.10
2 Surtees	Ferrari	2:17-08.5	
3 Siffert	Brabham-BRM	109 laps	
4 Ginther	BRM	107 laps	
5 Hansgen	Lotus-Climax	107 laps	
6 T.Taylor	BRP-BRM	106 laps	
7 Spence/Clark	Lotus-Climax	102 laps (retired)	
8 Hailwood	Lotus-BRM	101 laps (retired)	

Not classified

Sharp Brabham-BRM 65 laps

Fastest lap

Clark Lotus-Climax R9 01-12.7 113.11

COMMENTARY

This time the new flat-12 Ferrari did run and proved fast if not sensational, but the major difference in the Ferrari camp was the cars' colour-scheme, not red as usual but white and blue. The team was actually entered under the North American Racing Team banner and the new paintwork was in their honour, but the reason behind this change was an Enzo Ferrari fit of pique: after a row with the Italian Sporting Commission he had vowed that his cars would never again race in Italy, and never again race in Italian colours! Whereas G.Hill was keen to drive his latest BRM with reversed inlet and exhaust porting, Clark preferred to stick with the "old" Lotus 25, Spence and guest driver Hansgen taking the Type 33s. Phil Hill was back in the Cooper team for this his home Grand Prix and Hap Sharp was given a drive in Rob Walker's Brabham BT11, which Bonnier clearly regarded as inferior to his ex-works BT7. A.J.Foyt was entered in a BRM, but the driver decided against the idea. Clark took over Spence's car after his own suffered injection trouble.

III Gran Premio de Mexico October 25 1964

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jim Clark	Lotus 33	1964	R9	Climax V8	ZF 5	1-57.24
2	Mike Spence	Lotus 25	1962	R6	Climax V8	ZF 5	1-59.21
3	Graham Hill	BRM 261	1964	2616	BRM V8	BRM 6	2-00.10
4	Ritchie Ginther	BRM 261	1964	2615	BRM V8	BRM 6	2-01.15
5	Jack Brabham	Brabham BT11	1964	F1-1-64	Climax V8	Hewland 5	1-59.99
6	Dan Gurney	Brabham BT7	1963	F1-1-63	Climax V8	Hewland 5	1-58.10
7	John Surtees	Ferrari 158	1964	0005	Ferrari V8	Ferrari 5	1-58.70
8	Lorenzo Bandini	Ferrari 1512	1964	0007	Ferrari F12	Ferrari 5	1-58.60
9	Bruce McLaren	Cooper 73	1964	FI-1-64	Climax V8	Cooper 6	2-01.12
10	Phil Hill	Cooper 73	1964	FI-2-64	Climax V8	Cooper 6	2-02.00
11	Innes Ireland	BRP 2	1964	BRP-2-64	BRM V8	BRM 6	2-02.35
12	Trevor Taylor	BRP 2	1964	BRP-3-64	BRM V8	BRM 6	2-04.90
14	Mike Hailwood	Lotus 25	1962	R7	BRM V8	Hewland 5	2-04.11
15	Chris Amon	Lotus 25	1962	R4	BRM V8	Hewland 5	2-01.17
16	Joachim Bonnier	Brabham BT7	1963	F1-2-63	Climax V8	Colotti 6	2-00.17
17	Moises Solana	Lotus 33	1964	R8	Climax V8	ZF 5	2-01.43
18	Pedro Rodriguez	Ferrari 156	1963	0004	Ferrari V6	Ferrari 5	2-00.90
22	Jo Siffert	Brabham BT11	1964	F1-6-64	BRM V8	Colotti 6	2-01.37
23	Hap Sharp	Brabham BT11	1964	F1-4-64	BRM V8	Colotti 6	2-06.90
<i>NON-STARTERS</i>							
24	A.J.Foyt	BRM	---	---	---	---	---
25	Ronnie Bucknum	Honda RA271	1964	---	Honda V12	---	---
<i>PRACTICE CARS</i>							
3	Graham Hill	BRM 261	1964	2614	BRM V8	BRM 6	1-59.80
7	John Surtees	Ferrari 158	1964	0006	Ferrari V8	Ferrari 5	n/a
<i>ALSO PRACTISED</i>							
1	Mike Spence	Lotus 33	1964	R9	Climax V8	ZF 5	2-01.20
2	Jim Clark	Lotus 25	1962	R6	Climax V8	ZF 5	1-58.20

GRID

Gurney	Clark
1-58.10	1-57.24
Surtees	Bandini
1-58.70	1-58.60
G.Hill	Spence
1-59.80	1-59.21
Bonnier	Brabham
2-00.17	1-59.99
McLaren	Rodriguez
2-01.12	2-00.90
Amon	Ginther
2-01.17	2-01.15
Solana	Siffert
2-01.43	2-01.37
Ireland	P.Hill
2-02.35	2-02.00
T.Taylor	Hailwood
2-04.90	2-04.11
	Sharp
	2-06.90

Non-starters: reasons

24 withdrawn
25 withdrawn

Leaders

1-63 Clark
64-65 Gurney

Retirements

6 T.Taylor overheating
9 Bonnier wishbone
11 Siffert fuel pump
12 Hailwood overheating
44 Brabham amplifier
46 Amon gearbox
63 P.Hill piston
64 Clark seized engine

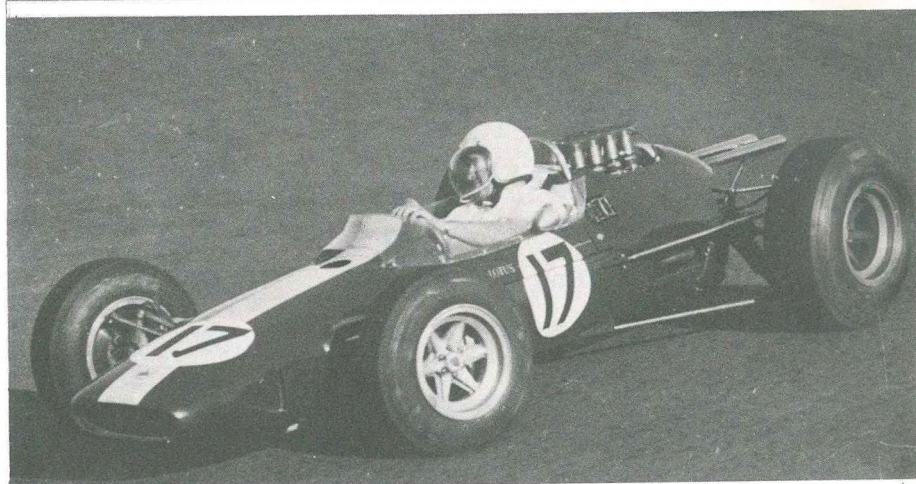
Entrant

Team Lotus
 Team Lotus
 Owen Racing Organisation
 Owen Racing Organisation
 Brabham Racing Organisation
 Brabham Racing Organisation
 North American Racing Team
 North American Racing Team
 Cooper Car Co
 Cooper Car Co
 British Racing Partnership
 British Racing Partnership
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 Rob Walker Racing Team
 Team Lotus
 North American Racing Team
 Rob Walker Racing Team
 Rob Walker Racing Team

Owen Racing Organisation
 Honda R & D Co

Owen Racing Organisation
 North American Racing Team

Team Lotus
 Team Lotus

*RESULT*

1	Gurney	Brabham-Climax	2:09-50.32	93.33
2	Surtees	Ferrari	2:10-59.26	
3	Bandini	Ferrari	2:10-59.95	
4	Spence	Lotus-Climax	2:11-12.18	
5	Clark	Lotus-Climax	64 laps	(retired)
6	Rodriguez	Ferrari	64 laps	
7	McLaren	Cooper-Climax	64 laps	
8	Ginther	BRM	64 laps	
9	P.Hill	Cooper-Climax	63 laps	(retired)
10	Solana	Lotus-Climax	63 laps	
11	G.Hill	BRM	63 laps	
12	Ireland	BRP-BRM	61 laps	
13	Sharp	Brabham-BRM	60 laps	
14	Brabham	Brabham-Climax	44 laps	(retired)

Fastest lap

Clark Lotus-Climax 01-58.37 95.14

MEXICAN GP: Top, Rodriguez in the blue and white Ferrari V6 of the North American Racing Team. Above, local driver Moises Solana gets his chance in the works Lotus 33/R8. This is the car which Hawkins put into the harbour at Monte Carlo in 1965.

COMMENTARY

There have been many Ifs and Buts in motor racing, yet never can there have been a more heart-breaking and finger-biting end to any Grand Prix as occurred in this, the final round of the 1964 World Championship. Graham Hill, Jim Clark and John Surtees were all in line for the title but until two laps before the chequered flag Clark appeared to have both the race and the championship in the bag. Then Clark's engine lost its oil-pressure (another leak) and Gurney went into the lead, which meant that Hill, who had earlier been pushed off by Bandini, would be Champion provided Surtees finished no higher than third. As it turned out Clark stopped on the final lap and Bandini slowed up deliberately to allow Surtees to go through into second--and collect the title. The entry was much the same as for Watkins Glen except that Solana drove the spare Lotus 33 and Rodriguez the spare Ferrari V6.

VII Rand Grand Prix

December 12 1964

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jackie Stewart	Lotus 33	1964	R10	Climax V8	ZF 5	1-35.0
2	Mike Spence	Lotus 33	1964	R9	Climax V8	ZF 5	1-35.6
3	Graham Hill	Brabham BT11	1964	F1-4-64	BRM V8	Colotti 6	---
4	Paul Hawkins	Brabham BT10	1964	F2-4-64	Ford 4	Hewland 5	1-36.7
6	Bob Anderson	Brabham BT11	1964	F1-5-64	Climax V8	Hewland 5	1-37.2
7	Ernest Pieterse	Lotus 21	1961	937	Climax 4	Colotti 6	1-40.0
8	David Prophet	Brabham BT10	1964	F2-10-64	Ford 4	Hewland 5	1-38.6
9	John Love	Cooper 55	1961	FI-11-61	Climax 4	Cooper 5	1-38.3
10	Piet de Klerk	Alfa Special	1962	---	Alfa Romeo 4	Porsche 5	1-38.5
11	Trevor Blokdyk	Cooper 59	1962		Alfa Romeo 4	Cooper 5	1-37.9
12	Doug Serrurier	LDS	1964	(07)	Climax 4	Hewland 5	1-39.4
14	Neville Lederle	Lotus 21	1961	952	Climax 4	Colotti 6	1-40.6
15	Clive Puzey	Lotus 18/21	1960	(P2)	Climax 4	Lotus 5	1-42.8
16	Sam Tingle	LDS	1960	(01)	Alfa Romeo 4	Hewland 5	1-40.9
19	Dave Clapham	Cooper 51	1959	FII-16-60	Maserati 4	Cooper 5	1-45.3
21	Ray Reed	RE	1964	---	Alfa Romeo 4	Hewland 5	1-44.1
22	Alex Blignaut	LDS	1961	(04)	Alfa Romeo 4	Colotti 5	1-47.3
23	David Hume	Heron	1960	---	Alfa Romeo 4	Cooper 4	1-43.4
24	Brausch Niemann	Lotus 22	1962	22-J-17	Ford 4	Hewland 5	1-39.2
25	Steve Mellet	LDS	1962	(05)	Alfa Romeo 4	Hewland 5	---
26	Bob Hay	Lotus 20	1961	20-J-876	Ford 4	Hewland 5	1-46.2
27	Rauten Hartmann	Netuar	1964	---	Peugeot 4	Peugeot 4	1-46.4

NON-STARTERS

5	Tony Maggs	Lotus 25	1962	R4	BRM V8	Hewland 5	1-36.1
17	Dave Charlton	Lotus 20	1961	20-J-867	Ford 4	Hewland 5	1-48.0
18	Jackie Pretorius	LDS	1960	(03)	Alfa Romeo 4	Hewland 5	1-48.1
20	Lionel Wilmot	LDS	1962	(06)	Alfa Romeo 4	Hewland 5	---

Non-starters: reasons

5 camshaft broken
 17 fire in practice
 18 withdrawn after practice
 20 oil leak prevented practice

GRID (Heat 1)

Stewart	Spence
1-35.0	1-35.6
---	Hawkins
	1-36.7
Anderson	Blokdyk
1-37.2	1-37.9
	Love
	1-38.3
	de Klerk
	1-38.5
Prophet	Niemann
1-38.6	1-39.2
	Serrurier
	1-39.4
	Pieterse
	1-40.0
Lederle	Tingle
1-40.6	1-40.9
	Puzey
	1-42.8
	Hume
	1-43.4
Reed	Clapham
1-44.1	1-45.3
	Hay
	1-46.2
	Hartmann
	1-46.4
Blignaut	---
1-47.3	
	G.Hill
	Mellet

Leaders (Heat 1)

1-23 Spence
 24-25 G.Hill

Retirements (Heat 1)

0 Stewart drive shaft
 0 Pieterse accident on grid
 0 Prophet water in petrol
 4 Blokdyk gearbox
 17 Clapham engine
 23 Reed big-end bearings

Leaders (Heat 2)

1 Spence
 2-6 G.Hill
 7-25 Stewart

Retirements (Heat 2)

1 Spence rose joint
 2 de Klerk accident
 14 Hartmann engine
 15 Blokdyk engine

Entrant

Team Lotus
 Team Lotus
 John Willment Automobiles
 John Willment Automobiles
 DW Racing Enterprises
 Ernest Pieterse
 David Prophet Racing
 John Love
 Otelle Nucci
 Hoffmann Racing
 Otelle Nucci
 Scuderia Scribante
 Clive Puzey (Motors)
 Sam Tingle
 Lawson Organisation
 Rays Engineering
 Team Valencia
 Team Valencia
 Ted Lanfear
 Stan Mellet
 Bob Hay
 Rauten Hartmann

Reg Parnell (Racing)
 Ecurie Tomahawk
 Jackie Pretorius
 Lionel Wilmot

RAND GP: no picture available.

<i>Résult (Heat 1)</i>		<i>Result (Heat 2)</i>		<i>AGGREGATE RESULT</i>		
1 G.Hill	41-12.6	1 Stewart	41-46.1	1 G.Hill	Brabham-BRM	1:22-48.7 92.0
2 Spence	41-15.9	2 G.Hill	41-56.1	2 Hawkins	Brabham-Ford	1:23-41.6
3 Hawkins	41-30.9	3 Anderson	42-10.5	3 Anderson	Brabham-Climax	1:24-13.7
4 Anderson	42-03.2	4 Hawkins	42-10.7	4 Tingle	LDS-Alfa Romeo	1:26-19.8
5 Love	42-04.4	5 Tingle	43-09.0	5 Niemann	Lotus-Ford	1:26-44.5
6 de Klerk	42-15.5	6 Niemann	43-09.0	6 Serrurier	LDS-Climax	49 laps
7 Tingle	43-10.8	7 Serrurier	24 laps	7 Puzey	Lotus-Climax	49 laps
8 Serrurier	43-11.1	8 Lederle	24 laps	8 Love	Cooper-Climax	46 laps
9 Niemann	43-35.5	9 Puzey	24 laps	9 Hay	Lotus-Ford	46 laps
10 Puzey	43-46.5	10 Prophet	23 laps	10 Lederle	Lotus-Climax	45 laps
11 Hume	24 laps	11 Hay	22 laps	11 Hume	Heron-Alfa Romeo	45 laps
12 Blignaut	24 laps	12 Love	21 laps	12 Blignaut	LDS-Alfa Romeo	44 laps
13 Hay	24 laps	13 Hume	21 laps	13 Mellet	LDS-Alfa Romeo	40 laps
14 Hartmann	23 laps	14 Blignaut	20 laps	14 Hartmann	Netuar-Peugeot	37 laps
15 Lederle	21 laps	15 Mellet	19 laps	15 de Klerk	Alfa Special	27 laps
16 Mellet	21 laps			16 Spence	Lotus-Climax	26 laps
<i>Fastest lap (Heat 1)</i>		<i>Fastest lap (Heat 2)</i>		17 Stewart	Lotus-Climax	25 laps
Spence	01-38.6	Stewart	01-36.0	18 Prophet	Brabham-Ford	23 laps
				19 Reed	RE-Alfa Romeo	23 laps
				<i>Fastest lap</i>		
				Stewart	Lotus-Climax	01-36.0 95.4

COMMENTARY

With Clark out of action with a slipped disc, incurred while snowball-fighting (!) Lotus took the shrewd step of inviting Jackie Stewart to make his F1 debut in a brand new Type 33: it was bad luck indeed for him that a drive-shaft broke on the line in Heat 1, though he still managed to win Heat 2. G.Hill was the overall victor in the Willment Brabham recently purchased from Rob Walker. Serrurier had a new LDS and other recently built cars included Hartmann's rear-engined Netuar, Reed's RE and Lederle's Lotus 21, this chassis No 952 being a replacement for No 939. Prophet had fitted a 1½ litre engine in his F2 Brabham.

XI South African Grand Prix January 1 1965

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	John Surtees	Ferrari 158	1964	0005	Ferrari V8	Ferrari 5	1-28.1
2	Lorenzo Bandini	Ferrari 1512	1964	0007	Ferrari F12	Ferrari 5	1-29.3
3	Graham Hill	BRM 261	1964	2616	BRM V8	BRM 6	1-28.6
4	Jackie Stewart	BRM 261	1964	2617	BRM V8	BRM 6	1-30.5
5	Jim Clark	Lotus 33	1964	R10	Climax V8	ZF 5	1-27.2
6	Mike Spence	Lotus 33	1964	R9	Climax V8	ZF 5	1-28.3
7	Jack Brabham	Brabham BT11	1964	F1-1-64	Climax V8	Hewland 5	1-28.3
8	Dan Gurney	Brabham BT11	1964	F1-2-64	Climax V8	Hewland 5	1-29.5
9	Bruce McLaren	Cooper 73	1964	FI-1-64	Climax V8	Cooper 6	1-29.4
10	Jochen Rindt	Cooper 73	1964	FI-2-64	Climax V8	Cooper 6	1-30.4
11	Joachim Bonnier	Brabham BT7	1963	F1-2-63	Climax V8	Colotti 6	1-29.3
12	Jo Siffert	Brabham BT11	1964	F1-6-64	BRM V8	Colotti 6	1-31.8
14	Bob Anderson	Brabham BT11	1964	F1-5-64	Climax V8	Hewland 5	1-31.0
15	Tony Maggs	Lotus 25	1962	R4	BRM V8	Hewland 5	1-31.3
16	Frank Gardner	Brabham BT11	1964	F1-4-64	BRM V8	Colotti 6	1-32.3
17	John Love	Cooper 55	1961	FI-11-61	Climax 4	Cooper 5	1-33.8
18	Paul Hawkins	Brabham BT10	1964	F2-4-64	Ford 4	Hewland 5	1-33.1
19	David Prophet	Brabham BT10	1964	F2-10-64	Ford 4	Hewland 5	1-33.9
20	Piet de Klerk	Alfa Special	1962	---	Alfa Romeo 4	Porsche 5	1-33.3
25	Sam Tingle	LDS	1960	(01)	Alfa Romeo 4	Hewland 5	1-34.6

NON-STARTERS

21	Doug Serrurier	LDS	1964	(07)	Climax 4	Hewland 5	1-35.7
22	Ernest Pieterse	Lotus 21	1961	937	Climax 4	Colotti 6	1-37.9
23	Neville Lederle	Lotus 21	1961	952	Climax 4	Colotti 6	1-35.2
24	Clive Puzey	Lotus 18/21	1960	(P2)	Climax 4	Lotus 5	---
26	Ray Reed	RE	1964	---	Alfa Romeo 4	---	---
27	Brausch Niemann	Lotus 22	1962	22-J-17	Ford 4	Hewland 5	1-36.2
28	Trevor Blokdyk	Cooper 59	1962	---	Ford 4	Cooper 5	1-35.2
29	Jackie Pretorius	LDS	1960	(03)	Alfa Romeo 5	Hewland 5	---
31	David Clapham	Cooper 51	1959	---	Maserati 4	---	---
32	Dave Charlton	Lotus 20	1961	20-J-867	Ford 4	Hewland 5	---
33	Alex Bignaut	Cooper	---	---	Climax	---	---

PRACTICE CARS

34	Graham Hill	BRM 261	1964	2614	BRM V8	BRM 6	1-28.6
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GRID

Brabham	Surtees	Clark
1-28.3	1-28.1	1-27.2
G.Hill	Spence	
1-28.6	1-28.3	
McLaren	Bonnier	Bandini
1-29.4	1-29.3	1-29.3
Rindt	Gurney	
1-30.4	1-29.5	
Maggs	Anderson	Stewart
1-31.3	1-31.0	1-30.5
Gardner	Siffert	
1-32.3	1-31.8	
Love	de Klerk	Hawkins
1-33.8	1-33.3	1-33.1
Tingle	Prophet	
1-34.6	1-33.9	

Non-starters: reasons

21 excluded
22 excluded
23 excluded
24 did not qualify for official practice
26 withdrawn
27 excluded
28 excluded
29 did not qualify for official practice
31 withdrawn
32 did not qualify for official practice
33 withdrawn

Leaders

1-85 Clark

Retirements

10 Gurney	ignition
19 Love	drive shaft
38 Rindt	transistor
41 Bonnier	clutch
67 Bandini	ignition

Entrant

Eugenio Dragoni
Eugenio Dragoni
Owen Racing Organisation
Owen Racing Organisation
Team Lotus
Team Lotus
Brabham Racing Organisation
Brabham Racing Organisation
Cooper Car Co
Cooper Car Co
Rob Walker Racing Team
Rob Walker Racing Team
DW Racing Enterprises
Reg Parnell (Racing)
John Willment Automobiles
John Love
John Willment Automobiles
David Prophet Racing
Otelte Nucci
Sam Tingle

Otelte Nucci
Lawson Organisation
Scuderia Scribante
Clive Puzey (Motors)
Rays Engineering
Ted Lanfeair
Trevor Blokdyk
Jackie Pretorius
Lawson Organisation
Ecurie Tomahawk
Team Valerica

Owen Racing Organisation



SOUTH AFRICAN GP: Dick Jeffrey (Dunlop), Gregor Grant (Autosport), Jim Clark and Colin Chapman (Team Lotus) and Gail Maggs (wife of Tony) in the pits during practice. The race launched Clark once again on to the World Championship trail.

