

JOHN PLAYER
**MOTOR
SPORT**
YEARBOOK 1976



EDITED BY BARRIE GILL

JOHN PLAYER
**MOTOR
SPORT**
YEARBOOK 1976

Edited by Barrie Gill

Queen Anne Press London

© Brickfield Publications 1976

Editor: **Barrie Gill**

Associate Editor: **Andrew Marriott**

Editorial Consultants: **Doug Nye** and **Anna O'Brien**

Picture Consultants: **Geoffrey Goddard** and **Laurie Moreton**

Photographers: **Geoffrey Goddard, Laurie Moreton, Michael Tee, John Dunbar, Maurice Seldon, Charles Knight, and Michael Hewett**

Contributors: **Robert Fearnall, Hilary G. Weatherley, Nigel Roebuck, and Murray Taylor**

Executive Editor: **Peter Dunk**

Designer: **Paul Chevannes**

Front cover picture courtesy **LAT**. All other photographs are as credited.

All rights reserved. This book is sold subject to the condition that it shall not, by way of trade or otherwise, be lent, re-sold, hired out, or otherwise circulated without the publisher's prior consent in any form of binding or cover other than that in which it is published and without a similar condition including this condition being imposed on the subsequent purchaser. No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means electrical, mechanical, photocopied, recorded, or otherwise without the prior permission of the publisher.

Published by **Queen Anne Press Limited**
12 Vandy Street, London EC2A 2EN

Filmset in Monophoto Unifers by **Filmtypes Services Limited, Scarborough**
Printed and bound in England by
Hazell Watson & Viney Limited, Aylesbury, Bucks

CONTENTS

John Player Foreword **7**
Editorial Foreword **9**
Pictorial Tribute to Graham Hill **14**

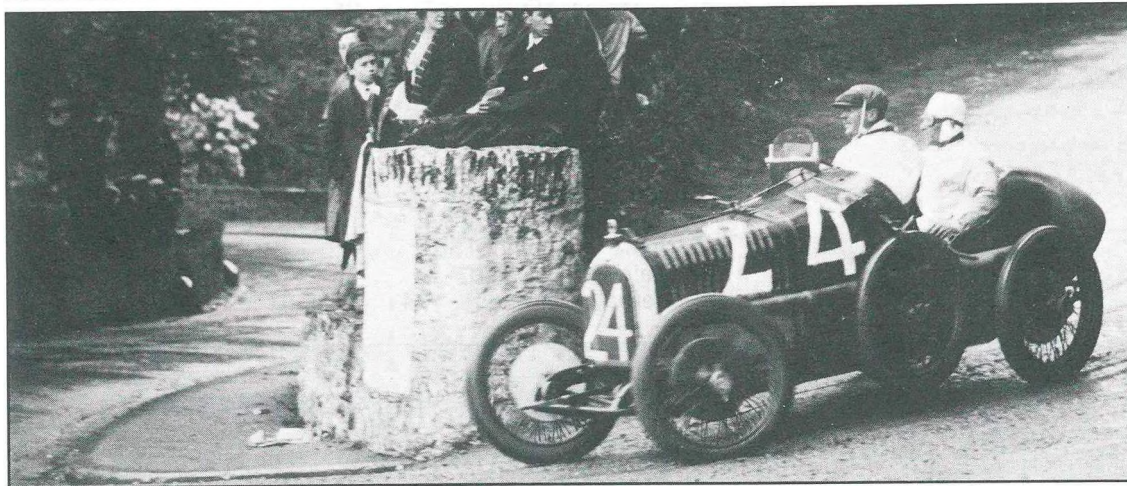
SEASON 75

The World Championship 1975, round by round **18**
The Non-Championship Races 1975 **96**
Grand Prix Team Reports **102**
The Constructors' Championship 1975 **132**
The World Sports Car Championship 1975 **134**
 Formula Two **142**
 Formula 5000 **148**
 Formula Three **154**
 Formula Atlantic **158**
 Formula Ford **162**
 Formula Nostalgic **166**
 Saloon Cars **170**
The International Scene **174**



80 YEARS OF MOTOR RACING

Introduction	186
City-to-City Racing	189
European Circuit Racing	195
Track Racing	200
The Great Marques	206
The Great Drivers	216
The Grandes Epreuves	226
The World Championship 1950–1974	241



PROFILES AND STATISTICAL ROUND-UP

The Championship Challengers	284
Directory of Drivers	307
Charting the Championship	324
Index	335

FOREWORD

Motorsport is one of the prime ingredients in the wide-ranging portfolio of major sports sponsored by John Player and Sons. Naturally, we hope that our team and event support has made some contribution to the well being of motor racing in Britain and the rest of the world. Our interest doesn't stop there—it extends to the sport as a whole, and there can hardly be a better means of embracing its many facets than the fifth *John Player Motor Sport Yearbook*.

Within its pages, you will find recaptured one of the most varied and exciting seasons in the 26-year history of the Formula One World Championship. No fewer than nine different drivers took the flag in the fourteen title races, and three of them were making their victory mark for the first time. Ferrari came back from the wilderness and ended a seven-year reign by the Ford-powered cars, and men like James Hunt, John Watson, and Tom Pryce held out the promise of rich treats in store.

No wonder there were record crowds at almost every circuit in the world, including Silverstone, where the excitement generated by our own John Player Grand Prix was intense—some would say a little *too* intense!

The book is packed with analysis and comment on all last season's major Championships, and on the leading issues currently pervading the sport. There are profiles of more than one hundred drivers—past, present, and promising.

History plays an important part in the latest *John Player Motor Sport Yearbook*. You will find tributes to the men (and the machines) whose courage and character have helped the sport to grow in the 80 years since racing began.

I hope I've whetted the reader's appetite for the pages that follow. Here's to the future. May it be as entertaining and exciting as the past!



Geoffrey Kent
Chairman and Managing Director
John Player and Sons



0500

THE WORLD CHAMPIONSHIP 1975

Barrie Gill

No more half-measures

There were just fourteen weeks to go before the start of the new season when the flag fell to end the Watkins Glen Grand Prix. They were to prove the most tragic and traumatic winter weeks in the history of the sport.

On Saturday November 29th, Graham Hill's plane crashed as the world's most popular driver was approaching Elstree Airfield just a few miles from his home. Graham Hill, Tony Brise, team manager Ray Brimble, designer Andy Smallman, and two key personnel, Terry Richards and Tony Alcock, were killed.

It was, arguably, the worst single sporting disaster since the Munich air crash involving the Manchester United football team. It was certainly the most bitter blow ever dealt to a sport that is hardened to tragedy, yet was numbed by the sheer unfairness and magnitude of this particular accident.