RESULT

1 Clark	Lotus-Climax	2:06-46.0	97.97
2 Surtees	Ferrari	2:07-15.0	
3 G.Hill	BRM	2:07-17.8	
4 Spence	Lotus-Climax	2:07-40.4	
5 McLaren	Cooper-Climax	84 laps	
6 Stewart	BRM	83 laps	
7 Siffert	Brabham-BRM	83 laps	
8 Brabham	Brabham-Climax	81 laps	
9 Hawkins	Brabham-Ford	81 laps	
10 de Klerk	Alfa Special	79 laps	
11 Maggs	Lotus-BRM	77 laps	
12 Gardner	Brabham-BRM	75 laps	
13 Tingle	LDS-Alfa Romeo	72 laps	
14 Prophet	Brabham-Ford	71 laps	
15 Bandini	Ferrari	67 laps (retired)	
16 Anderson	Brabham-Climax	50 laps	
<i>Fastest lap</i>			
Clark	Lotus-Climax	01-27.6	100.33

COMMENTARY

Instead of providing the finale to a Formula One season, the eleventh South African GP was in reality an early introduction to the 1965 series of races, and since it was a World Championship event it attracted a first-class entry. Jackie Stewart's drive for Lotus in the Rand GP had been a one-off affair and for 1965 he had been signed up by BRM, despite his relative inexperience. As at Kyalami he was invested with a brand new chassis, No 2617, while the other new car was a Brabham BT11 for Dan Gurney. The Willment Brabham-BRM was in Frank Gardner's hands and Jochen Rindt made his first appearance as a works driver in the No 2 Cooper. Siffert had joined the Walker team, taking his BT11 Brabham with him. Clark led from flag to flag in the latest Lotus, pursued for much of the race by his team-mate Spence, until the latter driver twice spun at Beacon Bend.

I Daily Mail Race of Champions

March 13 1965

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	John Surtees	Ferrari 158	1964	0005	Ferrari V8	Ferrari 5	1-37.3
3	Graham Hill	BRM 261	1964	2616	BRM V8	BRM 6	1-35.6
4	Jackie Stewart	BRM 261	1964	2617	BRM V8	BRM 6	1-36.7
5	Jim Clark	Lotus 33	1964	R10	Climax V8	ZF 5	1-34.9
6	Mike Spence	Lotus 33	1964	R9	Climax V8	ZF 5	1-36.1
7	Dan Gurney	Brabham BT11	1964	F1-2-64	Climax V8	Hewland 5	1-38.1
8	Jack Brabham	Brabham BT11	1964	F1-1-64	Climax V8	Hewland 5	1-36.5
9	Bruce McLaren	Cooper 77	1965	FI-2-65	Climax V8	Cooper 6	1-38.0
10	Jochen Rindt	Cooper 77	1965	FI-1-65	Climax V8	Cooper 6	1-37.7
11	Jo Siffert	Brabham BT11	1964	F1-6-64	BRM V8	Colotti 6	1-38.1
12	Joachim Bonnier	Brabham BT7	1963	F1-2-63	Climax V8	Colotti 6	1-36.5
14	Masten Gregory	BRM 57	1961	5781	BRM V8	BRM 6	1-52.8
15	Lodovico Scarfiotti	BRM 57	1961	5785	BRM V8	BRM 6	1-41.3
16	Richard Attwood	Lotus 25	1962	R3	BRM V8	Hewland 5	1-38.1
17	Mike Hailwood	Lotus 25	1962	R7	BRM V8	Hewland 5	1-38.8
18	Frank Gardner	Brabham BT11	1964	F1-4-64	BRM V8	Colotti 6	1-39.0
19	Jo Schlesser	Lola 55	1964	SL/2-64	Ford 4	Hewland 5	1-44.0
20	Bob Anderson	Brabham BT11	1964	F1-5-64	Climax V8	Hewland 5	1-37.4
21	Ian Raby	Brabham BT3	1962	F1-1-62	BRM V8	Colotti 6	1-40.4
22	John Taylor	Cooper 60	1962	FI-17-61	Climax V8	Cooper 6	1-40.6
*23	Rodney Bloor	Brabham BT14	1965	FL-6-65	Ford 4	Hewland 5	1-44.8
*25	Paul Hawkins	Lotus 33	1964	R8	Climax V8	ZF 5	1-40.1
*26	John Rhodes	Cooper 71/73	1964	FI-3-64	Ford 4	Hewland 5	1-42.0

NON-STARTERS

24	Alan Rees	Brabham BT16	1965	---	Ford 4	---	---
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PRACTICE CARS

3T	Graham Hill	BRM 261	1964	2615	BRM V8	BRM 6	1-39.1
T	Jim Clark	Lotus 33	1964	R11	Climax V8	ZF 5	1-35.4
14	Masten Gregory	BRM 57	1961	5784	BRM V8	BRM 6	1-41.4

ALSO PRACTISED

19	Alan Rees	Lola 55	1964	SL/2-64	Ford 4	Hewland 5	1-43.8
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GRID (Heat 1)

Spence	G.Hill	Clark
1-36.1	1-35.6	1-34.9
	Brabham	Bonnier
	1-36.5	1-36.5
Anderson	Surtees	Stewart
1-37.4	1-37.3	1-36.7
	McLaren	Rindt
	1-38.0	1-37.7
Gurney	Siffert	Attwood
1-38.1	1-38.1	1-38.1
	Gardner	Hailwood
	1-39.0	1-38.8
Scarfiotti	J.Taylor	Raby
1-41.3	1-40.6	1-40.4
	Schlesser	Gregory
	1-44.0	1-41.4

*Reserves only: non-starters in heat 1, starters in heat 2.

Non-starters: reasons

24 car not ready

Leaders (Heat 1)

1-40 Clark

Retirements (Heat 1)

1 Gregory drive shaft
 10 Anderson accident
 13 Hailwood accident
 18 Schlesser disqualified for receiving outside assistance

Leaders (Heat 2)

1-11 Clark
 12-14 Gurney
 15-28 Brabham
 29-40 Spence

Retirements (Heat 2)

4 Anderson throttle linkage
 6 Surtees fuel injection
 9 Hailwood accident
 11 Clark accident
 14 Gurney ignition
 14 G.Hill overheating
 17 Bloor steering
 26 Attwood water hose
 28 Brabham oil leak

Picture: page 215.

Entrant

SEFAC Ferrari
 Owen Racing Organisation
 Owen Racing Organisation
 Team Lotus
 Team Lotus
 Brabham Racing Organisation
 Brabham Racing Organisation
 Cooper Car Co
 Cooper Car Co
 Rob Walker Racing Team
 Rob Walker Racing Team
 Scuderia Centro Sud
 Scuderia Centro Sud
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 John Willment Automobiles
 John Willment Automobiles
 DW Racing Enterprises
 Ian Raby (Racing)
 Gerard Racing
 Sports Motors (Manchester)
 DW Racing Enterprises
 Gerard Racing

Roy Winkelmann Racing

Owen Racing Organisation
 Team Lotus
 Scuderia Centro Sud

John Willment Automobiles

COMMENTARY

The opening event of the European season was a new meeting altogether, for the "Daily Mail" had got together with the British Racing & Sports Car Club to lay on a major F1 "Race of Champions" at Brands Hatch, thereby effectively replacing the traditional early meeting at Snetterton, which was not being held this year. The event was run in two parts and for once this idea paid off. Gurney, who had suffered engine trouble in practice and was therefore well down the grid in Heat 1, nevertheless finished second to Clark in the first race and was thus able to get to grips with the Scotsman and his Lotus 33 in Heat 2. The Brabham team were on new Goodyear tyres which were obviously working well and the net result was that Gurney pushed Clark so hard that the Lotus ran off the road at Bottom Bend and destroyed itself against a bank. Almost at once Gurney's engine stopped working and then Jack Brabham's car ran out of oil, allowing a delighted Mike Spence to win both the heat and the event in the second works Lotus 33. New cars included another Type 33 which Clark tried in practice, the Sports Motors "Formula Libre" Brabham BT14 fitted with twin-cam Lotus-Ford motor, and two new works Coopers, nominally T77s but very similar to the unsuccessful T73 model. Centro Sud had now taken over the "Old Faithful" P57 BRM (No 5781) which Trintignant had driven in 1964 and all three of the ex-works cars turned up at Brands, even though they were by now clearly becoming long in the tooth. Tyre and chassis development was continuing unabated amongst all the interested parties and this resulted in big improvements in lap times.

Result (Heat 1)

1 Clark	1:04-14.0
2 Gurney	1:04-34.8
3 Spence	1:05-03.8
4 Brabham	1:05-24.0
5 G.Hill	1:05-25.6
6 Surtees	1:05-29.2
7 Stewart	1:05-34.0
8 Bonnier	39 laps
9 Gardner	39 laps
10 Attwood	39 laps
11 Siffert	39 laps
12 McLaren	39 laps
13 Rindt	39 laps
14 J.Taylor	38 laps
15 Raby	37 laps
16 Scarfiotti	28 laps

Fastest lap (Heat 1)

Clark and
 Gurney 01-35.6

Result (Heat 2)

1 Spence	1:06-38.2
2 Bonnier	1:06-45.0
3 Gardner	1:06-55.0
4 Stewart	1:07-07.6
5 McLaren	1:07-31.2
6 Siffert	1:07-33.6
7 Rindt	39 laps
8 J.Taylor	39 laps
9 Raby	38 laps
10 Hawkins	36 laps
11 Rhodes	30 laps

Fastest lap (Heat 2)

Clark 01-35.4

AGGREGATE RESULT

1 Spence	Lotus-Climax	2:11-42.0	96.58
2 Stewart	BRM	2:12-41.6	
3 Bonnier	Brabham-Climax	79 laps	
4 Gardner	Brabham-BRM	79 laps	
5 McLaren	Cooper-Climax	79 laps	
6 Siffert	Brabham-BRM	79 laps	
7 Rindt	Cooper-Climax	78 laps	
8 J.Taylor	Cooper-Climax	77 laps	
9 Raby	Brabham-BRM	75 laps	
10 Hawkins	Lotus-Climax	37 laps	
11 Rhodes	Cooper-Ford	31 laps	

Fastest lap

Clark Lotus-Climax 01-35.4 100.00

XIV Gran Premio di Siracusa

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Ian Raby	Brabham BT3	1962	F1-1-62	BRM V8	Colotti 6	1-53.6
4	Bernard Collomb	Lotus 24	1962	949	Climax V8	Colotti 6	2-01.1
6	Andre Wicky	Lotus 24	1962	951	BRM V8	Colotti 6	2-10.0
8	Masten Gregory	BRM 57	1961	5784	BRM V8	BRM 6	1-49.7
10	Mike Hailwood	Lotus 25	1962	R7	BRM V8	Hewland 5	1-49.2
14	Innes Ireland	Lotus 25	1962	R3	BRM V8	Hewland 5	1-49.0
16	John Surtees	Ferrari 158	1964	0005	Ferrari V8	Ferrari 5	1-46.8
18	Jim Clark	Lotus 33	1964	R11	Climax V8	ZF 5	1-46.5
20	Joachim Bonnier	Brabham BT7	1963	F1-2-63	Climax V8	Colotti 6	1-47.0
22	Lorenzo Bandini	Ferrari 1512	1964	0007	Ferrari F12	Ferrari 5	1-47.6
24	Mike Spence	Lotus 33	1964	R9	Climax V8	ZF 5	1-47.8
26	Jo Siffert	Brabham BT11	1964	F1-6-64	BRM V8	Colotti 6	1-47.2
28	Lodovico Scarfiotti	BRM 57	1961	5785	BRM V8	BRM 6	1-49.7
30	Bob Anderson	Brabham BT11	1964	F1-5-64	Climax V8	Hewland 5	1-49.9

NON-STARTERS

12	Paul Hawkins	Lotus 24	1962	---	Climax V8	---	---
32	Roberto Bussinello	BRM 57	1961	5781	BRM V8	BRM 6	1-55.6

PRACTICE CARS

16	John Surtees	Ferrari 158	1964	0006	Ferrari V8	Ferrari 5	n/a
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GRID

Bonnier	Surtees	Clark
1-47.0	1-46.8	1-46.5
	Bandini	Siffert
	1-47.6	1-47.2
Hailwood	Ireland	Spence
1-49.2	1-49.0	1-47.8
	Gregory	Scarfiotti
	1-49.7	1-49.7
---	Raby	Anderson
	1-53.6	1-49.9
	Wicky	Collomb
	2-10.0	2-01.0

Non-starters: reasons

12 withdrawn
32 gearbox trouble in practice

Leaders

1-10 Siffert
11-26 Surtees
27-31 Siffert
32-36 Surtees
37-45 Siffert
46 Surtees
47-56 Clark

Retirements

7 Ireland gearbox
28 Hailwood ignition and accident
41 Gregory suspension
44 Spence accident
45 Siffert con-rod

RESULT

1	Clark	Lotus-Climax	1:43-47.0	110.60
2	Surtees	Ferrari	1:44-29.1	
3	Bandini	Ferrari	1:44-43.3	
4	Bonnier	Brabham-Climax	55 laps	
5	Scarfiotti	BRM	54 laps	
6	Anderson	Brabham-Climax	47 laps	
7	Collomb	Lotus-Climax	47 laps	
8	Raby	Brabham-BRM	47 laps	
9	Wicky	Lotus-BRM	34 laps	
<i>Fastest lap</i>				
	Clark	Lotus-Climax	01-46.0	115.90

Entrant

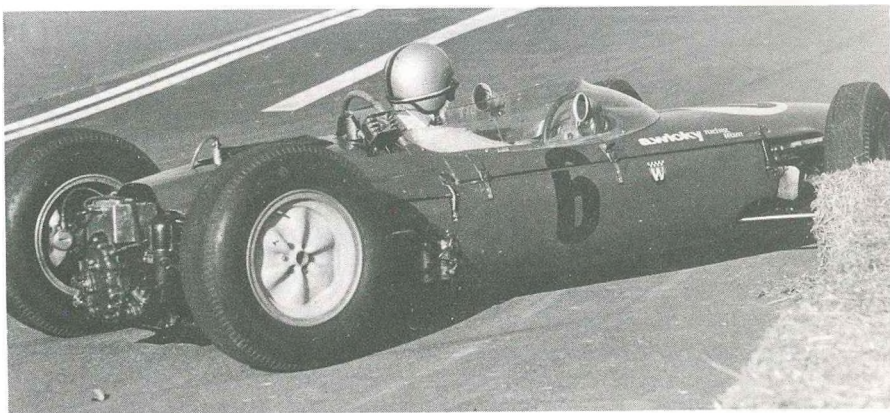
Ian Raby (Racing)
 Bernard Collomb
 Andre Wicky
 Scuderia Centro Sud
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 SEFAC Ferrari
 Team Lotus
 Rob Walker Racing Team
 SEFAC Ferrari
 Team Lotus
 Rob Walker Racing Team
 Scuderia Centro Sud
 DW Racing Enterprises

DW Racing Enterprises
 Scuderia Centro Sud

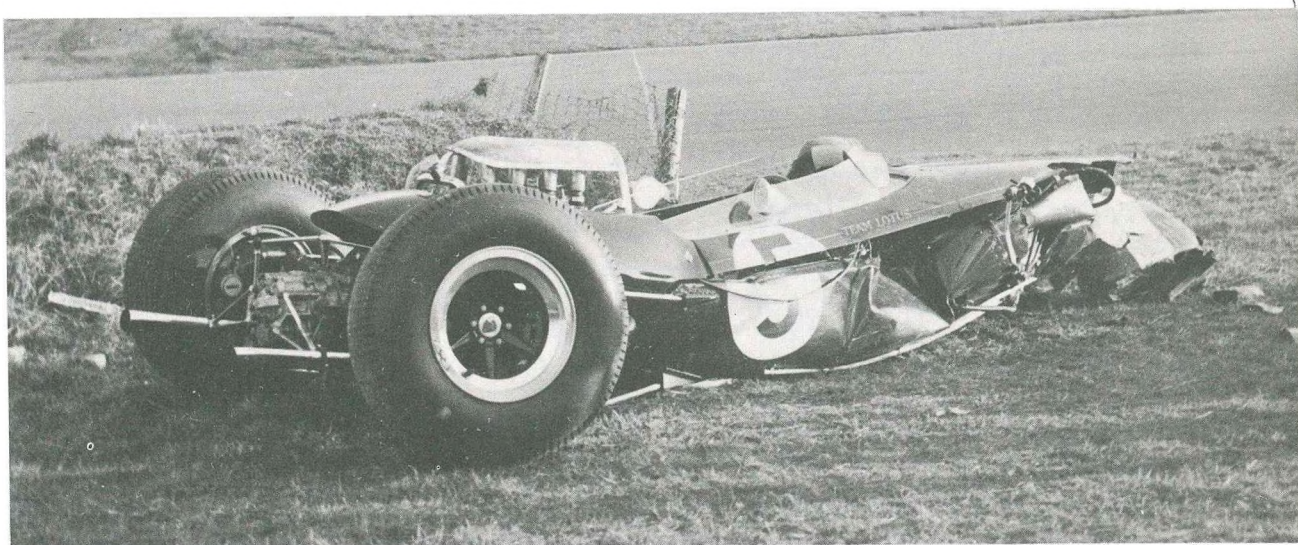
SEFAC Ferrari

COMMENTARY

After a race as good as the one at Brands Hatch there were grounds for supposing that the 1965 season would provide the 1½ litre F1 with a cracking swansong year, and if the entry at Syracuse was not quite up to the Brands standard, the contest for the lead was at least as thrilling, with Siffert in the Rob Walker Brabham coming close to putting it over on the works cars as he had at Pergusa. He was finally caught out by a sixth gear which would not engage, resulting in an over-revved engine, but both Clark in the latest Lotus and Surtees in a 1964 Ferrari V8 certainly knew they had been in a battle with the Swiss ace. The Ferrari engine subsequently went sick, leaving the Scot to score yet another win. The British Racing Partnership having withdrawn from Formula One, Ireland was co-opted into the Parnell team to drive a Lotus 25. Andre Wicky made his annual appearance at the wheel of his ex-Filipinetti Lotus 24 and Collomb made another--and final--showing with his similar car: it was destroyed in a fire after the race en route back to France...



SYRACUSE GP: Andre Wicky in his ex-Filipinetti Lotus-BRM 24 appears to have done it all wrong!



RACE OF CHAMPIONS (pages 212-213): The wreckage of Clark's Lotus 33/R10 after it hit the bank on the outside of Bottom Bend. The driver was uninjured, but to have been forced into making such an error (by the persistence of Gurney) must have made a dent or two in Clark's pride!

Sunday Mirror Trophy

April 19 1965

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
3	Graham Hill	BRM 261	1964	2616	BRM V8	BRM 6	1-20.6
4	Jackie Stewart	BRM 261	1964	2617	BRM V8	BRM 6	1-19.8
5	Jim Clark	Lotus 25	1962	R6	Climax V8 4v*	ZF 5	1-20.6
7	Dan Gurney	Brabham BT11	1964	F1-2-64	Climax V8	Hewland 5	1-21.4
8	Jack Brabham	Brabham BT11	1964	F1-1-64	Climax V8	Hewland 5	1-21.0
9	Bruce McLaren	Cooper 77	1965	FI-2-65	Climax V8	Cooper 6	1-21.4
10	Jochen Rindt	Cooper 77	1965	FI-1-65	Climax V8	Cooper 6	1-24.2
11	Joachim Bonnier	Brabham BT7	1963	F1-2-63	Climax V8	Colotti 6	1-22.0
12	Jo Siffert	Brabham BT11	1964	F1-6-64	BRM V8	Colotti 6	1-22.4
14	Bob Anderson	Brabham BT11	1964	F1-5-64	Climax V8	Hewland 5	1-20.8
15	Paul Hawkins	Lotus 33	1964	R8	Climax V8	ZF 5	1-43.2
16	Richard Attwood	Lotus 25	1962	R3	BRM V8	Hewland 5	1-23.0
19	John Taylor	Cooper 60	1962	FI-17-61	Climax V8	Cooper 6	1-26.2
20	John Rhodes	Cooper 71/73	1964	FI-3-64	Ford 4	Hewland 5	1-40.6
21	Rodney Bloor	Brabham BT14	1965	FL-6-65	Ford 4	Hewland 5	1-29.2
22	John Cardwell	Brabham BT14	1965	FL-8-65	Ford 4	Hewland 5	1-40.4

NON-STARTERS

6	Mike Spence	Lotus 33	1964	R9	Climax V8	ZF 5	1-20.8
17	Mike Hailwood	Lotus 25	1962	---	BRM V8	---	---
18	Frank Gardner	Brabham BT11	1964	F1-4-64	BRM V8	Colotti 6	1-22.0

PRACTICE CARS

3T	Graham Hill	BRM 261	1964	2615	BRM V8	BRM 6	1-20.8
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ALSO PRACTISED

6	Jim Clark	Lotus 33	1964	R9	Climax V8	ZF 5	1-20.8
7	Jack Brabham	Brabham BT11	1964	F1-2-64	Climax V8	Hewland 5	1-35.0

GRID

Clark	G.Hill	Stewart
1-20.6	1-20.6	1-19.8
Anderson	---	
1-20.8		

Gurney	McLaren	Brabham
1-21.4	1-21.4	1-21.0
Bonnier	---	
1-22.0		

Rindt	Attwood	Siffert
1-24.2	1-23.0	1-22.4

Bloor	J.Taylor	
1-29.2	1-26.2	

Hawkins	Rhodes	Cardwell
1-43.2	1-40.6	1-40.4

*4v indicates engine with four valves per cylinder

Non-starters: reasons

6 fuel injection trouble on grid
17 car damaged
18 engine trouble before race

Leaders

1-5 G.Hill
6-42 Clark

Retirements

1 Hawkins scavenge pump
24 Anderson disqualified for missing chicane
28 Siffert accident
30 Rindt disqualified for missing chicane
37 Cardwell out of fuel
37 Stewart camshaft
37 Gurney oil pressure

RESULT

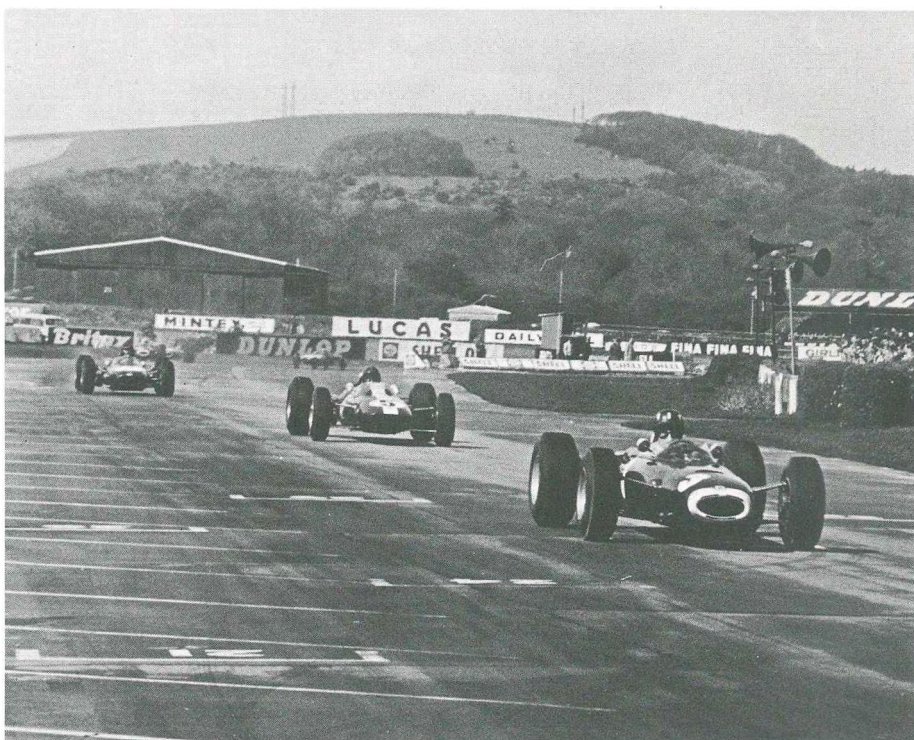
1	Clark	Lotus-Climax	57-33.8	105.07
2	G.Hill	BRM	57-58.0	
3	Brabham	Brabham-Climax	58-24.6	
4	McLaren	Cooper-Climax	41 laps	
5	Bonnier	Brabham-Climax	41 laps	
6	Attwood	Lotus-BRM	41 laps	
7	J.Taylor	Cooper-Climax	40 laps	
8	Rhodes	Cooper-Ford	39 laps	
9	Gurney	Brabham-Climax	37 laps	
10	Stewart	BRM	37 laps	
11	Cardwell	Brabham-Ford	37 laps	
12	Bloor	Brabham-Ford	37 laps	

Fastest lap

Clark Lotus-Climax and
Stewart BRM 01-20.4 107.40

Entrant

Owen Racing Organisation
 Owen Racing Organisation
 Team Lotus
 Brabham Racing Organisation
 Brabham Racing Organisation
 Cooper Car Co
 Cooper Car Co
 Rob Walker Racing Team
 Rob Walker Racing Team
 DW Racing Enterprises
 DW Racing Enterprises
 Reg Parnell (Racing)
 Gerard Racing
 Gerard Racing
 Sports Motors (Manchester)
 Robert Ashcroft Racing



Team Lotus
 Reg Parnell (Racing)
 John Willment Automobiles

Owen Racing Organisation

Team Lotus
 Brabham Racing Organisation

SUNDAY MIRROR TROPHY: G.Hill in BRM 2616 leads Clark in Lotus 25/R6 and Gurney in Brabham BT11 F1-2-64 past the pits. Stewart, Brabham and McLaren follow in the distance.

COMMENTARY

British enthusiasts might have escaped the usual inclement weather conditions at Snetterton this year (the early major race at that circuit was for F2 cars, held in dry conditions!) but the Easter Monday Goodwood meeting was a hard enough test of wind, rain and low temperatures: the supporting Formula Junior event was stopped by a snow-storm and the circuit was intermittently the victim of torrential hail and rain.

The F1 race, nevertheless, enjoyed a dry track and as at Brands Hatch speeds were well up on previous years. Clark won in classic style, driving 25/R6 but the pursuing Gurney went out with oil pressure failure. The chicane proved as tricky a hazard as ever, Anderson (very fast in practice) and Rindt both "overshooting" through the fencing and thus facing disqualification and Siffert being unluckier still by colliding with the brickwork, damaging himself and writing off his Brabham. Dick Attwood was given a drive in Parnell's Lotus 25 R3 (as at Brands) and new boy John Cardwell made a hesitant F1 debut with Robert Ashcroft's Brabham BT14.

Thus far in F1 Coventry-Climax had relied on two basic versions of their ubiquitous V8 engine, one with a two-plane crankshaft and the later type with a single-plane or "flat" crankshaft. The BRM V8 engine had always been credited with slightly more power than the Climax, but the latter had marginally better torque and weighed less, but for this last year of the formula the Climax people had to contend with 12-cylinder engines from Honda and Ferrari and thus they decided to (a) develop the V8 further by designing a new four-valve-per-cylinder head, the first of which Clark used here at Goodwood, and (b) to produce an entirely new V16 engine which in theory should have wiped everyone else off the map. As things turned out the four-valve unit was powerful but a mite unreliable and the 16-cylinder never saw the light of day, although most major teams designed a chassis specifically to take it. Despite all which, of course, the "normal" Climax engine continued to enjoy tremendous success!

XVII International Trophy

May 15 1965

No	Driver	Chassis	Year	Chassis type	Chassis number	Engine	Gearbox	Pract. time
1	John Surtees	Ferrari 158	1964	1964	0006	Ferrari V8	Ferrari 5	1-32.1
2	Lorenzo Bandini	Ferrari 1512	1964	1964	0007	Ferrari F12	Ferrari 5	1-32.3
3	Graham Hill	BRM 261	1964	1964	2616	BRM V8	BRM 6	1-31.4
4	Jackie Stewart	BRM 261	1964	1964	2617	BRM V8	BRM 6	1-31.6
5	Mike Spence	Lotus 33	1964	1964	R9	Climax V8	ZF 5	1-32.3
6	Pedro Rodriguez	Lotus 25	1962	1962	R6	Climax V8	ZF 5	1-34.4
7	Jack Brabham	Brabham BT11	1964	1964	F1-1-64	Climax V8	Hewland 5	1-32.4
8	Denis Hulme	Brabham BT11	1964	1964	F1-2-64	Climax V8	Hewland 5	1-33.8
9	Bruce McLaren	Cooper 77	1965	1965	FI-2-65	Climax V8	Cooper 6	1-33.8
10	Jochen Rindt	Cooper 77	1965	1965	FI-1-65	Climax V8	Cooper 6	1-34.1
11	Joachim Bonnier	Brabham BT7	1963	1963	F1-2-63	Climax V8	Colotti 6	1-33.8
12	Bob Anderson	Brabham BT11	1964	1964	F1-5-64	Climax V8	Hewland 5	1-34.5
14	Paul Hawkins	Lotus 33	1964	1964	R8	Climax V8	ZF 5	1-34.9
15	John Taylor	Cooper 60	1962	1962	FI-17-61	Climax V8	Cooper 6	1-35.5
16	John Rhodes	Cooper 71/73	1964	1964	FI-3-64	Ford 4	Hewland 5	1-38.5
17	Mike Hailwood	Lotus 25	1962	1962	R7	BRM V8	Hewland 5	1-34.7
18	Richard Attwood	Lotus 25	1962	1962	R3	BRM V8	Hewland 5	1-34.3
19	Frank Gardner	Brabham BT11	1964	1964	F1-4-64	BRM V8	Colotti 6	1-33.9
20	Ian Raby	Brabham BT3	1962	1962	F1-1-62	BRM V8	Colotti 6	1-36.0
22	Roberto Bussinello	BRM 57	1961	1961	5785	BRM V8	BRM 6	1-36.8
23	Chris Amon	BRM 57	1961	1961	5781	BRM V8	BRM 6	1-36.6

NON-STARTERS

21	Rodney Bloor	Brabham BT14	1965	---	---	Ford 4	---	---
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PRACTICE CARS

1	John Surtees	Ferrari 158	1964	1964	0005	Ferrari V8	Ferrari 5	n/a
T	Lorenzo Bandini	Ferrari 158	1964	1964	0005	Ferrari V8	Ferrari 5	1-34.0
T	Graham Hill	BRM 261	1964	1964	2615	BRM V8	BRM 6	1-32.6
T	Jackie Stewart	BRM 261	1964	1964	2615	BRM V8	BRM 6	1-32.2
8	Denis Hulme	Brabham BT7	1963	1963	F1-1-63	Climax V8	Hewland 5	n/a

ALSO PRACTISED

2	John Surtees	Ferrari 1512	1964	1964	0007	Ferrari F12	Ferrari 5	1-33.0
8	Jack Brabham	Brabham BT11	1964	1964	F1-2-64	Climax V8	Hewland 5	1 lap

GRID

Bandini	Surtees	Stewart	G.Hill
1-32.3	1-32.1	1-31.6	1-31.4
	Hulme	Brabham	Spence
	1-33.8	1-32.4	1-32.3
Rindt	Gardner	McLaren	Bonnier
1-34.1	1-33.9	1-33.8	1-33.8
	Anderson	Rodriguez	Attwood
	1-34.5	1-34.4	1-34.3
Raby	J.Taylor	Hawkins	Hailwood
1-36.0	1-35.5	1-34.9	1-34.7
	Rhodes	Bussinello	Amon
	1-38.5	1-36.8	1-36.6

Non-starters: reasons

21 withdrawn

Leaders

1-7 G.Hill
8-38 Brabham
39-52 Stewart

Retirements

7 Amon seized engine
7 Hulme oil leak
14 Rhodes battery
17 G.Hill camshaft
23 Rindt con-rod
25 Gardner clutch
39 Brabham seized gearbox

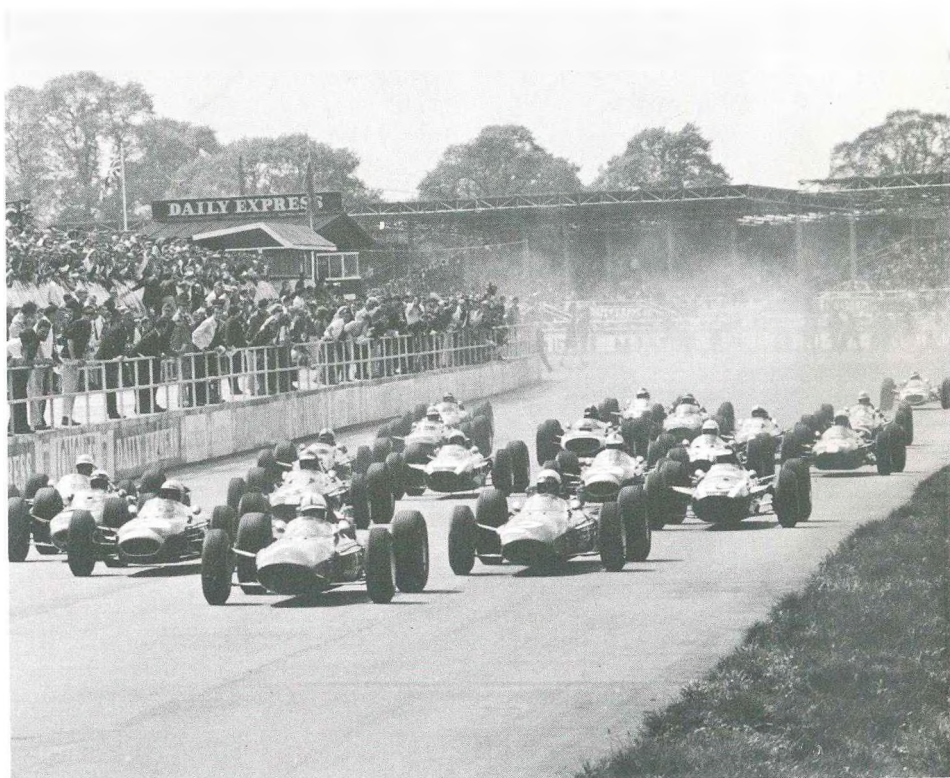
Entrant

SEFAC Ferrari
 SEFAC Ferrari
 Owen Racing Organisation
 Owen Racing Organisation
 Team Lotus
 Team Lotus
 Brabham Racing Organisation
 Brabham Racing Organisation
 Cooper Car Co
 Cooper Car Co
 Rob Walker Racing Team
 DW Racing Enterprises
 DW Racing Enterprises
 Gerard Racing
 Gerard Racing
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 John Willment Automobiles
 Ian Raby (Racing)
 Scuderia Centro Sud
 Scuderia Centro Sud

Sports Motors (Manchester)

SEFAC Ferrari
 SEFAC Ferrari
 Owen Racing Organisation
 Owen Racing Organisation
 Brabham Racing Organisation

SEFAC Ferrari
 Brabham Racing Organisation



INTERNATIONAL TROPHY: Graham Hill is already out of the camera's view as Surtees (Ferrari V8) and Bandini (Ferrari flat-12) head the bulk of the field at the start. Rhodes in Bob Gerard's Cooper-Ford 71/73 brings up the rear.

RESULT

1 Stewart	BRM	1:21-47.0	111.66
2 Surtees	Ferrari	1:21-50.0	
3 Spence	Lotus-Climax	1:22-43.4	
4 Rodriguez	Lotus-Climax	1:23-20.6	
5 Bonnier	Brabham-Climax	51 laps	
6 McLaren	Cooper-Climax	51 laps	
7 Bandini	Ferrari	51 laps	
8 Attwood	Lotus-BRM	51 laps	
9 Hailwood	Lotus-BRM	51 laps	
10 Hawkins	Lotus-Climax	51 laps	
11 J. Taylor	Cooper-Climax	50 laps	
12 Raby	Brabham-BRM	50 laps	
13 Bussinello	BRM	49 laps	
14 Anderson	Brabham-Climax	44 laps	
15 Brabham	Brabham-Climax	39 laps (retired)	
<i>Fastest lap</i>			
Surtees	Ferrari	01-33.0	113.50

COMMENTARY

Jackie Stewart, the new Star, followed up his fastest practice lap at Goodwood with a magnificent victory in the International Trophy, inheriting the lead after Graham Hill's car broke a camshaft and Brabham's gearbox ran out of oil and caught fire. Surtees forced his V8 Ferrari past the Scotsman at one stage but the new boy fought back to beat the World Champion by a decisive three seconds. Jim Clark was practising at Indianapolis and so Rodriguez took his place in the Lotus team and Denis Hulme replaced Dan Gurney in the Brabham equipe for the same reason. Australian Paul Hawkins got his first drive in a proper F1 car with an ex-works Lotus 33, now owned by Dickie Stoop and entered by DW Racing Enterprises; this car had last appeared in the Mexican GP, driven by Solana. Amon partnered Bussinello in the Centro Sud BRM team after Ireland had been expected to drive one of the cars.