Graham Hill had survived 18 seasons of Grand Prix motor racing. Now he was lost to the sport in a split second accident on a drear, foggy November evening. It was the end of an era, and the whole sporting world mourned a man who was loved by millions in every corner of the globe.

For his was a personality that far transcended the bounds of motor sport. He was far more than a mere racing driver. The statistics of his huge success are no more than the outline of a man who brought courage, humour, sheer stubborn determination and zeal to every task he performed—whether teaching youngsters to play table tennis or haranguing Government Ministers about invalid cars.

Now that dedication had been channelled into the creation of a new British racing team. Graham was, of course, its very hub—the

dynamo from which the team drew its very strength as well as its enthusiasm. Without him, it was impossible to carry on, and Embassy reluctantly announced that they were withdrawing from the sport.

It was a hard decision, but surely the only realistic one. For the team had not only lost a past Champion but a Champion-to-be in Tony Brise. Still only 23 (an age at which Graham hadn't even driven a car—*any* car) Tony Brise had proved in just five months that he was a "natural". Signed by Graham after a pugnacious performance in the Monaco F3 race, Tony staggered all the pundits with a superlative practice performance at Zolder; scored his first point in Sweden, finished seventh on no fewer than three occasions, and at Monza was the sensation of practice.

A former karting ace, he had dominated Formula Ford in 1971; graduated to F3 in 1972 in a GRD and, won both the John Player and Lombard F3 Championships the following year in a March.

In 1974 he turned his attention to Formula Atlantic, joining the Modus team half-way through the season. In 1975 he and his Modus trounced the opposition to win the John Player Championship. Few doubted that he would soon be showing the same sort of dominance in Formula One.

It is difficult at such times not to be self-indulgent—to confuse the loss to the sport with the far deeper loss suffered by the families concerned. But on this occasion the attention of the whole motor sporting world was directed to the families of Graham Hill, Tony Brise, Ray Brimble, Andrew Smallman, Terry Richards, and Tony Alcock.

All six men had committed themselves to

creating a new force in motor racing. It was snuffed out in the most brutal fashion. Such a tragedy must inevitably make us look at other events in a very different light. Only a week earlier we had been expressing genuine sadness at the closure of the Hesketh team; surprise at the departure of UOP from the Shadow team; amazement at Emerson Fittipaldi's sudden decision to leave McLaren to join his brother's all-Brazilian team.

All three events were, it must be said, symptomatic of one of the most bizarre seasons in the history of the sport. It had been a very strange year indeed.

Mind you, it *had* been a very good year—if you happened to be an Austrian or an Italian. After a gentle, almost inauspicious start to the season, Niki Lauda and the purposeful new Ferrari 312T exploded into action and the 26-year-old Vienna-born driver ran away with five Grands Prix, claimed nine pole-positions, and two fastest laps to take the title by the largest margin (19.5 points) since Jackie Stewart gave the Monopolies' Commission cause for concern back in 1971.

The Ferrari team record was even more impressive: 28 starts; six Grand Prix victories; two non-Championship victories; nine pole-positions, and *six* fastest laps. The Italians had waited since 1964 to claim a leading title. This time they commandeered them both, and proved that their house was well and truly in order.

What a contrast to the sport itself! For 1975 can, perhaps, be best described as a 'half-year'—twelve months in which we were subjected to half-races, half-points, half-truths, and, worst of all, half-measures.

It was a year in which the sport's controlling body lost its grip. A year in which tyres lost their grip to such a catastrophic extent that we only had half a race in Britain and in Austria.

It was a year in which the regular race reporter's note book was filled with more drama and confrontation off the track than ever took

place on it.

Looking back, sorrowfully, there are memories of interminable meetings behind locked doors; men with brief-cases scurrying furtively from transporter to transporter; drivers arguing; constructors arguing; the CSI waving effete hands in neutered despair; the Press arguing amongst themselves; race organisers flying in for heated harangues; the Canadian race cancelled when perhaps it needn't have been; the Spanish race *not* cancelled when it *should* have been.

It is not the intention of this Editor to rake over the coals of controversy, to re-open old sores, and to start this book with a catalogue of complaint.

But it *is* right and proper that an annual which claims to be an accurate testimony of a year's occurrences—both sad and joyful—should not gloss over the power struggle that threatens to rip the sport apart at the seams. And it would be irresponsible not to draw conclusions from the torments of 1975 and try and put them into some semblance of order.

Let us start with the most important lesson of all—safety. And, as we learned to our tragic cost in Barcelona, safety regulations must care for the onlooker as well as the driver. Marshals were injured—some fatally—both in Barcelona and Austria. Mark Donohue lost his life in an accident compounded by the very catch-fencing that was supposed to be a panacea for all ills.

Similar catch-fencing saved Jody Scheckter's life in South Africa, but dealt severe blows to both Tony Brise and Jean-Pierre Jarrier at Silverstone, where a piece of catch-fencing pole flew into the main Grandstand.

At Zandvoort, we saw a new type of "pillow" placed at strategic corners to cushion the impact of Armco. At Barcelona and at Watkins Glen we saw that, despite inspections and hard-and-fast rules, the installation of these vital but vulnerable guard-rails had *not* been carried out satisfactorily.

This is the nub of our appeal. We do not intend to launch our own programme for total safety. There are far too many well-meaning but, in truth, blundering and dangerous amateurs (some of them pressmen, we regret to say) propounding their personal and often pompous theories.

Our plea is for *professionalism*. Is it too much to expect a retired driver, a circuit owner and a CSI official to combine engineering knowledge—*safety* engineering knowledge—with their other talents? The sport needs a professional, full-time expert to examine the circuits; to investigate all proven methods of car restraint; to work with bodies like the Aeronautical and Road Research laboratories to keep pace with the very latest devices. He must understand costing as well as construction. And, above all, he and his assistants must supervise the *installation* of any remedies. But who will pay him? Already we can hear the bleating in the distance.

But, when one considers the wasteful extravagance that has been poured into that well-known racing exercise—changing one's mind—over the past years, it is obvious that if the CSI, the FICA, the GPDA and the circuit owners pooled their resources to hire a "safety supremo" they could *save* themselves a fortune.

Not that money is the prime consideration. As Emerson Fittipaldi declared so passionately at Barcelona, "We are not talking about money. We are talking about life." And whatever fate befalls drivers pursuing their chosen career, the sport must never again risk a calamity involving spectators. A mass tragedy involving members of the public would provoke such a storm of political hysteria and point-scoring that it could close circuits in country after country.