XXIII Grand Prix de Monaco

May 30 1965

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	Jack Brabham	Brabham BT11	1964	F1-1-64	Climax V8	4v*Hewland 5	1-32.8
2	Denis Hulme	Brabham BT7	1963	F1-1-63	Climax V8	Hewland 5	1-34.8
3	Graham Hill	BRM 261	1964	2616	BRM V8	BRM 6	1-32.5
4	Jackie Stewart	BRM 261	1964	2617	BRM V8	BRM 6	1-32.9
7	Bruce McLaren	Cooper 77	1965	FI-2-65	Climax V8	Cooper 6	1-34.3
9	Bob Anderson	Brabham BT11	1964	F1-5-64	Climax V8	Hewland 5	1-35.5
10	Paul Hawkins	Lotus 33	1964	R8	Climax V8	ZF 5	1-37.0
11	Frank Gardner	Brabham BT11	1964	F1-4-64	BRM V8	Colotti 6	1-36.0
12	Joachim Bonnier	Brabham BT7	1963	F1-2-63	Climax V8	Colotti 6	1-36.5
14	Jo Siffert	Brabham BT11	1964	F1-6-64	BRM V8	Colotti 6	1-36.0
15	Richard Attwood	Lotus 25	1962	R3	BRM V8	Hewland 5	1-33.9
16	Mike Hailwood	Lotus 25	1962	R7	BRM V8	Hewland 5	1-36.5
17	Lorenzo Bandini	Ferrari 1512	1964	0007	Ferrari F12	Ferrari 5	1-33.0
18	John Surtees	Ferrari 158	1964	0006	Ferrari V8	Ferrari 5	1-33.2
19	Ronnie Bucknum	Honda RA272	1965	RA272-1	Honda V12	Honda 6	---
20	Ritchie Ginther	Honda RA272	1965	RA272-3	Honda V12	Honda 6	---
<i>NON-STARTERS</i>							
5	Mike Spence	Lotus	---	---	Climax V8	---	---
6	Pedro Rodriguez	Lotus	---	---	Climax V8	---	---
8	Jochen Rindt	Cooper 77	1965	FI-1-65	Climax V8	Cooper 6	1-37.5
<i>PRACTICE CARS</i>							
3T	Graham Hill	BRM 261	1964	2615	BRM V8	BRM 6	1-54.6
18T	John Surtees	Ferrari 158	1964	0005	Ferrari V8	Ferrari 5	2-01.0
20	Ritchie Ginther	Honda RA272	1965	RA272-2	Honda V12	Honda 6	1-39.7
T	Richard Attwood	Lotus 25	1962	R4	BRM V8	Hewland 5	2-01.5
T	Mike Hailwood	Lotus 25	1962	R4	BRM V8	Hewland 5	1-52.1
<i>ALSO PRACTISED</i>							
19	Ritchie Ginther	Honda RA272	1965	RA272-1	Honda V12	Honda 6	n/a
20	Ronnie Bucknum	Honda RA272	1965	RA272-3	Honda V12	Honda 6	1-37.0

GRID

G.Hill	Brabham	1-32.5	1-32.8
Stewart	Bandini	1-32.9	1-33.0
Surtees	Attwood	1-33.2	1-33.9
McLaren	Hulme	1-34.3	1-34.5
Anderson	Siffert	1-35.5	1-36.0
Gardner	Hailwood	1-36.0	1-36.5
Bonnier	Hawkins	1-36.5	1-37.0
Bucknum	Ginther	1-37.0	1-39.7

Non-starters: reasons

5 withdrawn: entrant in dispute with organisers
 6 withdrawn: entrant in dispute with organisers
 8 excluded

Leaders

1-24 G.Hill
 25-29 Stewart
 30-33 Bandini
 34-42 Brabham
 43-64 Bandini
 65-100 G.Hill

Retirements

0 Ginther drive shaft
 10 Hailwood gearbox
 28 Gardner engine mounting
 32 Bucknum gear linkage
 42 Brabham con-rod
 43 Attwood lost wheel
 79 Hawkins accident: car in harbour
 99 Surtees out of fuel

*4v indicates engine with four valves per cylinder

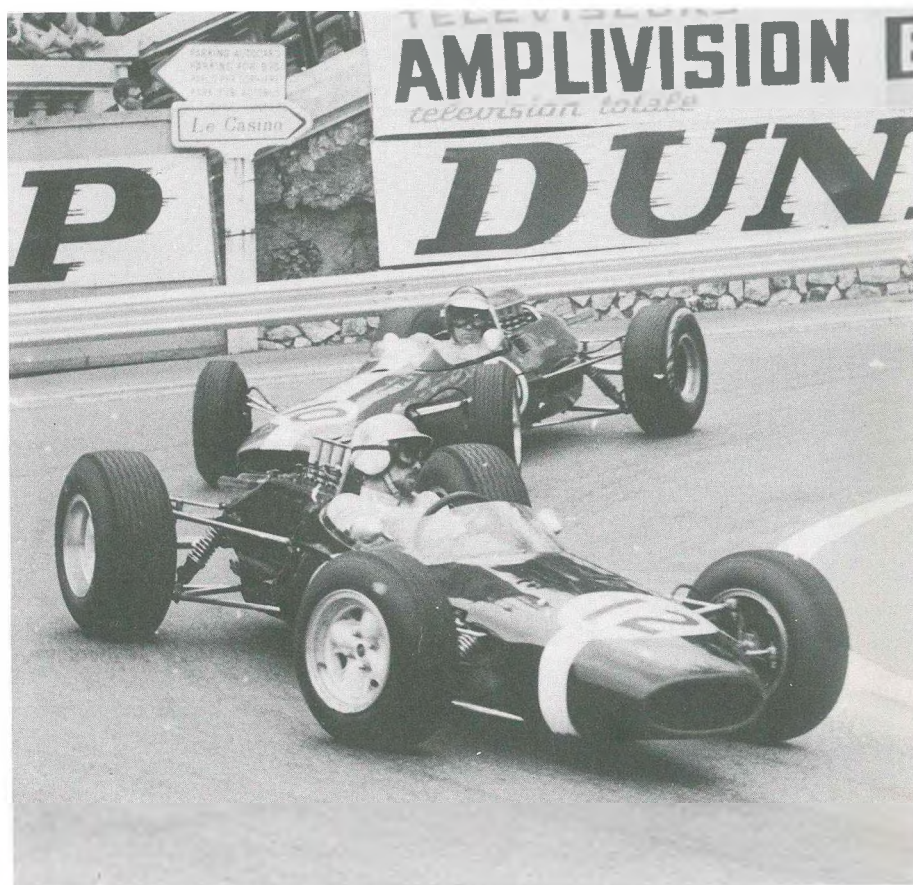
Entrant

Brabham Racing Organisation
 Brabham Racing Organisation
 Owen Racing Organisation
 Owen Racing Organisation
 Cooper Car Co
 DW Racing Enterprises
 DW Racing Enterprises
 John Willment Automobiles
 Rob Walker Racing Team
 Rob Walker Racing Team
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 SEFAC Ferrari
 SEFAC Ferrari
 Honda R & D Co
 Honda R & D Co

Team Lotus
 Team Lotus
 Cooper Car Co

Owen Racing Organisation
 SEFAC Ferrari
 Honda R & D Co
 Reg Parnell (Racing)
 Reg Parnell (Racing)

Honda R & D Co
 Honda R & D Co



MONACO GP: Bonnier in Rob Walker's ex-works Brabham BT7 leads Hawkins (prior to his dip in the harbour) in Dickie Stoop's DW-entered Lotus 33.

RESULT

1 G.Hill	BRM	2:37-39.6	73.34
2 Bandini	Ferrari	2:38-43.6	
3 Stewart	BRM	2:39-21.5	
4 Surtees	Ferrari	99 laps (retired)	
5 McLaren	Cooper-Climax	98 laps	
6 Siffert	Brabham-BRM	98 laps	
7 Bonnier	Brabham-Climax	97 laps	
8 Hulme	Brabham-Climax	92 laps	
9 Anderson	Brabham-Climax	85 laps	
10 Hawkins	Lotus-Climax	79 laps (retired)	
<i>Fastest lap</i>			
G.Hill	BRM	01-31.7	76.72

COMMENTARY

Only the most uncharitable observer would take anything at all away from Graham Hill's superb win--his third in a row at Monte Carlo--simply because Clark and Gurney were away competing in the Indy 500. Hill dominated the meeting, taking pole position on the grid and leading for the first 24 laps, at which point he was forced to take to the escape route at the chicane to avoid Anderson's almost stationary Brabham. Stewart led, then spun, then Bandini led and then Brabham got by him, but all the while Hill was catching all of them. Shortly after half-way the BRM team leader chopped his way past Surtees' Ferrari to lie second behind Bandini, and then on lap 65 the young Italian too had to give way to the flying BRM. The Honda team made a re-appearance for this race, having signed up Ritchie Ginther to lead the equipe and partner Bucknum, and all three cars were brand new Type RA272s. Brabham's four-valve Climax engine blew up after the rev-counter broke and Siffert's Brabham was a new one, replacing that crashed at Goodwood. Hawkins made history by being the first driver since Alberto Ascari to fly off into the harbour: he was uninjured!

XXIV Grand Prix de Belgique

June 13 1965

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
1	John Surtees	Ferrari 158	1964	0006	Ferrari V8	Ferrari 5	3-49.5
2	Lorenzo Bandini	Ferrari 1512	1964	0007	Ferrari F12	Ferrari 5	3-54.0
4	Bruce McLaren	Cooper 77	1965	FI-2-65	Climax V8	Cooper 6	3-51.3
5	Jochen Rindt	Cooper 77	1965	FI-1-65	Climax V8	Cooper 6	3-53.3
7	Graham Hill	BRM 261	1964	2615	BRM V8	BRM 6	3-45.4
8	Jackie Stewart	BRM 261	1964	2617	BRM V8	BRM 6	3-48.8
10	Ritchie Ginther	Honda RA272	1965	RA272-3	Honda V12	Honda 6	3-49.0
11	Ronnie Bucknum	Honda RA272	1965	RA272-1	Honda V12	Honda 6	3-52.3
14	Jack Brabham	Brabham BT11	1964	F1-1-64	Climax V8	Hewland 5	3-51.5
15	Dan Gurney	Brabham BT11	1964	F1-2-64	Climax V8	Hewland 5	3-49.2
17	Jim Clark	Lotus 33	1964	R11	Climax V8 4v	ZF 5	3-47.5
18	Mike Spence	Lotus 33	1964	R9	Climax V8	ZF 5	3-52.6
20	Joachim Bonnier	Brabham BT7	1963	F1-2-63	Climax V8	Colotti 6	3-49.7
21	Jo Siffert	Brabham BT11	1964	F1-6-64	BRM V8	Colotti 6	3-50.7
22	Innes Ireland	Lotus 25	1962	R7	BRM V8	Hewland 5	3-57.4
23	Richard Attwood	Lotus 25	1962	R4	BRM V8	Hewland 5	3-53.2
26	Frank Gardner	Brabham BT11	1964	F1-4-64	BRM V8	Colotti 6	3-59.4
27	Lucien Bianchi	BRM 57	1961	5785	BRM V8	BRM 6	3-59.0
29	Masten Gregory	BRM 57	1961	5784	BRM V8	BRM 6	4-02.8

NON-STARTERS

24	Bob Anderson	Brabham BT11	1964	F1-5-64	Climax V8	Hewland 5	3-59.8
25	Paul Hawkins	Lotus 33	1964	R8	Climax V8	---	---
28	Willy Mairesse	BRM 57	1961	5781	BRM V8	BRM 6	1 lap

PRACTICE CARS

1	John Surtees	Ferrari 158	1964	0005	Ferrari V8	Ferrari 5	n/a
7	Graham Hill	BRM 261	1964	2616	BRM V8	BRM 6	3-48.0
10	Ritchie Ginther	Honda RA272	1965	RA272-2	Honda V12	Honda 6	n/a
17	Jim Clark	Lotus 25	1962	R6	Climax V8	ZF 5	3-49.7

GRID

G.Hill	Clark	Stewart
3-45.4	3-47.5	3-48.8
Ginther	Gurney	
3-49.0	3-49.2	
Surtees	Bonnier	Siffert
3-49.5	3-49.7	3-50.7
McLaren	Brabham	
3-51.3	3-51.5	
Bucknum	Spence	Attwood
3-52.3	3-52.6	3-53.2
Rindt	Bandini	
3-53.3	3-54.0	
Ireland	Bianchi	Gardner
3-57.4	3-59.0	3-59.4
Gregory		
4-02.8		

Non-starters: reasons

24 withdrawn after practice
25 car not ready
28 driver withdrew to race elsewhere

Leaders

1-32 Clark

Retirements

4 Gardner ignition
6 Surtees engine
8 Bonnier ignition
8 Bucknum gearbox
11 Gregory fuel pump and shock absorbers
26 Attwood accident

Entrant

SEFAC Ferrari
 SEFAC Ferrari
 Cooper Car Co
 Cooper Car Co
 Owen Racing Organisation
 Owen Racing Organisation
 Honda R & D Co
 Honda R & D Co
 Brabham Racing Organisation
 Brabham Racing Organisation
 Team Lotus
 Team Lotus
 Rob Walker Racing Team
 Rob Walker Racing Team
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 John Willment Automobiles
 Scuderia Centro Sud
 Scuderia Centro Sud

DW Racing Enterprises
 DW Racing Enterprises
 Scuderia Centro Sud



BELGIAN GP: Odd to think that Spa was the circuit Stewart hated most later in his career. His performance in 1965 was second only to the experienced Clark, and this on a streaming wet track. Here he lines up his BRM 2617 to lap Ireland (Lotus 25/R7).

SEFAC Ferrari
 Owen Racing Organisation
 Honda R & D Co
 Team Lotus

RESULT

1	Clark	Lotus-Climax	2:23-34.8	117.16
2	Stewart	BRM	2:24-19.6	
3	McLaren	Cooper-Climax	31 laps	
4	Brabham	Brabham-Climax	31 laps	
5	G.Hill	BRM	31 laps	
6	Ginther	Honda	31 laps	
7	Spence	Lotus-Climax	31 laps	
8	Siffert	Brabham-BRM	31 laps	
9	Bandini	Ferrari	30 laps	
10	Gurney	Brabham-Climax	30 laps	
11	Rindt	Cooper-Climax	29 laps	
12	Bianchi	BRM	29 laps	
13	Ireland	Lotus-BRM	27 laps	
14	Attwood	Lotus-BRM	26 laps (retired)	

Fastest lap

Clark Lotus-Climax 04-12.9 124.72

COMMENTARY

Lotus had been in dispute with the organisers at Monaco due to the fact that only one of the two entries was guaranteed a place on the grid. Chapman had withdrawn both cars as a mark of his displeasure, but at Spa they were back to full strength with Clark's car being the only one in the race with the four-valve Climax. Attwood had crashed his Parnell Lotus R3 at Monaco and was thus driving R4 here, this car having been extensively rebuilt since appearing in Maggs' hands in South Africa. Attwood had another nasty accident, however, and the car was written-off: a shame since as an ex-works car it boasted an illustrious history. Ireland replaced Hailwood in the other Parnell Lotus and Lucien Bianchi partnered Gregory in the Centro Sud BRMs. This team's third car was to have been driven by Mairesse, but the driver decided to go saloon car racing instead. McLaren's Cooper was fitted with long-range fuel tanks and G.Hill raced the "spare" BRM P261 on this occasion. The race was wet and Clark and Stewart were the only drivers really to come to terms with the treacherous conditions.

LI Grand Prix de l'A.C.F.

June 27 1965

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	John Surtees	Ferrari 158	1964	0005	Ferrari V8	Ferrari 5	3-19.1
4	Lorenzo Bandini	Ferrari 1512	1964	0007	Ferrari F12	Ferrari 5	3-19.1
6	Jim Clark	Lotus 25	1962	R6	Climax V8	ZF 5	3-18.3
8	Mike Spence	Lotus 33	1964	R9	Climax V8	ZF 5	3-23.4
10	Graham Hill	BRM 261	1964	2616	BRM V8	BRM 6	3-23.7
12	Jackie Stewart	BRM 261	1964	2617	BRM V8	BRM 6	3-18.8
14	Dan Gurney	Brabham BT11	1964	F1-2-64	Climax V8	Hewland 5	3-19.8
16	Denis Hulme	Brabham BT11	1964	F1-1-64	Climax V8	Hewland 5	3-20.5
18	Bruce McLaren	Cooper 77	1965	FI-2-65	Climax V8	Cooper 6	3-23.2
20	Jochen Rindt	Cooper 77	1965	FI-1-65	Climax V8	Cooper 6	3-23.6
22	Innes Ireland	Lotus 25	1962	R7	BRM V8	Hewland 5	3-30.5
24	Chris Amon	Lotus 25	1962	R3	BRM V8	Hewland 5	3-23.0
26	Ritchie Ginther	Honda RA272	1965	RA272-2	Honda V12	Honda 6	3-21.4
28	Ronnie Bucknum	Honda RA272	1965	RA272-1	Honda V12	Honda 6	3-26.3
30	Bob Anderson	Brabham BT11	1964	F1-5-64	Climax V8	Hewland 5	3-26.0
34	Joachim Bonnier	Brabham BT7	1963	F1-2-63	Climax V8	Colotti 6	3-23.4
36	Jo Siffert	Brabham BT11	1964	F1-6-64	BRM V8	Colotti 6	3-25.2

NON-STARTERS

30	Frank Gardner	Brabham BT11	1964	---	BRM V8	---	---
32	Jo Schlesser	Lola 55	1965	---	Ford 4	---	---

PRACTICE CARS

2	John Surtees	Ferrari 158	1964	0006	Ferrari V8	Ferrari 5	n/a
6	Jim Clark	Lotus 33	1964	R11	Climax V8 4v	ZF 5	3-20.1
10	Graham Hill	BRM 261	1964	2615	BRM V8	BRM 6	3-34.7

ALSO PRACTISED

26	Ronnie Bucknum	Honda RA272	1965	RA272-2	Honda V12	Honda 6	n/a
28	Ritchie Ginther	Honda RA272	1965	RA272-1	Honda V12	Honda 6	n/a

GRID

Clark	Stewart	Bandini
3-18.3	3-18.8	3-19.1
Surtees	Gurney	
3-19.1	3-19.8	
Hulme	Ginther	Amon
3-20.5	3-21.4	3-23.0
McLaren	Spence	
3-23.2	3-23.4	
Bonnier	Rindt	G.Hill
3-23.4	3-23.6	3-23.7
Siffert	Anderson	
3-25.2	3-26.0	
Bucknum	Ireland	
3-26.3	3-30.5	

Non-starters: reasons

30 withdrawn
32 withdrawn

Leaders

1-40 Clark

Retirements

3 Rindt accident
4 Bucknum ignition
9 Ginther ignition
16 Gurney engine
18 Ireland gearbox
18 Bonnier alternator drive
20 Amon fuel feed
23 McLaren steering
34 Anderson fuel pressure
36 Bandini accident