Professionalism—or lack of it—is the root cause of the sport's second major controversy—the battle between the CSI, who *claim* to run the sport, and the Formula One Constructors'

Association, who proved again and again in 1975 that they *do* run the sport. (Ask the Canadian organisers or the man who was forced to stop the race in Austria if you have any lingering doubts).

Now let us pause for thought. Grand Prix racing promoted itself into the big league of spectator sports last season. Crowds crammed into the stadia at record levels in almost every country. The TV, radio, and press exposure was the most comprehensive in the history of the sport. At this very moment, one of the major American networks is contemplating covering the whole Grand Prix season—a networked tribute to the sport that could be a bonanza for sponsors and teams alike.

Grand Prix racing has been called a "circus"—an analogy with both kindly and bitter overtones. But it *is* a circus—a glorious, multilingual, travelling, high-speed-show, and its greatest need today is a Ringmaster! Somebody must hold the whip hand. For, without firm control, the sport will continue to alienate the very people who make its survival possible—the spectators.

No sport on earth treats its public with such scant disregard, or such utter contempt, as Grand Prix motor racing. And, in 1975, they were treated more shabbily than ever before. We will never forget the sight of those drenched, miserable, muddied Austrian spectators who stood—unloved and uninformed—waiting for the Austrian Grand Prix to commence. There can be no excuses.

First they waited—as every spectator at *every* circuit this year has waited—for a start that was late. Then the cars were taken off the grid. For some inexplicable reason, it took some 45 minutes to wheel them out again on rain tyres. Then the race was halted half-way through. Then they were told it *might* start again. Finally, the loudspeakers told them of protests, (yes, again) and that the race was over. They couldn't have cared less! Most of them were churning their way home through

swamps that were called car parks, or sitting in five-hour traffic jams all the way to Vienna!

12

To be a motor racing spectator, one must switch off the sensibilities of civilised life. One must accept that a dawn start is necessary to travel a few miles to an afternoon function! One must adjust to the idea that one will still be trapped in the circuit five hours after the flag has fallen. One must be grateful for a glimpse of a helmeted hero, an inaccurate programme, a course commentary of varying facetiousness, and to be overcharged at every turn. Sanitation is a luxury. Information a rare treat.

And, if there are pit stops, prepare to leave the circuit not knowing who won and why!

Yes, the Ringmaster has a colossal task ahead of him. He must not only *protect* the public from the performers, he must ensure that the performers actually show themselves. He must buy everybody a watch and remember that when a Brazilian TV company has hired a satellite for many, many thousands of pounds, that they want to show pictures of a race on time. He must remember that if radio stations are to give air-time to motor racing, that they must be guaranteed programme times which will be adhered to. He must realise that newspapers have deadlines, that photographers have planes to catch, that publicity demands promptness.

Publicity. Now there's another story! Isn't there enough money left over from Nurburgring's 300,000 gate to pay for a new poster? Do we have to look at John Surtees winning in 1964 for the rest of our lives? It's nothing personal, John, but surely the Trades Description Act could be invoked by spectators who think they are going to see you racing again?

Fortunately, there are signs that one circuit organiser—John Webb of Brands Hatch—is going to show the world the way to promote a motor race. As we closed for Press, he was outlining the most ambitious scheme ever launched by a promoter to publicise the John Player Grand Prix. Let's hope it works, and

that others follow suit.

For, despite the deprivations, 1975 proved beyond all doubt that there is a *world* public for motor sport. There is talk of Japan and Iran wanting to stage Grands Prix. There are new sponsors entering the arena. At long last, both TV and radio seem to have found air-time for our favourite sport. The word is spreading.

Whoever wins the power battle has a ready-made audience fervently waiting for a sport in which the deeds really do overshadow the words. Let's put the headlines where they belong in 1976—back on the track and not in a Paris office or a locked transporter. Professionals, not politicians, *must* win the day.

Sadly, there will be four combatants missing from the arena when the Championship starts again next year. In a season which had seen drivers escape from major accidents in South Africa, Spain, and Silverstone, we were growing confident that this could be the *safe* season for which we had all been praying. Until that sad Sunday morning in Austria when Mark Donohue crashed in unofficial practice. His death a few days later robbed the sport of one of its most gentle gladiators.

In America, he had earned the title "Captain Nice". When he came to Europe, he took only one meeting to confirm that this was no misnomer. He had come out of retirement to try and turn the "American Dream" into reality. There was little need for him to return to racing. He had achieved every success possible in America—from Indy to Can-Am. But, as he explained, "I love racing". It was an affection reciprocated by all in the sport who were lucky enough to meet this quiet American.

At the John Player motorcycle Grand Prix in August, 40,000 spectators cheered and clapped as Mike Hailwood bade an official goodbye to both the two-wheel and the four-wheel sports. His injuries, received in the German Grand Prix just twelve months earlier, had proved more complex than originally diagnosed and 'Mike the Bike' had decided to

hang up his helmet.

Aged 35, he had won no fewer than nine two-wheel World Championships, driven sports cars, F5000 cars, and Grand Prix cars and won friends in every corner of the world thanks to his deceptive 'devil-may-care' approach. Painfully shy on public occasions, in private he had a far-from-reticent approach to life. A life which he continues to live to the hilt.

It took Mike himself to sum up the feeling at Silverstone as he drove round to tumultuous applause, 'I can't understand it,' he said. 'Thousands of these spectators can't even have seen me race!'

It wasn't necessary. Neither Mike—nor many of his rivals in the Grand Prix world ever seemed to realise that the slim, boyish figure was a living legend. In Italy and the Isle of Man he is regarded with awe. With a reverence that he would be the last to appreciate.

His accident in the German Grand Prix robbed him of the chance to gain in the four-wheel world anything like the success he had achieved on two wheels. He was forced to retire without a Grand Prix victory to his name. But his skill was unquestioned. And his courage was of a calibre that is rare even in a sport which demands extraordinary bravery from its combatants. In South Africa in 1973, he risked his own life to rescue Clay Regazzoni from a blazing car. Though he made light of it afterwards, the TV evidence showed only too clearly that it was an act above and beyond the call of duty. To go into the flames once can be instinctive. To return, having beaten out the flames on your own overalls, is bravery indeed.

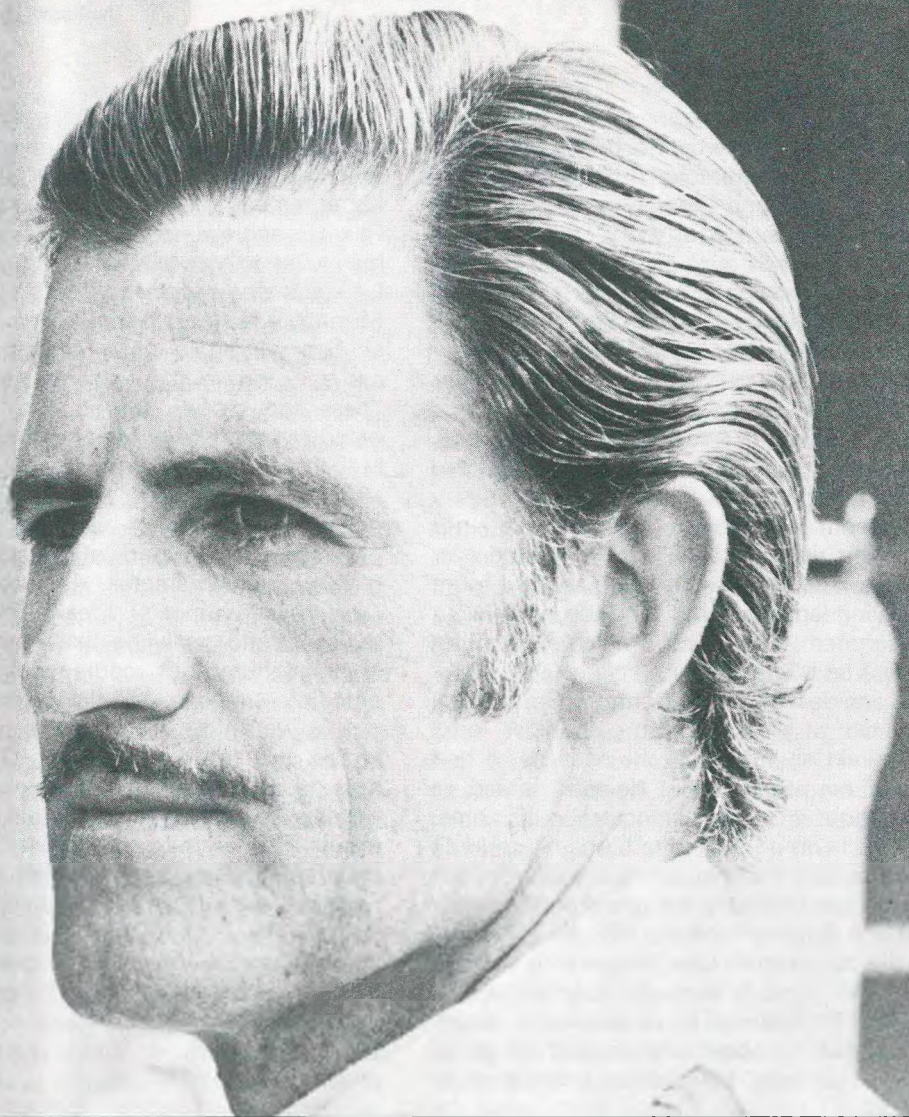
It was an act which earned Mike Hailwood the George Medal. He would probably have swapped it without a thought for the chance to run the 1972 Italian Grand Prix again—this time with an airbox firmly attached to his Surtees car. For that is a race which many, many spectators thought Mike Hailwood could have won. And what a popular victory it would have been!

Silverstone was also the scene of another emotional farewell. At the John Player Grand Prix meeting last July, Graham Hill announced his retirement after 18 seasons and 176 Grands Prix. His achievements were massive—the only man ever to win two World Championships, Le Mans, *and* Indianapolis. His five victories at Monaco will surely never be equalled. And will anyone ever again win a race after pushing his car back on to the track and setting out to "pass the bloody lot all over again"? We couldn't have known that his retirement would only last for four brief months.

And yet, Graham Hill will probably be remembered more for his personality than his prowess. In a world of plastic heroes, he glowed with character. He was every man's (and most women's) idea of what a racing driver should really be like—moustached, irreverent, humorous, courageous, indomitable, articulate—a "one-off" if ever there was one.

It is well-nigh impossible to encapsulate in words the true charisma of Graham Hill—raconteur, rebel, occasional rogue, and race driver extraordinary. There could be no greater tribute to him than to record that the world breathed a deep sigh of relief when he announced his retirement. And we mean "the world". For Graham had broken through the barriers of the purists—his public lay way beyond the barriers of the circuits or the motor-jing buffs. He was a "housewives choice", a youngster's idol, a man's man, all in one piratical parcel.

Perhaps his greatest contribution to the sport was his self-imposed missionary work. He spread the Grand Prix gospel across the globe. He was an ambassador extraordinary. It is hard to accept that never again will he be seen ambling—with a gait that defies description—down the pit roads, flinging that great mane of hair back over his collar, winking outrageously at any passing "crumpet" and waving like a passing potentate to appreciative grandstands.