RESULT

1	Clark	Lotus-Climax	2:14-38.4	89.22
2	Stewart	BRM	2:15-04.7	
3	Surtees	Ferrari	2:17-11.9	
4	Hulme	Brabham-Climax	2:17-31.5	
5	G.Hill	BRM	39 laps	
6	Siffert	Brabham-BRM	39 laps	
7	Spence	Lotus-Climax	39 laps	
8	Bandini	Ferrari	36 laps	
9	Anderson	Brabham-Climax	34 laps	

Fastest lap

Clark	Lotus-Climax	03-18.9	90.69
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Entrant

SEFAC Ferrari
 SEFAC Ferrari
 Team Lotus
 Team Lotus
 Owen Racing Organisation
 Owen Racing Organisation
 Brabham Racing Organisation
 Brabham Racing Organisation
 Cooper Car Co
 Cooper Car Co
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 Honda R & D Co
 Honda R & D Co
 DW Racing Enterprises
 Rob Walker Racing Team
 Rob Walker Racing Team

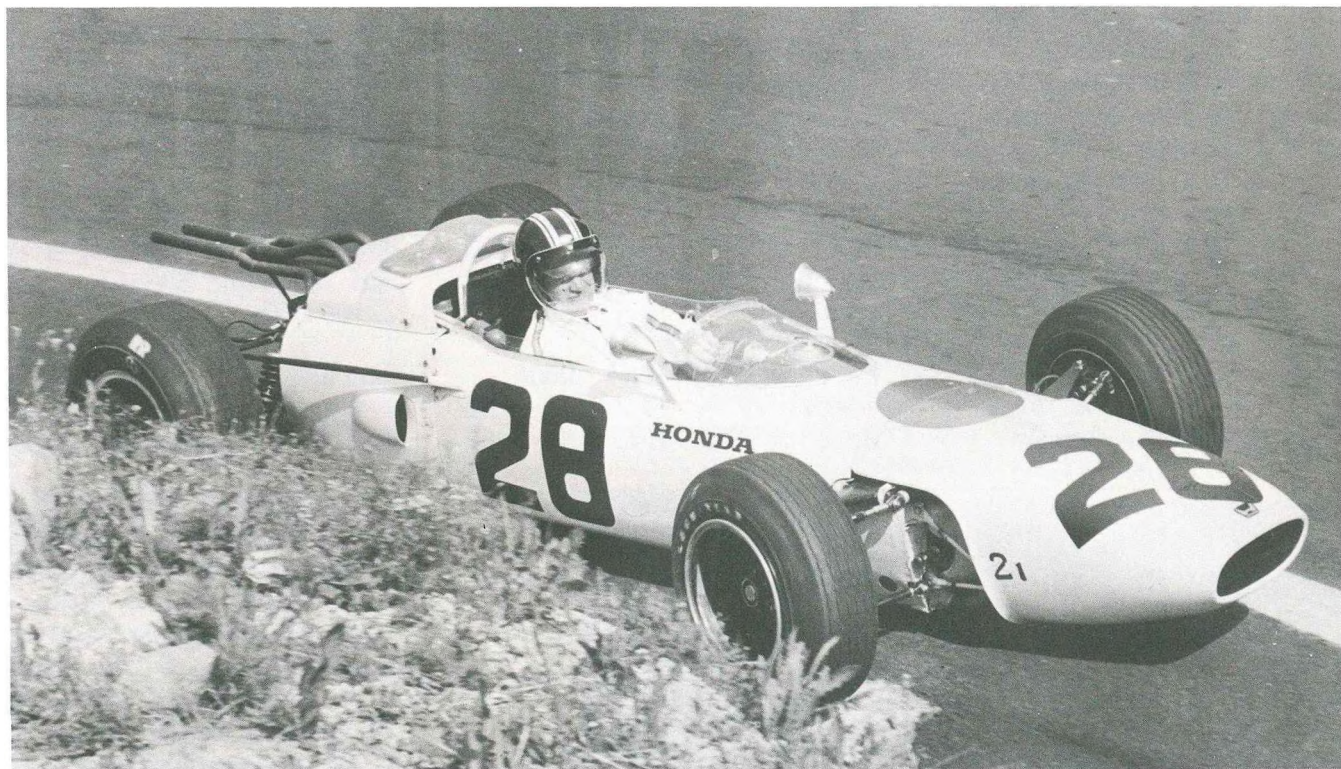
John Willment Automobiles
 John Willment Automobiles

SEFAC Ferrari
 Team Lotus
 Owen Racing Organisation

Honda R & D Co
 Honda R & D Co

COMMENTARY

This year the French Grand Prix broke with tradition and instead of being held at either Reims or Rouen it was taken for the first time to the hilly, winding circuit in the centre of France known generally as Clermont Ferrand, though it would be more accurate to describe it as the Circuit du Charade (after the nearest village) or the Circuit d'Auvergne (after the automobile club which constructed it). Anyway it was certainly a driver's circuit and not unexpectedly Clark and Stewart again got well away from the rest. Graham Hill hit a rock face in practice when the throttles stuck on his spare BRM, straining his neck, so that on this occasion the British ex-Champion was somewhat out of contention. The Lotus and Brabham teams both had four-valve engines on hand but neither was raced, the one in Clark's car blowing up in practice and that in Gurney's simply not being quick enough. Jack Brabham himself stood down for this event, allowing Hulme, who had previously raced over the circuit in Formula Juniors, to take over his car and net a fine fourth place. The Parnell team this time consisted of Ireland in R7 and Amon in R3--now rebuilt following Attwood's Monaco shunt when a wheel had fallen off. Ferrari continued their odd policy of refusing Surtees the flat-12 car, which was by now clearly quicker than the V8, but the World Champion did well to finish third after being hampered by electrical trouble. Bandini, on the other hand, crashed the 12-cylinder with just three laps to go.



FRENCH GP: Bucknum practises Ginther's Honda. That this IS Ginther's car is betrayed (a) by the figure 2 forward of the front wheel which relates to the chassis number, and (b) by the fact that the race number 28 has been swiftly converted from its original 26. The race itself was held in cloudy conditions, moreover, whereas here the day is clearly hot and sunny--ie it is a practice day.

XVIII R.A.C. British Grand Prix

July 10 1965

No	Driver	Chassis	Year	Chassis number	Engine	Gearbox	Pract. time
1	John Surtees	Ferrari 1512	1964	0007	Ferrari F12	Ferrari 5	1-31.3
2	Lorenzo Bandini	Ferrari 158	1964	0006	Ferrari V8	Ferrari 5	1-32.9
3	Graham Hill	BRM 261	1964	2616	BRM V8	BRM 6	1-31.0
4	Jackie Stewart	BRM 261	1964	2617	BRM V8	BRM 6	1-31.3
5	Jim Clark	Lotus 33	1964	R11	Climax V8 4v	ZF 5	1-30.8
6	Mike Spence	Lotus 33	1964	R9	Climax V8	ZF 5	1-31.7
7	Dan Gurney	Brabham BT11	1964	F1-1-64	Climax V8	Hewland 5	1-33.5
9	Bruce McLaren	Cooper 77	1965	FI-2-65	Climax V8	Cooper 6	1-32.8
10	Jochen Rindt	Cooper 77	1965	FI-1-65	Climax V8	Cooper 6	1-32.9
11	Ritchie Ginther	Honda RA272	1965	RA272-1	Honda V12	Honda 6	1-31.3
12	Masten Gregory	BRM 57	1961	5784	BRM V8	BRM 6	1-35.9
14	Denis Hulme	Brabham BT7	1963	F1-1-63	Climax V8	Hewland 5	1-32.7
15	Joachim Bonnier	Brabham BT7	1963	F1-2-63	Climax V8	Colotti 6	1-33.5
16	Jo Siffert	Brabham BT11	1964	F1-6-64	BRM V8	Colotti 6	1-34.2
17	Frank Gardner	Brabham BT11	1964	F1-4-64	BRM V8	Colotti 6	1-33.4
18	Bob Anderson	Brabham BT11	1964	F1-5-64	Climax V8	Hewland 5	1-34.1
20	John Rhodes	Cooper 60	1962	FI-17-61	Climax V8	Cooper 6	1-39.4
22	Richard Attwood	Lotus 25	1962	R3	BRM V8	Hewland 5	1-33.8
23	Innes Ireland	Lotus 25	1962	R7	BRM V8	Hewland 5	1-33.6
24	Ian Raby	Brabham BT3	1962	F1-2-62	BRM V8	Colotti 6	1-36.0

NON-STARTERS

7	Jack Brabham	Brabham BT11	1964	F1-1-64	Climax V8	Hewland 5	1-32.5
12	Ronnie Bucknum	Honda RA272	1965	---	Honda V12	---	---
19	Paul Hawkins	Lotus 33	1964	R8	Climax V8	---	---
21	Mike Hailwood	Lotus 25	1962	---	BRM V8	---	---
25	Alan Rollinson	Cooper 71/73	1964	FI-3-64	Ford 4	Hewland 5	1-39.0
26	Brian Gubby	Lotus 24	1962	943	Climax V8	Colotti 5	1-45.1

PRACTICE CARS

2	Lorenzo Bandini	Ferrari 158	1964	0005	Ferrari V8	Ferrari 5	1-32.7
5	Jim Clark	Lotus 25	1962	R6	Climax V8	ZF 5	1-31.1
8	Dan Gurney	Brabham BT11	1964	F1-2-64	Climax V8	Hewland 5	1-31.9
8	Jack Brabham	Brabham BT11	1964	F1-2-64	Climax V8	Hewland 5	1-34.3
70	Graham Hill	BRM 261	1964	2614	BRM V8	BRM 6	1-34.3
72	Bruce McLaren	Cooper 73	1964	FI-1-64	Climax V8	Hewland 5	1-36.9
72	Jochen Rindt	Cooper 73	1964	FI-1-64	Climax V8	Hewland 5	1 lap
73	Ritchie Ginther	Honda RA272	1965	RA272-2	Honda V12	Honda 6	1-32.8
74	Masten Gregory	BRM 57	1961	5785	BRM V8	BRM 6	1-37.7
77	Mike Spence	Lotus 25	1962	R6	Climax V8	ZF 5	1-32.1

ALSO PRACTISED

2	John Surtees	Ferrari 158	1964	0006	Ferrari V8	Ferrari 5	1-31.4
10	Bruce McLaren	Cooper 77	1965	FI-1-65	Climax V8	Cooper 6	1-46.4
24	Chris Amon	Brabham BT3	1962	F1-2-62	BRM V8	Colotti 6	1-35.3

GRID

Stewart	Ginther	G.Hill	Clark
1-31.3	1-31.3	1-31.0	1-30.8
	Gurney	Spence	Surtees
	1-31.9	1-31.7	1-31.3
McLaren	Hulme	Bandini	---
1-32.8	1-32.7	1-32.7	
	Bonnier	Gardner	Rindt
	1-33.5	1-33.4	1-32.9
Siffert	Anderson	Attwood	Ireland
1-34.2	1-34.1	1-33.8	1-33.6
	Rhodes	Raby	Gregory
	1-39.4	1-36.0	1-35.9

Non-starters: reasons

- 7 (Brabham): car handed over on grid to Gurney, whose 4-valve Climax engine had blown up on warming-up lap
- 12 withdrawn--entry taken over by Scuderia Centro Sud
- 19 car not ready
- 21 no car available
- 25 excluded
- 26 excluded

Entrant

SEFAC Ferrari
 SEFAC Ferrari
 Owen Racing Organisation
 Owen Racing Organisation
 Team Lotus
 Team Lotus
 Brabham Racing Organisation
 Cooper Car Co
 Cooper Car Co
 Honda R & D Co
 Scuderia Centro Sud
 Brabham Racing Organisation
 Rob Walker Racing Team
 Rob Walker Racing Team
 John Willment Automobiles
 DW Racing Enterprises
 Gerard Racing
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 Ian Raby (Racing)

Brabham Racing Organisation
 Honda R & D Co
 DW Racing Enterprises
 Reg Parnell (Racing)
 Gerard Racing
 Brian Gubby

SEFAC Ferrari
 Team Lotus
 Brabham Racing Organisation
 Brabham Racing Organisation
 Owen Racing Organisation
 Cooper Car Co
 Cooper Car Co
 Honda R & D Co
 Scuderia Centro Sud
 Team Lotus

SEFAC Ferrari
 Cooper Car Co
 Ian Raby (Racing)

Leaders

1-80 Clark

Retirements

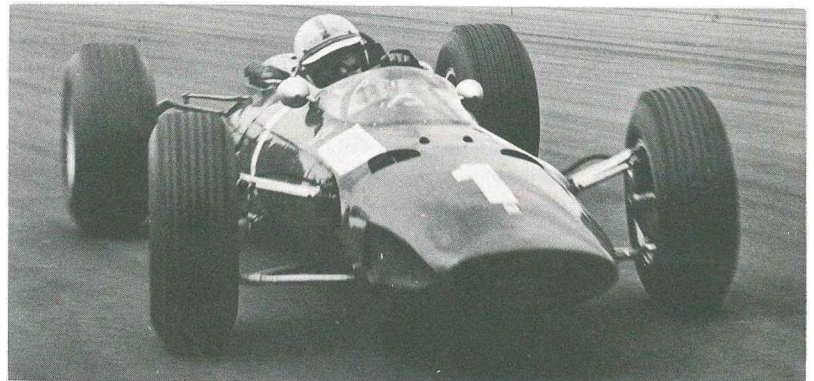
2 Bandini piston
 26 Ginther fuel injection
 29 Hulme alternator drive
 33 Anderson gearbox
 38 Rhodes ignition
 41 Ireland engine
 62 Rindt engine

RESULT

1 Clark	Lotus-Climax	2:05-25.4	112.02
2 G.Hill	BRM	2:05-28.6	
3 Surtees	Ferrari	2:05-53.0	
4 Spence	Lotus-Climax	2:06-05.0	
5 Stewart	BRM	2:06-40.0	
6 Gurney	Brabham-Climax	79 laps	
7 Bonnier	Brabham-Climax	79 laps	
8 Gardner	Brabham-BRM	78 laps	
9 Siffert	Brabham-BRM	78 laps	
10 McLaren	Cooper-Climax	77 laps	
11 Raby	Brabham-BRM	73 laps	
12 Gregory	BRM	70 laps	
13 Attwood	Lotus-BRM	63 laps	
14 Rindt	Cooper-Climax	62 laps (retired)	
<i>Fastest lap</i>			
G.Hill	BRM	01-32.2	114.29

COMMENTARY

In an uncanny repetition of the 1964 race, Clark beat G.Hill by a mere 3.2 seconds in the British Grand Prix, the Scotsman's lead having been whittled right down over the last 20 laps with the Lotus-Climax suffering from low fuel and oil pressure; had Hill's BRM not had braking troubles of its own, the final order might have been reversed. Clark was using the four-valve engine but a second example intended for Gurney blew up on the warming-up lap; Brabham immediately gave his car to the American. Surtees at long last got to drive the flat-12 Ferrari, but had trouble beating Mike Spence, while Ginther in the V12 Honda was the sensation of practice. There were several training cars at Silverstone and to avoid confusion they were given numbers from "70" onwards. Notable amongst these was the Cooper 73 fitted with a Hewland gearbox as an experiment and Hill's BRM P261, this being a car last seen in South Africa. All the starters were supposed to practice within five seconds of the third fastest time, but Rhodes in Bob Gerard's Cooper-Climax T60 was allowed in despite being way off the required time and slower in fact that his team-mate Rollinson.



BRITISH GP: Surtees trying hard in the flat-12 Ferrari 0007, which he is racing for the first time.

XIII Grote Prijs van Nederland

July 18 1965

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	John Surtees	Ferrari 1512	1964	0007	Ferrari F12	Ferrari 5	1-31.0
4	Lorenzo Bandini	Ferrari 158	1964	0006	Ferrari V8	Ferrari 5	n/a
6	Jim Clark	Lotus 33	1964	R9	Climax V8	ZF 5	1-31.0
8	Mike Spence	Lotus 25	1962	R6	Climax V8	ZF 5	1-32.2
10	Graham Hill	BRM 261	1964	2616	BRM V8	BRM 6	1-30.7
12	Jackie Stewart	BRM 261	1964	2617	BRM V8	BRM 6	1-31.4
14	Denis Hulme	Brabham BT11	1964	F1-1-64	Climax V8	Hewland 5	1-32.0
16	Dan Gurney	Brabham BT11	1964	F1-2-64	Climax V8	Hewland 5	1-31.2
18	Bruce McLaren	Cooper 77	1965	FI-2-65	Climax V8	Cooper 6	1-32.6
20	Jochen Rindt	Cooper 77	1965	FI-1-65	Climax V8	Cooper 6	1-33.7
22	Ritchie Ginther	Honda RA272	1965	RA272-3	Honda V12	Honda 6	1-31.0
26	Joachim Bonnier	Brabham BT7	1963	F1-2-63	Climax V8	Colotti 6	1-33.8
28	Jo Siffert	Brabham BT11	1964	F1-6-64	BRM V8	Colotti 6	1-32.9
30	Frank Gardner	Brabham BT11	1964	F1-4-64	BRM V8	Colotti 6	1-32.9
34	Richard Attwood	Lotus 25	1962	R3	BRM V8	Hewland 5	1-34.6
36	Bob Anderson	Brabham BT11	1964	F1-5-64	Climax V8	Hewland 5	1-34.1
38	Innes Ireland	Lotus 25	1962	R7	BRM V8	Hewland 5	1-33.4
<i>NON-STARTERS</i>							
24	Ronnie Bucknum	Honda RA272	1965	---	Honda V12	---	---
32	Chris Amon	---	---	---	---	---	---
<i>PRACTICE CARS</i>							
2T	John Surtees	Ferrari 158	1964	0005	Ferrari V8	Ferrari 5	n/a
4T	Lorenzo Bandini	Ferrari 158	1964	0005	Ferrari V8	Ferrari 5	1-33.1
6T	Jim Clark	Lotus 33	1964	R11	Climax V8 4v	ZF 5	1-31.1
10T	Graham Hill	BRM 261	1964	2614	BRM V8	BRM 6	n/a
	T Bruce McLaren	Cooper 73	1964	FI-1-64	Climax V8	Hewland 5	n/a
	T Jochen Rindt	Cooper 73	1964	FI-1-64	Climax V8	Hewland 5	n/a
22T	Ritchie Ginther	Honda RA272	1965	RA272-1	Honda V12	Honda 6	n/a
<i>ALSO PRACTISED</i>							
4	John Surtees	Ferrari 158	1964	0006	Ferrari V8	Ferrari 5	n/a

GRID

Ginther	Clark	G.Hill
1-31.0	1-31.0	1-30.7
Gurney	Surtees	
1-31.2	1-31.0	
Spence	Hulme	Stewart
1-32.2	1-32.0	1-31.4
Siffert	McLaren	
1-32.9	1-32.6	
Ireland	Bandini	Gardner
1-33.4	1-33.1	1-32.9
Bonnier	Rindt	
1-33.8	1-33.7	
Attwood	Anderson	
1-34.6	1-34.1	

Non-starters: reasons

24 withdrawn
32 withdrawn

Leaders

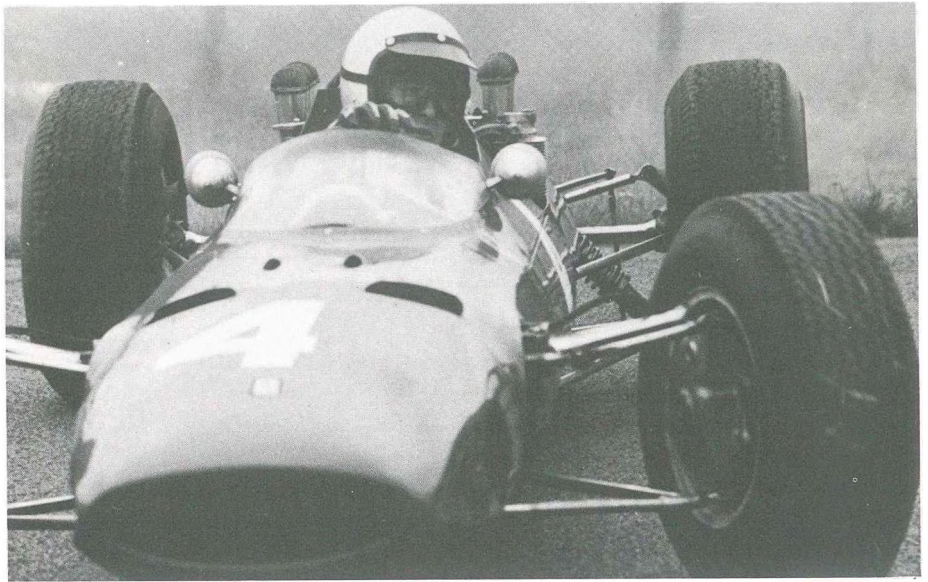
1-2 Ginther
3-5 G.Hill
3-80 Clark

Retirements

11 Anderson cylinder head gasket
16 Bonnier valve spring and oil leak
37 McLaren crown wheel and pinion
48 Rindt oil pressure

Entrant

SEFAC Ferrari
 SEFAC Ferrari
 Team Lotus
 Team Lotus
 Owen Racing Organisation
 Owen Racing Organisation
 Brabham Racing Organisation
 Brabham Racing Organisation
 Cooper Car Co
 Cooper Car Co
 Honda R & D Co
 Rob Walker Racing Team
 Rob Walker Racing Team
 John Willment Automobiles
 Reg Parnell (Racing)
 DW Racing Enterprises
 Reg Parnell (Racing)



DUTCH GP: Bandini rejoins the circuit after spinning off. The car is a V8 Ferrari, chassis 0006.