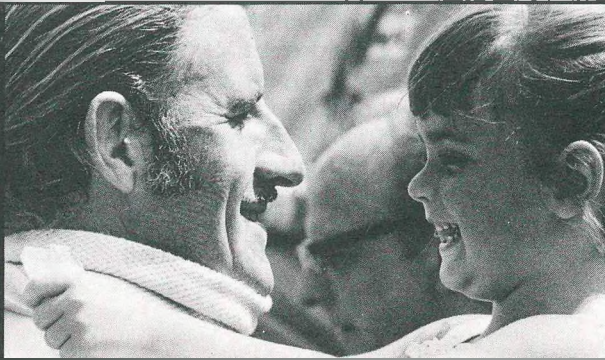
GRAHAM HILL

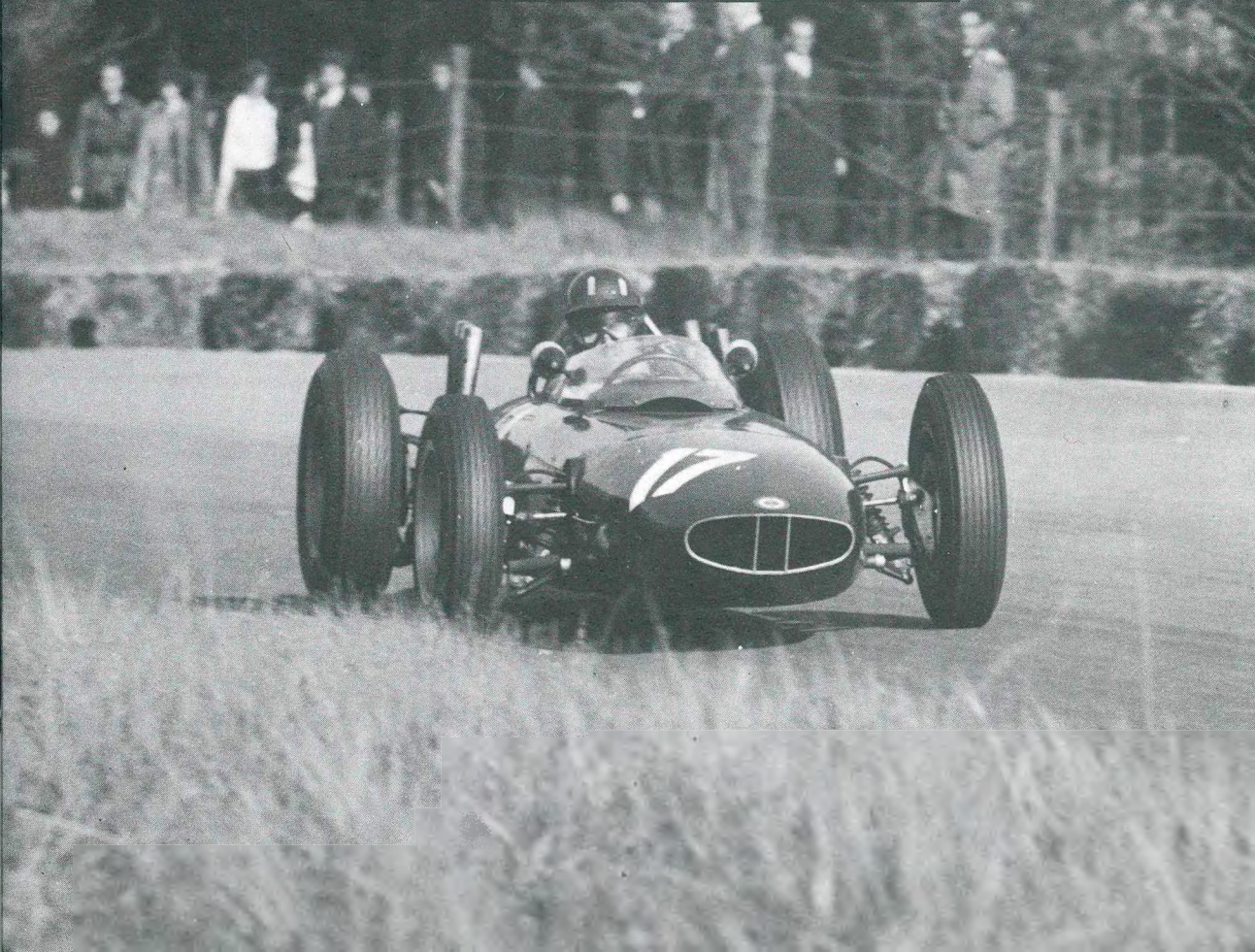
A pictorial tribute by Geoff Goddard

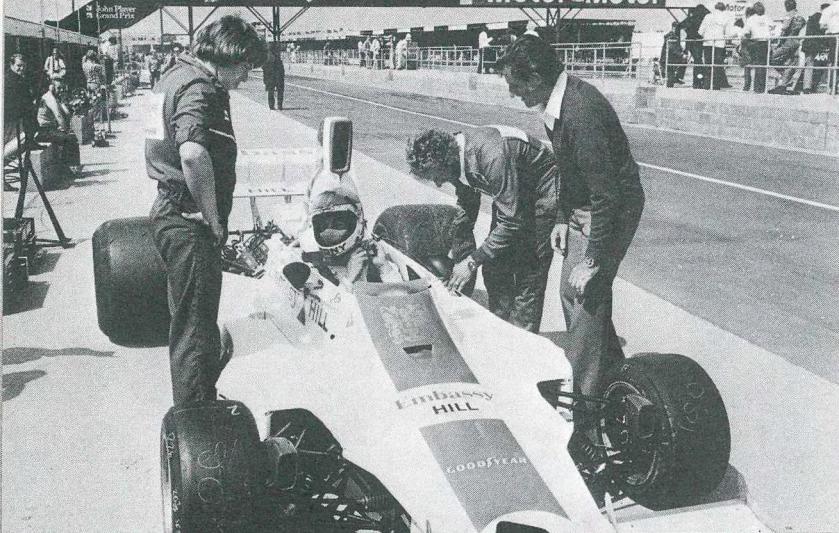
Right: Graham as a father—Here with his young daughter Samantha.

Far right: Graham, the new star—the first Hill victory in Formula One was scored in 1962, but driving the smoke-stack BRM he went on to win the Championship that year.

Far right (inset): Graham meets Fangio—two great World Champions, Juan Manuel Fangio and Graham Hill, in conversation.





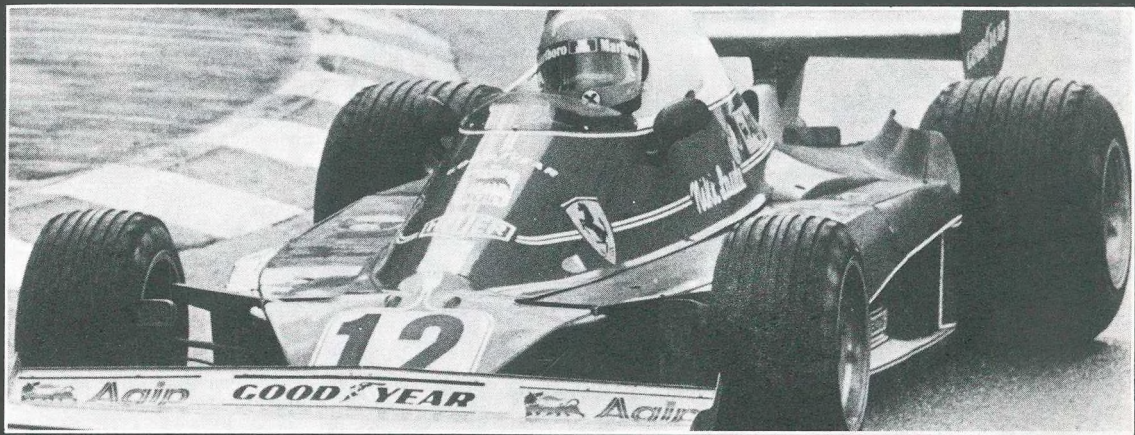


Left: Graham as a manager—listening to Tony Brise during practice for the John Player Grand Prix at Silverstone.

Below: At London's "Sportsman" Club last year he rolled up to take his place in the audience "just to give the lad a bit of support" when the Club were honouring James Hunt. It was with extreme reluctance that he agreed to join James on stage. "It's his night" he said with feeling.



SEASON 75



The World Championship 1975, round by round

The Non-Championship Races 1975

Grand Prix Team Reports

The Constructors' Championship 1975

The World Sports Car Championship 1975

Formula Two

Formula 5000

Formula Three

Formula Atlantic

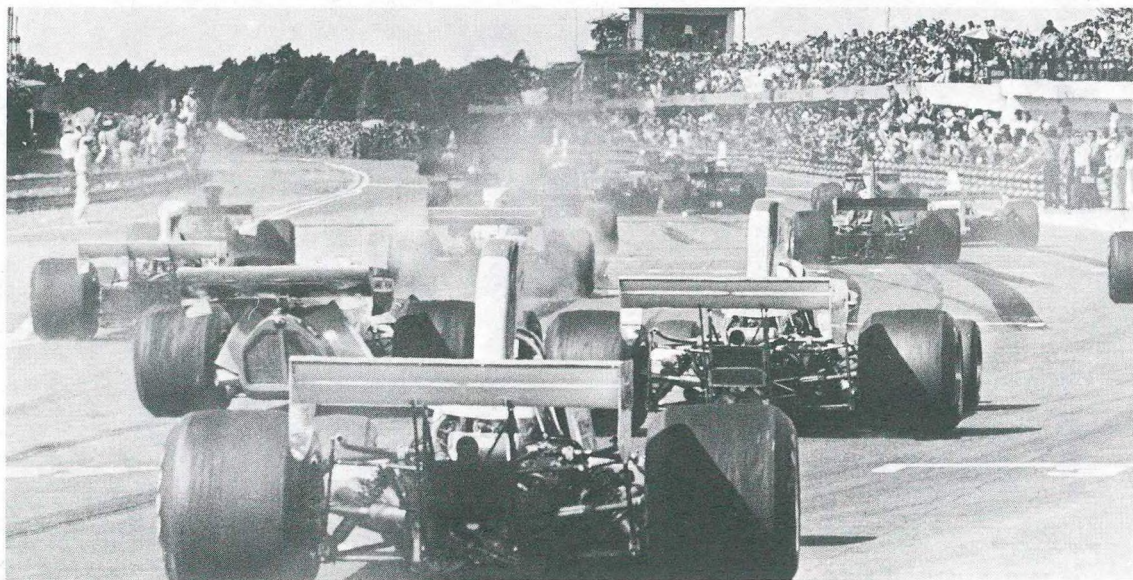
Formula Ford

Formula Nostalgic

Saloon Cars

The International Scene

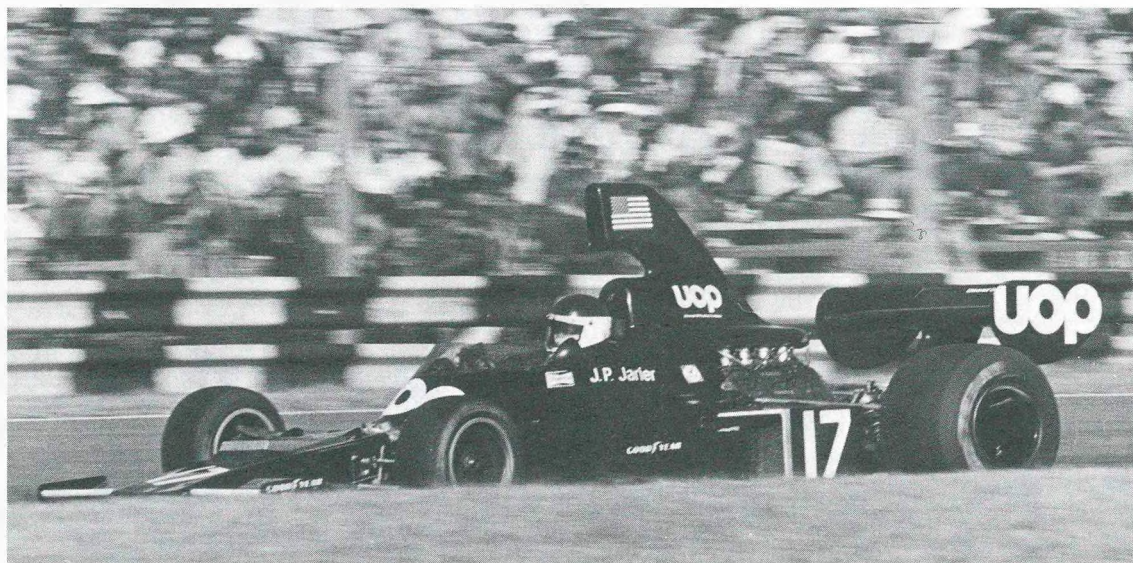
18



LAT

They're off—the flag falls on the Argentine Grand Prix and heralds the start of a 14-race, 10-month, 2700-mile Championship trail.

United Oil Predicament—Jean-Pierre Jarier gave the Shadow a sensational debut, earning pole position first time out in the new DN5. But to no avail. The car broke down on its way to the grid.



LAT

THE WORLD CHAMPIONSHIP 1975

Barrie Gill

ROUND 1/ARGENTINE GRAND PRIX

19

BUENOS AIRES, January 12
53 laps of 3.708-mile circuit

Distance: 196.548 miles
Weather: Warm, sunny

STARTING GRID

	C. Pace Brabham-Ford 1min 49.64sec	J.-P. Jarier* Shadow-Ford 1min 49.21sec
N. Lauda Ferrari 1min 49.96sec	C. Reutemann Brabham-Ford 1min 49.80sec	E. Fittipaldi McLaren-Ford 1min 50.02sec
	J. Hunt Hesketh-Ford 1min 50.26sec	C. Regazzoni Ferrari 1min 50.71sec
P. Depailler Tyrrell-Ford 1min 50.80sec	M. Andretti Parnelli-Ford 1min 51.06sec	J. Scheckter Tyrrell-Ford 1min 50.82sec
V. Brambilla March-Ford 1min 51.77sec	R. Peterson John Player Special 1min 51.44sec	J. Mass McLaren-Ford 1min 51.82sec
	T. Pryce Shadow-Ford 1min 51.92sec	J. Watson Surtees-Ford 1min 52.13sec
M. Donohue Penske-Ford 1min 52.36sec	J. Ickx John Player Special 1min 52.90sec	J. Laffite Williams-Ford 1min 52.88sec
A. Merzario Williams-Ford 1min 53.43sec	R. Stommelen Lola-Ford 1min 53.12sec	G. Hill Lola-Ford 1min 54.00sec
	M. Wilds Stanley-BRM 1min 54.48sec	W. Fittipaldi Copersucar- Fittipaldi-Ford 2min 00.22sec

*Jarier broke crown wheel on warming-up lap and did not start. Pole position was left vacant.