Honda R & D Co
 John Willment Automobiles

SEFAC Ferrari
 SEFAC Ferrari
 Team Lotus
 Owen Racing Organisation
 Cooper Car Co
 Cooper Car Co
 Honda R & D Co

SEFAC Ferrari

RESULT

1	Clark	Lotus-Climax	2:03-59.1	100.87
2	Stewart	BRM	2:04-07.1	
3	Gurney	Brabham-Climax	2:04-12.1	
4	G.Hill	BRM	2:04-44.2	
5	Hulme	Brabham-Climax	79 laps	
6	Ginther	Honda	79 laps	
7	Surtees	Ferrari	79 laps	
8	Spence	Lotus-Climax	79 laps	
9	Bandini	Ferrari	79 laps	
10	Ireland	Lotus-BRM	78 laps	
11	Gardner	Brabham-BRM	77 laps	
12	Attwood	Lotus-BRM	77 laps	
13	Siffert	Brabham-BRM	55 laps	

Fastest lap

Clark Lotus-Climax 01-30.6 103.83

COMMENTARY

The challenge from Honda was gradually building up and by concentrating on a single car the team appeared to control things better, though Ginther always had two chassis to choose from. This time the white car actually led for a couple of early laps and while the transverse-mounted engine still seemed to lose power as it got really hot, the fact that Ginther finished no higher than sixth was due more to a couple of spins than to any serious malfunction of the car. An oil leak in the four-valve Climax prevented its use in Clark's Lotus, which for this race was Spence's regular car, R9. Stewart finished second again and Hulme, in whose favour Brabham had once more stepped down, picked up another couple of championship points by finishing fifth despite almost running out of fuel. Ferrari had a miserable race, Surtees' car in handling trouble and Bandini's jamming in second gear on the last lap.

XXVII Grosser Preis von Deutschland

No	Driver	Chassis	Year	Chassis type	Chassis number	Engine	Gearbox	Pract. time
1	Jim Clark	Lotus 33	1964	R11		Climax V8 4v	ZF 5	8-22.7
2	Mike Spence	Lotus 33	1964	R9		Climax V8	ZF 5	8-33.4
3	Gerhard Mitter	Lotus 25	1962	R6		Climax V8	ZF 5	8-40.4
4	Jack Brabham	Brabham BT11	1964	F1-1-64		Climax V8	Hewland 5	8-44.9
5	Dan Gurney	Brabham BT11	1964	F1-2-64		Climax V8	Hewland 5	8-29.0
6	Denis Hulme	Brabham BT7	1963	F1-1-63		Climax V8	Hewland 5	8-42.3
7	John Surtees	Ferrari 1512	1964	0008		Ferrari F12	Ferrari 5	8-27.8
8	Lorenzo Bandini	Ferrari 158	1964	0006		Ferrari V8	Ferrari 5	8-33.8
9	Graham Hill	BRM 261	1964	2616		BRM V8	BRM 6	8-26.8
10	Jackie Stewart	BRM 261	1964	2617		BRM V8	BRM 6	8-26.1
11	Bruce McLaren	Cooper 77	1965	FI-2-65		Climax V8	Cooper 6	8-39.0
12	Jochen Rindt	Cooper 77	1965	FI-1-65		Climax V8	Cooper 6	8-37.5
16	Joachim Bonnier	Brabham BT7	1963	F1-2-63		Climax V8	Colotti 6	8-37.9
17	Jo Siffert	Brabham BT11	1964	F1-6-64		BRM V8	Colotti 6	8-39.6
19	Chris Amon	Lotus 25	1962	R7		BRM V8	Hewland 5	8-50.5
20	Richard Attwood	Lotus 25	1962	R3		BRM V8	Hewland 5	8-57.7
21	Frank Gardner	Brabham BT11	1964	F1-4-64		BRM V8	Colotti 6	8-59.3
22	Paul Hawkins	Lotus 33	1964	R8		Climax V8	ZF 5	9-16.8
24	Masten Gregory	BRM 57	1961	5784		BRM V8	BRM 6	9-14.3

NON-STARTERS

14	Ritchie Ginther	Honda RA272	1965	---		Honda V12	---	---
15	Ronnie Bucknum	Honda RA272	1965	---		Honda V12	---	---
18	Bob Anderson	Brabham BT11	1964	F1-5-64		Climax V8	Hewland 5	8-47.4
23	Ian Raby	Brabham BT3	1962	F1-1-62		BRM V8	Colotti 6	9-17.8
25	Roberto Bussinello	BRM 57	1961	5785		BRM V8	BRM 6	9-17.7

PRACTICE CARS

7	John Surtees	Ferrari 1512	1964	0007		Ferrari F12	Ferrari 5	8-33.8
9	Graham Hill	BRM 261	1964	2614		BRM V8	BRM 6	n/a

GRID

Surtees	G.Hill	Stewart	Clark
8-27.8	8-26.8	8-26.1	8-22.7
	Bandini	Spence	Gurney
	8-33.8	8-33.4	8-29.0
Siffert	McLaren	Bonnier	Rindt
8-39.6	8-39.0	8-37.9	8-37.5
	Brabham	Hulme	Mitter
	8-44.9	8-42.3	8-40.4
Gregory	Gardner	Attwood	Amon
9-14.3	8-59.3	8-57.7	8-50.5
		Hawkins	
			9-16.8

Non-starters: reasons

14	withdrawn
15	withdrawn
18	practice accident
23	excluded
25	excluded

Leaders

1-15	Clark
------	-------

Retirements

0	Gardner gearbox
2	Stewart wishbone
3	Amon electrics
3	Hawkins oil pipe
5	Hulme fuel leak
7	McLaren gear selectors
8	Spence drive shaft
8	Mitter water hose
8	Attwood water hose
9	Siffert engine
11	Surtees gearbox

RESULT

1	Clark	Lotus-Climax	2:07-52.4	99.796
2	G.Hill	BRM	2:08-08.3	
3	Gurney	Brabham-Climax	2:08-13.8	
4	Rindt	Cooper-Climax	2:11-22.0	
5	Brabham	Brabham-Climax	2:12-33.6	
6	Bandini	Ferrari	2:13-01.0	
7	Bonnier	Brabham-Climax	2:13-50.9	
8	Gregory	BRM	14 laps	

Fastest lap

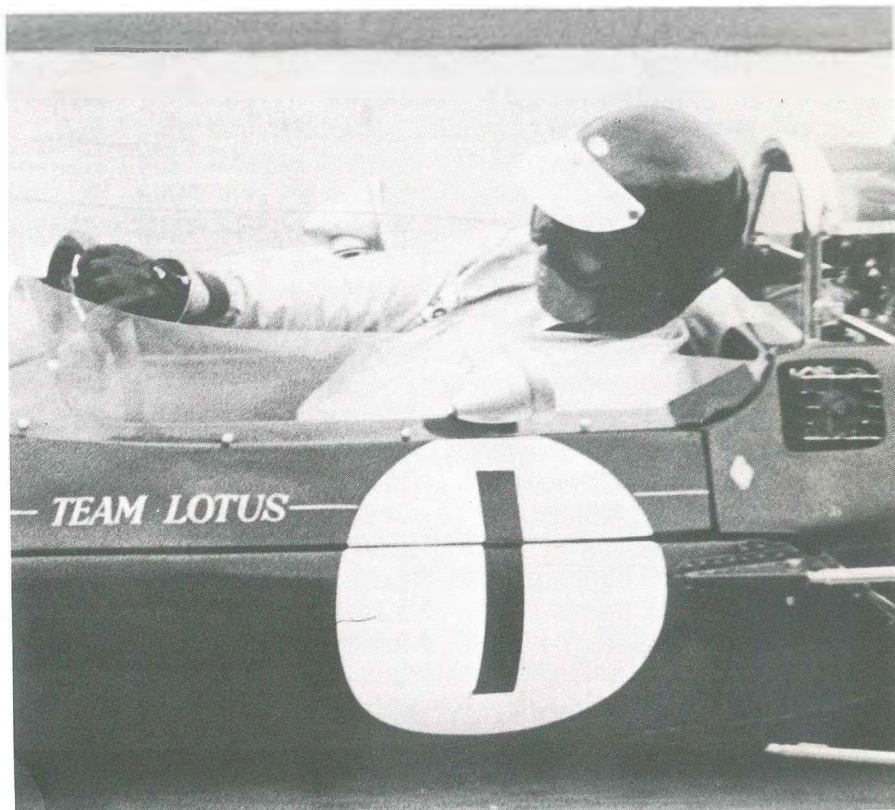
Clark	Lotus-Climax	08-24.1	101.226
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Entrant

Team Lotus
 Team Lotus
 Team Lotus
 Brabham Racing Organisation
 Brabham Racing Organisation
 Brabham Racing Organisation
 SEFAC Ferrari
 SEFAC Ferrari
 Owen Racing Organisation
 Owen Racing Organisation
 Cooper Car Co
 Cooper Car Co
 Rob Walker Racing Team
 Rob Walker Racing Team
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 John Willment Automobiles
 DW Racing Enterprises
 Scuderia Centro Sud

Honda R & D Co
 Honda R & D Co
 DW Racing Enterprises
 Ian Raby (Racing)
 Scuderia Centro Sud

SEFAC Ferrari
 Owen Racing Organisation



GERMAN GP: Jim Clark, 1965 World Champion, takes his Lotus 33/R11 through the Karussel. This was his first win at the Nürburgring.

COMMENTARY

By winning the German Grand Prix Clark assured himself of the 1965 World Drivers' Title but even more important than that he realised a long-standing ambition, ie to win a F1 race round the Nürburgring. Stewart, having tailed Clark home on three occasions already this year, obviously had ideas of doing it again, despite never having raced at the 'Ring before, but a mistake on the second lap put him off the circuit, the BRM sustaining a damaged wishbone. G.Hill strove mightily to keep the leading Lotus in sight and Gurney brought his under-powered Brabham home third, but the fourth of the "Super-aces", John Surtees, was in immediate trouble with gear selection with his new Ferrari. Clark again had the four-valve engine in the back of his Lotus 33 R11, Spence had R9 with a short-stroke flat-crank engine and the spare 25/R6 with long-stroke two-plane crankshaft motor was given to Gerhard Mitter. Bob Anderson crashed heavily in practice and was a non-starter and the Honda team withdrew to concentrate on preparing their cars for the Italian Grand Prix at Monza, where any power advantage would count weightily. DW Racing had dried out Hawkins' Lotus after its Monte Carlo dip and the Australian drove it again here, just managing to qualify, but those excluded comprised Raby in his old Brabham BT3 and Bussinello in his even older Centro Sud BRM P57.

IV Gran Premio del Mediterraneo

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
4	Joachim Bonnier	Brabham BT7	1963	F1-2-63	Climax V8	Colotti 6	1-17.9
6	Chris Amon	Lotus 25	1962	R3	BRM V8	Hewland 5	1-16.7
8	Mike Spence	Lotus 33	1964	R9	Climax V8	ZF 5	1-16.2
10	Frank Gardner	Brabham BT11	1964	F1-4-64	BRM V8	Colotti 6	1-17.8
12	Jim Clark	Lotus 25	1962	R6	Climax V8	ZF 5	1-15.8
14	Jochen Rindt	Brabham BT16	1965	F2-2-65	Ford 4	Hewland 6	1-19.4
16	Innes Ireland	Lotus 25	1962	R7	BRM V8	Hewland 5	1-19.0
20	Giancarlo Baghetti	BRM 57	1961	5781	BRM V8	BRM 6	1-21.7
22	John Rhodes	Cooper 60	1962	FI-17-61	Climax V8	Cooper 6	1-20.0
24	Jo Siffert	Brabham BT11	1964	F1-6-64	BRM V8	Colotti 6	1-16.5
26	Denis Hulme	Brabham BT7	1963	F1-1-63	Climax V8	Hewland 5	1-17.0
30	Alan Rees	Brabham BT16	1965	F2-1-65	Ford 4	Hewland 6	1-18.8
36	Giampiero Biscaldi	BRM 57	1961	5785	BRM V8	BRM 6	1-22.1
38	Masten Gregory	BRM 57	1961	5784	BRM V8	BRM 6	1-21.3
40	Jack Brabham	Brabham BT11	1964	F1-1-64	Climax V8	Hewland 5	1-18.2

NON-STARTERS

2	Piers Courage	Cooper 71/73	1964	FI-3-64	Ford 4	Hewland 5	1-22.2
18	Colin Davis	Lotus 18	1960	913	Climax 4	Lotus 5	n/a
28	Bob Anderson	Brabham BT11	1964	F1-5-64	Climax V8	---	---
32	Paul Hawkins	Lotus 33	1964	R8	Climax V8	---	---
34	Brian Gubby	Lotus 24	1962	943	Climax V8	---	---

GRID

Siffert	Spence	Clark
1-16.5	1-16.2	1-15.8
Hulme	Amon	
1-17.0	1-16.7	
Brabham	Bonnier	Gardner
1-18.2	1-17.9	1-17.8
Ireland	Rees	
1-19.0	1-18.8	
Gregory	Rhodes	Rindt
1-21.3	1-20.0	1-19.4
Biscaldi	Baghetti	
1-22.1	1-21.7	

Non-starters

2 excluded
18 excluded
28 car damaged
32 withdrawn
34 withdrawn

Leaders

1-5 Spence
6 Siffert
7-9 Spence
10-28 Siffert
29-45 Clark
46-48 Siffert
49 Clark
50-60 Siffert

Retirements

3 Baghetti holed radiator
7 Gregory/
Biscaldi
(5784) disqualified for
driver change
10 Rindt drive shaft joint
14 Rees piston
16 Bonnier oil pressure
26 Spence accident
30 Biscaldi
(5785) oil pressure
35 Rhodes handling
36 Amon seized engine

RESULT

1	Siffert	Brabham-BRM	1:17-05.2	139.219
2	Clark	Lotus-Climax	1:17-05.5	
3	Gardner	Brabham-BRM	59 laps	
4	Hulme	Brabham-Climax	59 laps	
5	Ireland	Lotus-BRM	59 laps	
6	Brabham	Brabham-Climax	58 laps	

Fastest lap

Clark	Lotus-Climax	01-15.8	141.588
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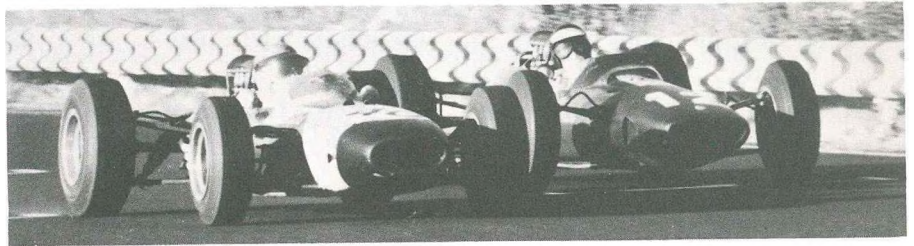
Entrant

Rob Walker Racing Team
 Reg Parnell (Racing)
 Team Lotus
 John Willment Automobiles
 Team Lotus
 Roy Winkelmann Racing
 Reg Parnell (Racing)
 Scuderia Centro Sud
 Gerard Racing
 Rob Walker Racing Team
 Brabham Racing Organisation
 Roy Winkelmann Racing
 Scuderia Centro Sud
 Scuderia Centro Sud
 Brabham Racing Organisation

Gerard Racing
 Scuderia Nord-Ouest
 DW Racing Enterprises
 DW Racing Enterprises
 Brian Gubby

COMMENTARY

To beat Jim Clark by a hair's breadth in the same race two years running is something only one driver can claim to have done, and his name is Jo Siffert. In the '64 Mediterranean GP the margin between the two was one-tenth of a second, this year Siffert's lead was "extended" to three-tenths, and both races were extremely hard-fought. As last year Clark was driving 25/R6 while Spence, who led for a while before a stone thrown up from either Clark's car or Siffert's caused him to have an accident, was in his regular 33/R9. Centro Sud entered all three of their BRMs and the Parnell made the long trip south with their two Lotus 25s Nos R3 and R7--which Parnell was now describing (incorrectly) as R8. Rindt and Rees were in Roy Winkelmann Brabham BT16s, these cars having stayed on following a recent F2 race, their engines being changed for 1,500 cc twin-cam Ford units. Piers Courage made an entry into the big time with Bob Gerard's Cooper 71/73, powered with a long-stroke Cosworth-Ford SCA engine, but the car just failed to qualify. Another non-starter was Colin David with an old Lotus 18, this actually being the ex-Prinoth car which had not been seen for two years. Spence's shunt ended up with the Lotus upside down in the lake and the driver still inside: fortunately no serious damage was sustained by either.



MEDITERRANEAN GP: Clark's Lotus 25/R6 laps Brabham's Brabham BT11 F1-1-64, the nose of which has been taped up to protect it from flying grit and gravel.



ITALIAN GP (pages 234-235): Clark in pole position boils off the line while Surtees (centre of front row) hangs back. Winner Stewart is nearest the camera.

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
4	Lorenzo Bandini	Ferrari 1512	1964	0008	Ferrari F12	Ferrari 5	1-37.20
6	Nino Vaccarella	Ferrari 158	1964	0006	Ferrari V8	Ferrari 5	1-38.91
8	John Surtees	Ferrari 1512	1964	0009	Ferrari F12	Ferrari 5	1-36.10
10	Giancarlo Baghetti	Brabham BT7	1963	F1-1-63	Climax V8	Hewland 5	1-40.90
12	Dan Gurney	Brabham BT11	1964	F1-2-64	Climax V8	Hewland 5	1-38.11
14	Denis Hulme	Brabham BT11	1964	F1-1-64	Climax V8	Hewland 5	1-38.30
16	Bruce McLaren	Cooper 77	1965	FI-2-65	Climax V8	Cooper 6	1-38.26
18	Jochen Rindt	Cooper 73	1964	FI-1-64	Climax V8	Hewland 5	---
20	Ritchie Ginther	Honda RA272	1965	RA272-2	Honda V12	Honda 6	1-39.60
22	Ronnie Bucknum	Honda RA272	1965	RA272-1	Honda V12	Honda 6	1-37.30
24	Jim Clark	Lotus 33	1964	R11	Climax V8 4v	ZF 5	1-35.90
26	Mike Spence	Lotus 33	1964	R9	Climax V8	ZF 5	1-37.80
28	Giacomo Russo	Lotus 25	1962	R6	Climax V8	ZF 5	1-41.73
30	Graham Hill	BRM 261	1964	2616	BRM V8	BRM 6	1-37.10
32	Jackie Stewart	BRM 261	1964	2617	BRM V8	BRM 6	1-36.60
38	Innes Ireland	Lotus 33	1964	R13	BRM V8	Hewland 5	1-39.80
40	Richard Attwood	Lotus 25	1962	R3	BRM V8	Hewland 5	1-38.85
42	Joachim Bonnier	Brabham BT7	1963	F1-2-63	Climax V8	Colotti 6	1-38.90
44	Jo Siffert	Brabham BT11	1964	F1-6-64	BRM V8	Colotti 6	1-38.12
46	Frank Gardner	Brabham BT11	1964	F1-4-64	BRM V8	Colotti 6	1-38.98
48	Masten Gregory	BRM 57	1961	5784	BRM V8	BRM 6	1-45.60
50	Roberto Bussinello	BRM 57	1961	5785	BRM V8	BRM 6	1-41.76
52	Giorgio Bassi	BRM 57	1961	5781	BRM V8	BRM 6	1-45.40

NON-STARTERS

2	John Surtees	Ferrari 1512	1964	0007	Ferrari F12	Ferrari 5	n/a
34	Bob Anderson	Brabham BT11	1964	F1-5-64	Climax V8	---	---
36	Ian Raby	Brabham BT3	1962	F1-1-62	BRM V8	---	---

PRACTICE CARS

18	Jochen Rindt	Cooper 77	1965	FI-1-65	Climax V8	Cooper 6	1-37.70
30T	Graham Hill	BRM 261	1964	2615	BRM V8	BRM 6	n/a

ALSO PRACTISED

28	Jim Clark	Lotus 25	1962	R6	Climax V8	ZF 5	1-39.90
28	Mike Spence	Lotus 25	1962	R6	Climax V8	ZF 5	1-45.30
52	Masten Gregory	BRM 57	1961	5781	BRM V8	BRM 6	1-42.40

GRID

Clark	Surtees	Stewart
1-35.9	1-36.1	1-36.6
G.Hill	Bandini	
1-37.1	1-37.2	
Bucknum	Rindt	Spence
1-37.3	1-37.7	1-37.8
Gurney	Siffert	
1-38.1	1-38.1	
McLaren	Hulme	Attwood
1-38.3	1-38.3	1-38.8
Bonnier	Vaccarella	
1-38.9	1-38.9	
Gardner	Ginther	Ireland
1-39.0	1-39.6	1-39.8
Baghetti	Russo	
1-40.9	1-41.7	
Bussinello	Bassi	Gregory
1-41-7	1-45.4	1-45.6

Non-starters: reasons

2 drove No 8--car originally entered for Lodovico Scarfiotti
 34 car still damaged
 36 car sold

Leaders

Clark: 1,2,4,6,7,18,21-24,27,33-35,38,44,46
 51,53-54,57
 G.Hill: 3,25-26,28,40,43,45,50,55-56,64,70-71,
 73-74
 Stewart: 5,8-10,12,14,17,19-20,29-32,36-37,39,
 41-42,47-49,52,58-63,65-69,72,75-76
 Surtees: 11,13,15-16

Entrant

SEFAC Ferrari
 SEFAC Ferrari
 SEFAC Ferrari
 Brabham Racing Organisation
 Brabham Racing Organisation
 Brabham Racing Organisation
 Cooper Car Co
 Cooper Car Co
 Honda R & D Co
 Honda R & D Co
 Team Lotus
 Team Lotus
 Team Lotus
 Owen Racing Organisation
 Owen Racing Organisation
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 Rob Walker Racing Team
 Rob Walker Racing Team
 John Willment Automobiles
 Scuderia Centro Sud
 Scuderia Centro Sud
 Scuderia Centro Sud

SEFAC Ferrari
 DW Racing Enterprises
 Ian Raby (Racing)

Cooper Car Co
 Owen Racing Organisation

Team Lotus
 Team Lotus
 Scuderia Centro Sud

COMMENTARY

This was of course the last Italian GP to be held under the 1,500 cc rules and everybody was making a big effort to win it, especially Ferrari who originally entered four cars. This was reduced to three to enable Surtees to have a spare car, Scarfiotti being the unlucky driver, but the flat-12 car which Big John raced was a new one. Honda had been hard at work on both chassis and engine and the cars at Monza boasted lower-mounted V12 motors. Reg Parnell had a new chassis for Ireland, nominally R13 (though since it was a "Parnell Special" the real number was anyone's guess), on which old suspension parts were fitted. Baghetti drove the third works Brabham and Russo the third works Lotus, though neither were particularly impressive. Centro Sud again ran all three of their BRM P57 cars, which was a nice touch in historical terms because it meant that No 5781, already the only car to appear in every year of the formula, could now claim to have been present at five Italian Grands Prix in a row. Cooper suffered a setback when Rindt's T77 dropped a valve in practice, the Austrian having to settle for the spare T73 with Hewland gearbox. Clark, despite having the only four-valve Climax engine in good working order (Gurney's one leaked oil in practice and was not raced), was unable to dominate the event and after racing hard against Surtees, Stewart and Hill the fuel pump packed up. Surtees had already gone out by that time with clutch failure, leaving the BRM pair to "tour" home. The result was not as expected, however, for Hill lost concentration and spun off with two laps to go, and although he recovered quickly there was no way in which Stewart was going to allow himself to be caught.

Picture: page 233.

Retirements

9 Bassi	engine
13 Baghetti	con-rod
23 Gregory	gearbox
28 Bucknum	ignition
35 Surtees	clutch
38 Russo	gearbox oil seal
44 Siffert	gearbox
46 Gardner	engine
47 Hulme	front suspension
56 Ginther	ignition
58 Bussinello	oil pressure
58 Vaccarella	engine
62 Spence	alternator
63 Clark	fuel pump

RESULT

1 Stewart	BRM	2:04-52.8	130.10
2 G.Hill	BRM	2:04-56.1	
3 Gurney	Brabham-Climax	2:05-09.3	
4 Bandini	Ferrari	2:06-08.7	
5 McLaren	Cooper-Climax	75 laps	
6 Attwood	Lotus-BRM	75 laps	
7 Bonnier	Brabham-Climax	74 laps	
8 Rindt	Cooper-Climax	74 laps	
9 Ireland	Lotus-BRM	74 laps	
10 Clark	Lotus-Climax	63 laps (retired)	
11 Spence	Lotus-Climax	62 laps (retired)	
12 Vaccarella	Ferrari	58 laps (retired)	
13 Bussinello	BRM	58 laps (retired)	
14 Ginther	Honda	56 laps (retired)	

Fastest lap

Clark	Lotus-Climax	01-36.4	133.43
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VII Grand Prix of the U.S.A. October 3 1965

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Lorenzo Bandini	Ferrari 1512	1964	0009	Ferrari F12	Ferrari 5	1-11.73
3	Graham Hill	BRM 261	1964	2616	BRM V8	BRM 6	1-11.25
4	Jackie Stewart	BRM 261	1964	2617	BRM V8	BRM 6	1-11.76
5	Jim Clark	Lotus 33	1964	R11	Climax V8 4v	ZF 5	1-11.35
6	Mike Spence	Lotus 33	1964	R9	Climax V8	ZF 5	1-11.50
7	Jack Brabham	Brabham BT11	1964	F1-1-64	Climax V8	Hewland 5	1-12.20
8	Dan Gurney	Brabham BT11	1964	F1-2-64	Climax V8	Hewland 5	1-12.25
9	Bruce McLaren	Cooper 77	1965	FI-2-65	Climax V8	Cooper 6	1-12.45
10	Jochen Rindt	Cooper 77	1965	FI-1-65	Climax V8	Cooper 6	1-12.90
11	Ritchie Ginther	Honda RA272	1965	RA272-1	Honda V12	Honda 6	1-11.40
12	Ronnie Bucknum	Honda RA272	1965	RA272-3	Honda V12	Honda 6	1-12.70
14	Pedro Rodriguez	Ferrari 1512	1964	0007	Ferrari F12	Ferrari 5	1-13.00
15	Joachim Bonnier	Brabham BT7	1963	F1-2-63	Climax V8	Colotti 6	1-12.45
16	Jo Siffert	Brabham BT11	1964	F1-6-64	BRM V8	Colotti 6	1-12.50
18	Moises Solana	Lotus 25	1962	R6	Climax V8	ZF 5	1-13.70
21	Richard Attwood	Lotus 25	1962	R3	BRM V8	Hewland 5	1-13.70
22	Innes Ireland	Lotus 33	1964	R13	BRM V8	Hewland 5	1-15.00
24	Bob Bondurant	Ferrari 158	1964	0006	Ferrari V8	Ferrari 5	1-12.90

NON-STARTERS

1	John Surtees	Ferrari 1512	1964	---	Ferrari F12	---	---
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PRACTICE CARS

2T	Lorenzo Bandini	Ferrari 1512	1964	0008	Ferrari F12	Ferrari 5	1-12.05
3T	Graham Hill	BRM 261	1964	2615	BRM V8	BRM 6	1-13.20
11T	Ronnie Bucknum	Honda RA272	1965	RA272-2	Honda V12	Honda 6	1-15.10
11T	Ritchie Ginther	Honda RA272	1965	RA272-2	Honda V12	Honda 6	1-12.05

ALSO PRACTISED

2	Pedro Rodriguez	Ferrari 1512	1964	0009	Ferrari F12	Ferrari 5	1-13.45
6	Jim Clark	Lotus 33	1964	R9	Climax V8	ZF 5	1-11.16
11	Ronnie Bucknum	Honda RA272	1965	RA272-1	Honda V12	Honda 6	1-12.30
12	Ritchie Ginther	Honda RA272	1965	RA272-3	Honda V12	Honda 6	1-14.35
18	Jim Clark	Lotus 25	1962	R6	Climax V8	ZF 5	1-31.10
18	Mike Spence	Lotus 25	1962	R6	Climax V8	ZF 5	1-12.75
22	Richard Attwood	Lotus 33	1964	R13	BRM V8	Hewland 5	1-15.20

GRID

Clark	G.Hill
1-11.35	1-11.25
Spence	Ginther
1-11.50	1-11.40
Stewart	Bandini
1-11.76	1-11.73
Gurney	Brabham
1-12.25	1-12.20
Bonnier	McLaren
1-12.45	1-12.45
Bucknum	Siffert
1-12.70	1-12.50
Bondurant	Rindt
1-12.90	1-12.90
Attwood	Rodriguez
1-13.70	1-13.00
Ireland	Solana
1-15.00	1-13.70

Non-starters: reasons

1 driver injured

Leaders

1	G.Hill
2-4	Clark
5-10	G.Hill
11	Clark
12-110	G.Hill

Retirements

10	Spence	piston
10	Ireland	driver unwell
12	Clark	piston
12	McLaren	oil pressure
13	Stewart	rear wishbone

Entrant

SEFAC Ferrari
 Owen Racing Organisation
 Owen Racing Organisation
 Team Lotus
 Team Lotus
 Brabham Racing Organisation
 Brabham Racing Organisation
 Cooper Car Co
 Cooper Car Co
 Honda R & D Co
 Honda R & D Co
 North American Racing Team
 Rob Walker Racing Team
 Rob Walker Racing Team
 Team Lotus
 Reg Parnell (Racing)
 Reg Parnell (Racing)
 North American Racing Team

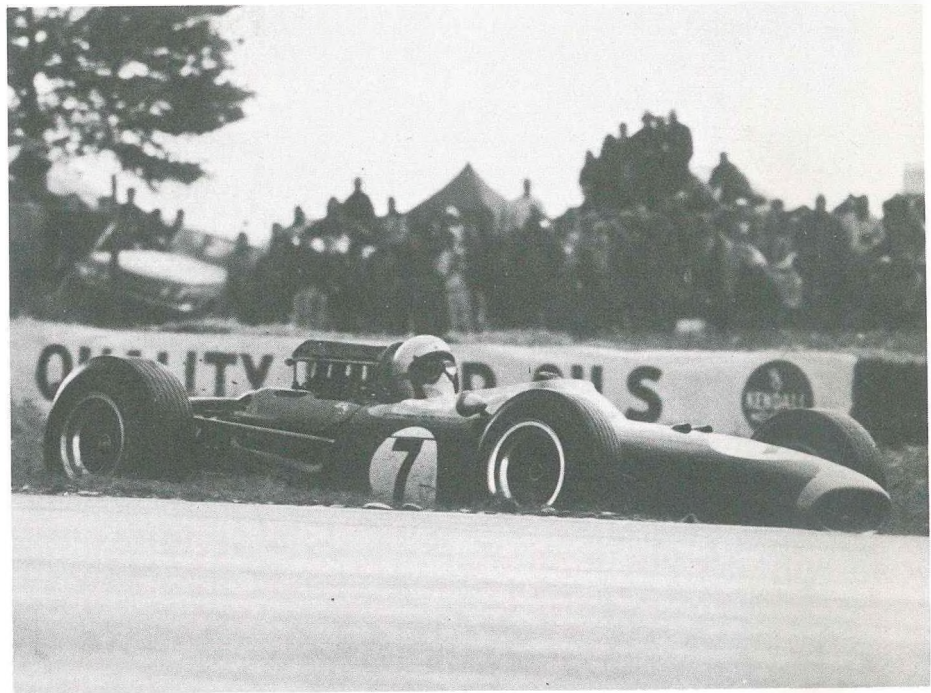
SEFAC Ferrari

SEFAC Ferrari
 Owen Racing Organisation
 Honda R & D Co
 Honda R & D Co

SEFAC Ferrari
 Team Lotus
 Honda R & D Co
 Honda R & D Co
 Team Lotus
 Team Lotus
 Reg Parnell (Racing)

RESULT

1 G.Hill	BRM	2:20-36.1	107.98
2 Gurney	Brabham-Climax	2:20-48.6	
3 Brabham	Brabham-Climax	2:21-33.6	
4 Bandini	Ferrari	109 laps	
5 Rodriguez	Ferrari	109 laps	
6 Rindt	Cooper-Climax	108 laps	
7 Ginther	Honda	108 laps	
8 Bonnier	Brabham-Climax	107 laps	
9 Bondurant	Ferrari	106 laps	
10 Attwood	Lotus-BRM	101 laps	
11 Siffert	Brabham-BRM	99 laps	
12 Solana	Lotus-Climax	95 laps	
13 Bucknum	Honda	92 laps	
<i>Fastest lap</i>			
G.Hill	BRM	01-11.9	115.16



USA GP: Brabham, who has just taken the lead from Hill, is seen in the process of losing both car and first place. His excursion on to the grass relegated him to third position, where he stayed until the end.

COMMENTARY

Considering that the World Championship had been decided weeks earlier and that the 1½ litre F1 was almost at an end, all the teams were making a creditably hefty effort to go out with a blaze of glory, so to speak, and both the USGP and the Mexican GP had received very good entries. One driver who was missing was John Surtees, who had crashed in Toronto while driving a Lola T70 sports car and was seriously ill in hospital. Thus the Ferrari line-up at the Glen comprised Bandini in 0009 with 0008 as his spare car, Rodriguez in 0007 and Cobra driver Bob Bondurant in 0006. Solana was on hand as usual to drive a spare works car, in this case Lotus 25/R6, and the rest of the teams were as normal. Clark again used a four-valve Climax after Gurney's had proved unsatisfactory but the most powerful cars on the circuit were the Hondas, Bucknum's car having a long-wheelbase chassis (No 3). Ireland was unwell all weekend and retired for this reason after 10 laps. Clark's engine let him down early on, Stewart was nudged by Ginther resulting in a bent wishbone on the BRM, Spence too had engine trouble and Hill was able to win his third USGP on the trot after Brabham had headed him for less than a lap before running off on to the grass.

IV Gran Premio de Mexico October 24 1965

No	Driver	Chassis	Year type	Chassis number	Engine	Gearbox	Pract. time
2	Lorenzo Bandini	Ferrari 1512	1964	0009	Ferrari F12	Ferrari 5	1-57.31
3	Graham Hill	BRM 261	1964	2616	BRM V8	BRM 6	1-57.06
4	Jackie Stewart	BRM 261	1964	2615	BRM V8	BRM 6	2-01.89
5	Jim Clark	Lotus 33	1964	R11	Climax V8	ZF 5	1-56.17
6	Mike Spence	Lotus 33	1964	R9	Climax V8	ZF 5	1-57.22
7	Jack Brabham	Brabham BT11	1964	F1-1-64	Climax V8	Hewland 5	1-56.78
8	Dan Gurney	Brabham BT11	1964	F1-2-64	Climax V8	Hewland 5	1-56.24
9	Bruce McLaren	Cooper 77	1965	FI-2-65	Climax V8	Cooper 6	1-59.15
10	Jochen Rindt	Cooper 77	1965	FI-1-65	Climax V8	Cooper 6	1-59.30
11	Ritchie Ginther	Honda RA272	1965	RA272-3	Honda V12	Honda 6	1-56.48
12	Ronnie Bucknum	Honda RA272	1965	RA272-2	Honda V12	Honda 6	1-57.88
14	Pedro Rodriguez	Ferrari 1512	1964	0008	Ferrari F12	Ferrari 5	1-59.06
15	Joachim Bonnier	Brabham BT7	1963	F1-2-63	Climax V8	Colotti 6	1-58.22
16	Jo Siffert	Brabham BT11	1964	F1-6-64	BRM V8	Colotti 6	1-57.94
18	Moises Solana	Lotus 25	1962	R6	Climax V8	ZF 5	1-57.55
21	Richard Attwood	Lotus 25	1962	R3	BRM V8	Hewland 5	2-00.61
22	Bob Bondurant	Lotus 33	1964	R13	BRM V8	Hewland 5	2-00.80

NON-STARTERS

1	John Surtees	Ferrari 1512	1964	---	Ferrari F12	---	---
24	Lodovico Scarfiotti	Ferrari 1512	1964	0008	Ferrari F12	Ferrari 5	1-58.93

PRACTICE CARS

4	Jackie Stewart	BRM 261	1964	2617	BRM V8	BRM 6	1-57.53
14	Pedro Rodriguez	Ferrari 1512	1964	0007	Ferrari F12	Ferrari 5	1-59.06

ALSO PRACTISED

4	Graham Hill	BRM 261	1964	2615	BRM V8	BRM 6	1-58.65
6	Jim Clark	Lotus 33	1964	R9	Climax V8	ZF 5	1-56.26
11	Ronnie Bucknum	Honda RA272	1965	RA272-3	Honda V12	Honda 6	1-56.77
12	Ritchie Ginther	Honda RA272	1965	RA272-2	Honda V12	Honda 6	1-58.09
14	Lorenzo Bandini	Ferrari 1512	1964	0008	Ferrari F12	Ferrari 5	n/a
21	Bob Bondurant	Lotus 25	1962	R3	BRM V8	Hewland 5	n/a
22	Innes Ireland	Lotus 33	1964	R13	BRM V8	Hewland 5	2-02.36