The close season had been comparatively quiet. Certainly we hadn't witnessed the wholesale transfers which had preceded the 1974 Championship. It was almost as if the teams wanted to draw breath after the frenetic, fifteen-round Championship saga that had ended just a dozen weeks earlier.

Jochen Mass had been duly appointed to replace the retiring "bear", Denny Hulme, in the McLaren camp; John Watson had joined John Surtees; BRM—now resplendent in red white and blue (complete with British lion) under the Stanley-BRM banner—were giving Mike Wilds a run; Rolf Stommelen and Jacques Laffite were confirmed as regulars in the Hill and Williams teams respectively; Wilson Fittipaldi came along complete with Brazil's first Grand Prix car—the Copersucar-Fittipaldi.

There had been two sensational flurries to enliven the winter months and fuel the conversation at the traditional prize-givings, social whirls, and racing-car shows. First, March had dramatically announced their retirement from the Formula One stage. Then, before we had time to pen our letters of sympathy, they bounced back into the spotlight to announce that not only would they be running a car for burly Vittorio Brambilla (courtesy of Beta tools) but that they would be doing their bit for women's lib by providing a car for Miss Lella Lombardi—the very competent Italian F5000 driver.

But the big story concerned Ronnie Peterson, still regarded as the fastest driver on the circuits and a man who was reportedly discontent with his lot at Lotus. As the teams arrived in the Argentine, no one was quite certain whether or not Ronnie would be taking his place on the grid in the old, familiar John Player Special or a Shadow. It was to prove a close-run thing, but contractual loyalties and demands prevailed, and Ronnie began to practice in the veteran 72E.

Now the Shadow team earned headlines of a different type—out in the open where everyone could gauge exactly what was going on. Tony Southgate had designed a new DN5.

It took Jean-Pierre Jarier just one practice session to prove its worth, setting the fastest lap ever seen at the circuit—1 min 49.21 sec, a speed of 122.2 mph! It was more than enough to give the 28-year-old Frenchman the first pole position of his career, and to thoroughly psyche the opposition.

The two Carloses, now driving Brabhams resplendent in Martini colours, really worked at the task of overhauling the Shadow, but Pace had to be content with second spot on the front row with Reutemann tucked in behind Jarier.

Or at least, he should have been! As Jean-Pierre rushed out, doing a practice start on the warming up lap, his crown-wheel-and-pinion stripped its teeth. Jarier's pole position would never be claimed.

The crowd didn't seem to be over-sympathetic. They were too overjoyed at seeing their hero Reutemann plunge urgently and gratefully through the gap to lead almost before the flag had fallen! Pace took up a comforting second spot behind his team-leader, but it soon became obvious that the Brabhams weren't going to be allowed to claim a second, successive, one-two win without a struggle. James Hunt, driving the latest Hesketh with rubber suspension, zipped through from the sixth row and tacked himself

on to Lauda in a gritty duel for third place.

Regrettably, behind them, the new season was following the petulant pattern of the old as the field was frayed by yet another first lap incident. Jochen Mass rocketed gaily into the rear of Scheckter's Tyrrell and both cars returned to the pits looking very much the worse for the incident. Meantime, John Watson's Surtees was stranded with a loose fuel-pipe, and trackside repairs resulted in the statutory disqualification.

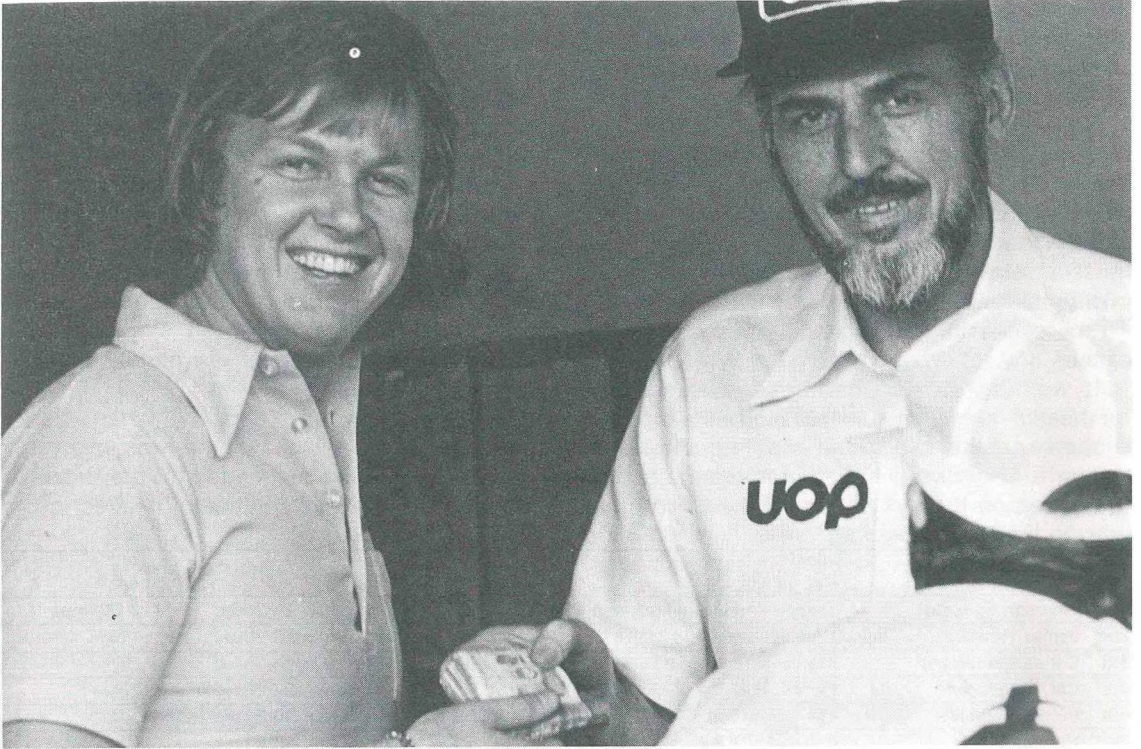
Wilson Fittipaldi would exit in far more dramatic fashion. On lap 13, the Copersucar seemed to take over from its hapless driver, spun wildly and caught fire after slamming into a barrier. Wilson escaped unhurt and eventually the fire brigade were mobilised.

But by this time, James Hunt had been showing a turn of speed which the goodly firefighters could well have copied. By lap eight he had slipstreamed past the Ferrari on the straight and was happily pursuing the Martini-Brabhams. Lauda was fourth, Fittipaldi fifth, and Peterson sixth.

On lap 15, Pace earned few plaudits from the crowd by taking the lead from their favourite son. It was to be a limited moment of glory. He spun on the next lap and James Hunt promoted himself to second place as Pace dropped to seventh spot.