GRID

Gurney	Clark
1-56.24	1-56.17
Brabham	Ginther
1-56.78	1-56.48
Spence	G.Hill
1-57.22	1-57.06
Stewart	Bandini
1-57.53	1-57.31
Bucknum	Solana
1-57.88	1-57.94
Bonnier	Siffert
1-58.22	1-57.94
McLaren	Rodriguez
1-59.15	1-59.06
Attwood	Rindt
2-00.61	1-59.30
	Bondurant
	2-00.80

Non-starters: reasons

1 driver injured
24 car taken over by Rodriguez, who crashed 0007 in practice

Leaders

1-65 Ginther

Retirements

9 Clark seizing engine
26 McLaren gear selectors
30 Bondurant rear suspension bolt
36 Stewart clutch
39 Brabham oil leak
40 Rindt ignition
44 Bonnier front wishbone mounting
56 Solana ignition
57 G.Hill con-rod

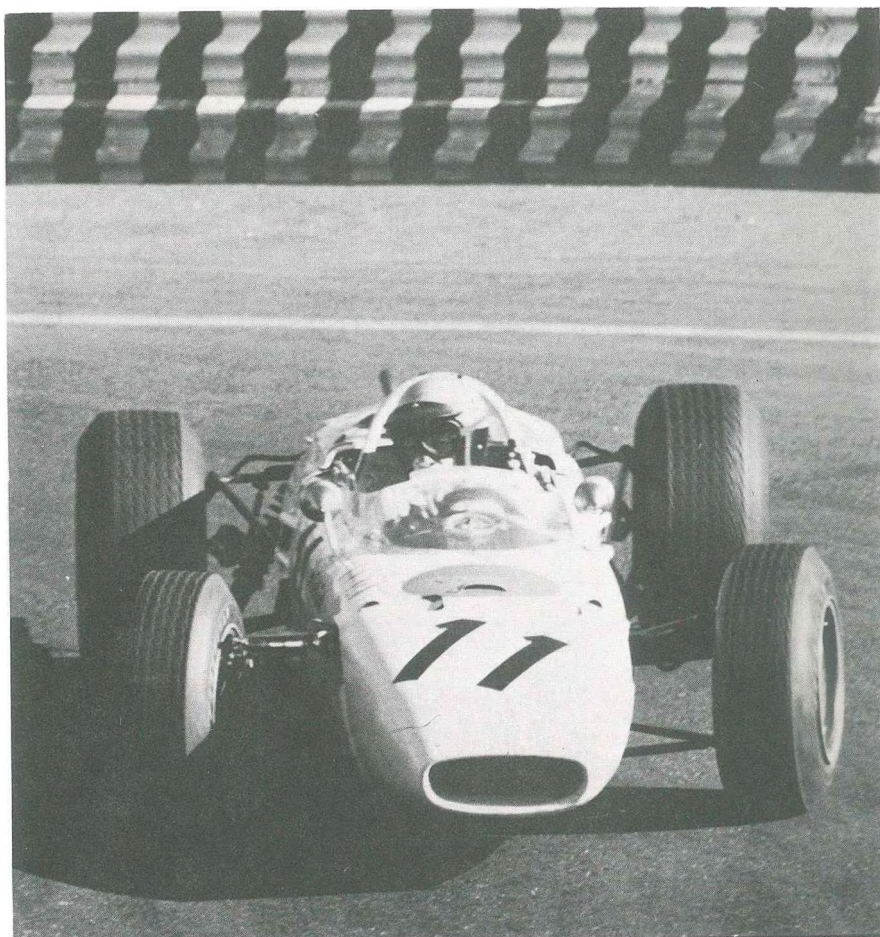
Entrant

SEFAC Ferrari
 Owen Racing Organisation
 Owen Racing Organisation
 Team Lotus
 Team Lotus
 Brabham Racing Organisation
 Brabham Racing Organisation
 Cooper Car Co
 Cooper Car Co
 Honda R & D Co
 Honda R & D Co
 North American Racing Team
 Rob Walker Racing Team
 Rob Walker Racing Team
 Team Lotus
 Reg Parnell (Racing)
 Reg Parnell (Racing)

SEFAC Ferrari
 SEFAC Ferrari

Owen Racing Organisation
 North American Racing Team

Owen Racing Organisation
 Team Lotus
 Honda R & D Co
 Honda R & D Co
 North American Racing Team
 Reg Parnell (Racing)
 Reg Parnell (Racing)



MEXICAN GP: At last. Ginther takes the Honda RA272 to a convincing first place in this the final event for 1.5 litre cars.

RESULT

1	Ginther	Honda	2:08-32.10	94.26
2	Gurney	Brabham-Climax	2:08-34.99	
3	Spence	Lotus-Climax	2:09-32.25	
4	Siffert	Brabham-BRM	2:10-26.52	
5	Bucknum	Honda	64 laps	
6	Attwood	Lotus-BRM	64 laps	
7	Rodriguez	Ferrari	62 laps	
8	Bandini	Ferrari	62 laps	

Fastest lap

Gurney Brabham-Climax 01-55.84 96.59

COMMENTARY

The threat of the Rising Sun became a reality at Mexico City when Ritchie Ginther in the long-chassis car led from flag to flag to secure a major personal triumph--it was his very first F1 win--as well as a great victory for the hard-working Honda equipe. It was an ironic victory, too, as of course the team would get no further opportunities in the formula to capitalise on their first success. But the result nevertheless provided a happy-enough ending to this particular Formula One, and it was begrudged by no-one. The high altitude of the Mexican circuit (over 7,000 ft) poses its own special mixture problems and the V12 Honda was probably less affected than most in this respect. Clark's four-valver blew up in practice and the replacement two-valve engine seized early in the race. Rodriguez crashed 0007 Ferrari in practice and took over Scarfiotti's, while Ireland ended the formula on a sour note by being sacked from the Parnell team after turning up late for the second practice! Stewart was forced to drive the spare BRM after his regular car had suffered suspension damage.

Chassis Index

ALFA SPECIAL			
1962	---	15/12/62	Otelle Nucci
ASSEGAI			
1962	---	15/12/62	Bond Cars
ATS			
100	01	9/6/63	Auto. Tour. Sport
100	02	9/6/63	Auto. Tour. Sport
BRABHAM			
BT2	FJ-5-62	15/4/63	Inter-Auto.
BT3	F1-1-62	5/8/62	Brabham Racing
BT6	FJ-5-63	11/8/63	David Prophet
BT7	F1-1-63	26/5/63	Brabham Racing
BT7	F1-2-63	23/6/63	Brabham Racing
BT10	F2-4-64	11/7/64	John Willment
BT10	F2-10-64	12/12/64	David Prophet
BT11	F1-1-64	23/8/64	Brabham Racing
BT11	F1-2-64	1/1/65	Brabham Racing
BT11	F1-4-64	2/5/64	Rob Walker
BT11	F1-5-64	2/5/64	DW Racing
BT11	F1-6-64	24/5/64	Stiffert Racing
BT11	F1-6-64	30/5/65	Rob Walker
BT14	FL-8-65	19/4/65	Sports Motors
BT14	FL-8-65	19/4/65	Robert Ashcroft
BT16	F2-1-65	15/8/65	Roy Winkelmann
BT16	F2-2-65	15/8/65	Roy Winkelmann
BRM			
P48	483	17/9/61	Tony Marsh
P48/57	571	3/4/61	Owen Racing
P48/57	572	3/4/61	Owen Racing
P48/57	573	14/5/61	Owen Racing
P57	5781	10/9/61	Owen Racing
P57	5783	23/4/62	Owen Racing
P57	5784	3/6/62	Owen Racing
P57	5785	21/7/62	Owen Racing
P61	611	23/6/63	Owen Racing
P261	2612	14/3/64	Owen Racing
P261	2613	30/3/64	Owen Racing
P261	2614	18/4/64	Owen Racing
P261	2615	14/6/64	Owen Racing
P261	2616	6/9/64	Owen Racing
P261	2617	1/1/65	Owen Racing
P67	671	11/7/64	Owen Racing
BRP			
Mk 1	BRP-1-63	9/6/63	Brit. Rac. Part.
Mk 2	BRP-2-64	30/3/64	Brit. Rac. Part.
Mk 2	BRP-3-64	14/6/64	Brit. Rac. Part.
CEGGA			
1962	---	23/4/62	Ets. Cegga
COOPER			
T43		3/4/61	Gino Munaron
T44	F11-21-57	15/12/62	Eric Glasby
T45	F11-4-58	23/9/61	Ansty Garage
T45	F11-9-58	3/4/61	Sc. Serenissima
T45	F11-11-58	1/10/61	Dickie Stoop
T45	F11-15-58	14/5/61	"Wal Ever"
T45	F11-22-58	17/12/61	Dave Wright
T45	F11-23-58	20/8/61	Fred Tuck
T45		3/4/61	Francois Sante
T45		16/4/61	Menato Boffa
T45		25/4/61	Pescara R.C.
T45		22/5/61	Alan Trow
T45		1/10/61	Maurice Charles
T45		10/10/61	Sc. Sant. Ambroeus
T45		9/12/61	Bill Dunlop
T51	F11-5-59	26/3/61	Tommy Atkins
T51	F11-11-59	22/5/61	Tullip Stable
T51	F11-12-59	3/4/61	Sc. Centro Sud
T51	F11-13-59	3/4/61	Sc. Centro Sud
T51	F11-19-59	25/4/61	Guiseppa Maugeri
T51	F11-28-59	9/12/61	Ec. Rhodes
T51	F11-11-60	3/4/61	Andre Wicky
T51	F11-16-60	9/12/61	Sc. Lupin
T51		26/3/61	Graham Eden
T51		3/4/61	J. Campbell-Jones
T51		3/4/61	Inter-Auto.
T51		25/4/61	Sc. Serenissima
T51		23/9/61	Denis Taylor
T51		27/10/63	Frank Dochnal
T52		9/12/61	Clive Trundell
T52		9/12/61	Trevor Blokdyk
T52		9/12/61	Adrian Pfeiffer
T53	F11-5-60	3/4/61	Jack Brabham
T53	F11-8-60	9/4/61	Tommy Atkins
T53	F1-1-61	26/3/61	Yeoman Credit RT
T53	F1-2-61	26/3/61	Yeoman Credit RT
T53	F1-3-61	22/4/61	Camoradi Int.
T53	F1-4-61	23/9/61	Yeoman Credit RT
T53	F1-6-61	3/4/61	H & L Motors
T53	F1-7-61	22/4/61	Rob Walker
T53	F1-8-61	26/3/61	Terry Bartram
T53	F1-9-61	16/4/61	Bernard Collomb
T53	F1-13-61	18/6/61	Sc. Centro Sud
T53	F1-14-61	8/10/61	John M. Wyatt
T53	F1-15-61	8/10/61	Hap Sharp
T53	F1-16-61	8/10/61	Momo Corp.
T53	VR	22/4/61	Yeoman Credit RT
T55	F1-10-61	22/4/61	Cooper Car Co.
T56	F1-11-61	22/4/61	Cooper Car Co.
T56		3/9/61	Yeoman Credit RT
T56 Sp.		23/4/62	Anglo-American
T58	F1-12-61	6/8/61	Cooper Car Co.
T59	GR-13-62	12/5/62	Gerard Racing
T59	FJ-20-62	15/12/62	Dave Riley
T59		15/12/62	Hoffman Racing
T59		22/12/62	Hoffman Racing
COOPER (continued)			
T60	F1-17-61	20/5/62	Cooper Car Co.
T60	F1-18-61	17/6/62	Cooper Car Co.
T66	F1-2-63	9/6/63	Rob Walker
T66	F1-4-63	15/4/63	Cooper Car Co.
T66	F1-5-63	11/5/63	Cooper Car Co.
T66	F1-6-63	8/9/63	Cooper Car Co.
T67	FJ-6-63	1/9/63	Jochen Rindt
T71/73	F1-3-64	30/3/64	Gerard Racing
T73	F1-1-64	18/4/64	Cooper Car Co.
T73	F1-2-64	10/5/64	Cooper Car Co.
T77	F1-1-65	13/3/65	Cooper Car Co.
T77	F1-2-65	13/3/65	Cooper Car Co.
ELIOS			
1961	---	10/10/61	Sc. Montegrappa
EMERYSON			
1961	P	3/4/61	Emeryson Cars
1961	1001	3/4/61	Eq. Nat. Belge
1961	1002	9/4/61	Eq. Nat. Belge
1961	1003	3/4/61	Eq. Nat. Belge
1961	1004	23/7/61	Emeryson Cars
1961	1005	1/4/62	Emeryson Cars
1961	1006	23/4/62	Emeryson Cars
ENB			
1962	---	1/4/62	Eq. Nat. Belge
FERGUSON			
P99	P99/1	15/7/61	Rob Walker
FERRARI			
156-1961	(01)	25/4/61	FISA
156-1961	(02)	14/5/61	SEFAC Ferrari
156-1961	(03)	14/5/61	SEFAC Ferrari
156-1961	(04)	14/5/61	SEFAC Ferrari
156-1961	(05)	22/5/61	SEFAC Ferrari
156-1961	(06)	10/9/61	SEFAC Ferrari
156-1961	(07)	20/5/62	SEFAC Ferrari
156-1961	(08)	17/6/62	SEFAC Ferrari
156-1962	(09)	5/8/62	SEFAC Ferrari
156-1963	0001	11/5/63	SEFAC Ferrari
156-1963	0002	11/5/63	SEFAC Ferrari
156-1963	0003	8/9/63	SEFAC Ferrari
156-1963	0004	27/10/63	SEFAC Ferrari
158-1964	0005	12/4/64	SEFAC Ferrari
158-1964	0006	24/5/64	SEFAC Ferrari
1512-'64	0007	6/9/64	SEFAC Ferrari
1512-'64	0008	1/8/65	SEFAC Ferrari
1512-'64	0009	12/9/65	SEFAC Ferrari
GILBY			
1961	---	3/4/61	Gilby Eng.
1962	---	5/8/62	Gilby Eng.
HERON			
1960	---	9/12/61	Sc. Alfa
HONDA			
RA271	RA271-1	2/8/64	Honda R & D Co.
RA271	RA271-2	6/9/64	Honda R & D Co.
RA272	RA272-1	30/5/65	Honda R & D Co.
RA272	RA272-2	30/5/65	Honda R & D Co.
RA272	RA272-3	30/5/65	Honda R & D Co.
HUME-COOPER			
1959	---	26/3/61	Ronald Wrenn
JBW			
1960	---	3/6/61	JBW Car Co.
JENNINGS-PORSCHE			
1959	---	9/12/61	Bruce Jennings
LDS			
1960	(01)	9/12/61	Sam Tingle
1960	(02)	15/12/62	Erol Hammon
1960	(03)	9/12/61	George Mennie
1961	(04)	17/12/61	A. H. Pillman
1962	(05)	15/12/62	Gene Bosman
1962	(06)	15/12/62	Otelle Nucci
1964	(07)	12/12/64	Otelle Nucci
LOLA			
Mk 3	BRJ38	1/10/61	Sc. Light Blue
Mk 4	BRGP41	1/4/62	Bowmaker RT
Mk 4	BRGP42	23/4/62	Bowmaker RT
Mk 4	BRGP43	23/4/62	Bowmaker RT
Mk 4A	BRGP44	21/7/62	Bowmaker RT
T55	SL/2-64	16/8/64	John Willment
LOTUS			
7		15/12/62	Brausch Niemann
15		9/12/61	Sc. Alfa
16	367	22/4/61	Anthony Brooke
18	371	26/3/61	Team Lotus
18	372	3/4/61	Team Lotus
18	373	3/4/61	Sc. Colonia
18	374	3/4/61	Team Lotus
18FJ	FJ-720	9/12/61	Jack Holme
18FJ		9/12/61	S. van der Vyver
18FJ		9/12/61	Equipe Judette
18FJ		9/12/61	Bernard Podmore
18FJ		17/12/61	Neville Lederle
18	903	22/4/61	L. Bryden-Brown
18	904	26/3/61	Tim Parnell
18	905	3/9/61	G. Starrabba
18	906	9/4/61	Rob Walker
18	907	8/10/61	J. F. Harrison
18	908	3/4/61	Camoradi Int.
18	909	3/4/61	Tony Marsh
18	911	9/12/61	Ec. Wolman
LOTUS (continued)			
18	912	3/4/61	Rob Walker
18	913	16/4/61	Sc. Dolomiti
18	914	3/4/61	Sc. Colonia
18	915	3/4/61	UDT-Laystall RT
18	916	26/3/61	UDT-Laystall RT
18	917	9/4/61	UDT-Laystall RT
18	918	3/6/61	UDT-Laystall RT
18	919	16/4/61	Tim Parnell
18	(P1)	14/4/62	John Dalton
18	(P2)	14/4/62	Tim Parnell
20	20-J-867	15/12/62	Ec. Tomahawk
20	20-J-876	15/12/62	Lionel Wilmot
20	20-J-952	15/12/62	Grosvenor Mtrs.
20		11/6/62	Brian Hart
21	930	14/5/61	Team Lotus
21	931	14/5/61	Team Lotus
21	932	18/6/61	Team Lotus
21	933	18/6/61	Team Lotus
21	934	3/9/61	Team Lotus
21	936	23/4/62	Brabham Racing
21	937	9/12/61	Team Lotus
21	938	1/4/62	Team Lotus
21	939	15/12/62	Neville Lederle
21	952	12/12/64	Sc. Scribante
22	22-J-7	1/4/62	Ec. Nat. Suisse
22	22-J-17	14/12/63	Ted Lanfear
22	22-J-28	18/8/63	C. Genovese
22	22-J-37	15/12/62	Equipe Judette
24	940	3/6/62	Rob Walker
24	941	16/9/62	Sc. Venezia
24	942	12/5/62	UDT-Laystall RT
24	943	3/6/62	UDT-Laystall RT
24	944	3/6/62	UDT-Laystall RT
24	945	1/9/62	UDT-Laystall RT
24	946	21/7/62	Wolfgang Seidel
24	947	12/5/62	Brabham Racing
24	948	1/4/62	Team Lotus
24	949	1/7/62	Team Lotus
24	950	23/4/62	Team Lotus
24	951	30/6/63	Sc. Filipinetti
24	(24/P1)	30/3/63	Tim Parnell
25	R1	20/5/62	Team Lotus
25	R2	8/7/62	Team Lotus
25	R3	1/9/62	Team Lotus
25	R4	22/12/62	Team Lotus
25	R5	29/12/62	Team Lotus
25	R6	1/9/63	Team Lotus
25	R7	14/12/63	Team Lotus
27	27-JM-10	16/8/64	Luigi Malanca
27		18/8/63	Giacomo Russo
33	R8	18/4/64	Team Lotus
33	R9	2/8/64	Team Lotus
33	R10	12/12/64	Team Lotus
LOTUS (continued)			
33	R11	13/3/65	Team Lotus
33	R13	12/9/65	Reg Parnell
MBM			
1961	---	23/7/61	P. Monteverdi
NETUAR			
1960	---	9/12/61	Rauten Hartmann
1964	---	12/12/64	Rauten Hartmann
PORSCHE			
718	201	22/5/61	Porsche Eng.
718	202	23/7/61	Porsche Eng.
718	203	9/4/61	Porsche Eng.
718	204	9/4/61	Porsche Eng.
718	205	14/5/61	Porsche Eng.
787	01	22/5/61	Porsche Eng.
787	02	14/5/61	Porsche Eng.
804	0		