But Reutemann's restored lead would not last for long. The Brabham was beginning to understeer badly and—to James' self-confessed surprise—the Englishman outraked him with ease on lap 25. By this time, Fittipaldi had found a way past Lauda's Ferrari and it didn't take long for him to slip by Reutemann and start a dramatic duel with Hunt.

James had led his first Grand Prix—for just a few yards—at the Argentine last year. It was obvious that this time he intended to lay claim to longer tenure. For lap after lap, a really tough battle boiled on. There were stones flying now. Hunt's screen and nose-piece both bore jagged scars. But the English-

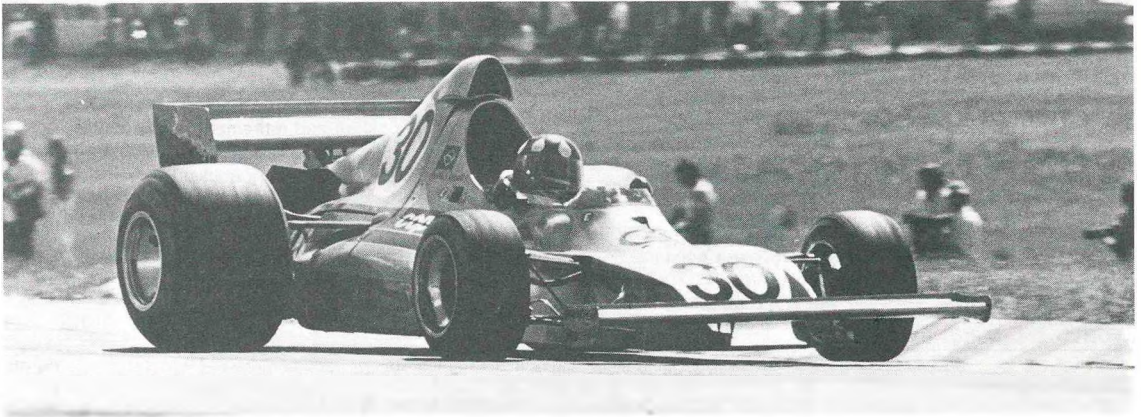


21

LAT

Fuelling the rumour—Shadow team director Don Nichols pleased the photographers as much as he pleased Ronnie Peterson when he produced this wad of dollars. He was only joking! (Wasn't he?)

Enter the Copersucar—Wilson Fittipaldi realised his ambition by running a Brazilian car in a Grand Prix for the first time, but he couldn't match his brother—the car crashed and caught fire!



LAT

man was more concerned with two other problems—oversteering in the fast corners and, of course, the ever-present image of the World Champion in his mirrors.

“The new suspension reduces the amount of steering lock available,” he explained. “I had to be doubly careful not to get the car too sideways in the corners because, quite simply, I didn’t have enough lock left to correct it. I must confess that this extra problem was putting a great strain on my concentration. To my everlasting regret, I let it get the better of me!”

It was lap 35. The battle had steamed on for nearly 40 miles. At the “Horquilla”, Hunt slipped up, the car spun, and Fittipaldi was through. The Brazilian had got the better of the Briton on this occasion and the Champion was on his way to the flag.

James Hunt set a new lap record in his efforts to redress his error, but in vain. Emerson Fittipaldi was about to collect another nine points and start the new season where he had ended the old—at the top of the table.

But a lot of people had changed their “so-so” opinions about James Hunt, and there was some eager scrutiny of the new Aeon rubber suspension. Reutemann and his fans had to be content with third place, while the Ferrari drivers must have been glad to collect points as Regazzoni’s car had been smoking ominously and Lauda’s had been handling in the oddest fashion.

But what would happen when Jarier actually started a race? There was plenty to mull over as the teams headed for the Brazilian beaches, and Emerson Fittipaldi headed into a hero’s welcome.

RESULTS

Driver	Car	Lap	Time	Speed
1st Emerson Fittipaldi	Texaco-Marlboro-McLaren M23	53	1hr 39min 26.29sec	118.601mph
2nd James Hunt	Hesketh-Ford 308	53	1hr 39min 32.20sec	
3rd Carlos Reutemann	Martini-Brabham BT44B	53	1hr 39min 43.35sec	
4th Clay Regazzoni	Ferrari 312B3	53	1hr 40min 02.08sec	
5th Patrick Depailler	Elf-Tyrrell-Ford 007	53	1hr 40min 20.54sec	
6th Niki Lauda	Ferrari 312B3	53	1hr 40min 45.94sec	
7th Mark Donohue	Citibank Penske PC-1	52		
8th Jacky Ickx	John Player Special 72E	52		
9th Vittorio Brambilla	March-Ford 741	52		
10th Graham Hill	Embassy-Hill-Lola T370	52		
11th Jody Scheckter	Elf-Tyrrell-Ford 007	52		
12th Tom Pryce	UOP Shadow DN3	51		
13th Rolf Stommelen	Embassy-Hill-Lola T370	51		
14th Jochen Mass	Texaco-Marlboro-McLaren M23	50		
Arturo Merzario	Williams FW			Running at finish, but unclassified.

Fastest Lap: James Hunt (lap 38) 1min 50.91sec, 120.378mph

RETIREMENTS

Driver	Car	Laps completed	retirement reason
Jean-Pierre Jarier	UOP Shadow DN5	0	Crown-wheel-and-pinion, warming-up lap
John Watson	Surtees-Ford TS16	6	Disqualified after trackside repairs to fuel line
Wilson Fittipaldi	Copersucar-Fittipaldi FD	12	Crash
Jacques Laffite	Williams FW	15	Gearbox — after stone punctured radiator
Ronnie Peterson	John Player Special 72E	15	Brakes, gearbox, engine
Mike Wilds	Stanley-BRM P201	24	Oil scavange pump
Mario Andretti	Parnelli VPJ-4	27	Constant velocity joint
Carlos Pace	Martini-Brabham BT44B	46	Engine

WORLD CHAMPIONSHIP TABLE

	Points		Points		Points
Emerson Fittipaldi	9	Carlos Reutemann	4	Patrick Depailler	2
James Hunt	6	Clay Regazzoni	3	Niki Lauda	1

ROUND 2/BRAZILIAN GRAND PRIX

INTERLAGOS, January 26
40 laps of 4.946-mile circuit

Distance: 197.84 miles
Weather: Very hot and dry

STARTING GRID

J.-P. Jarier Shadow-Ford 2min 29.88sec	E. Fittipaldi McLaren-Ford 2min 30.68sec	
	C. Reutemann Brabham-Ford 2min 31.00sec	N. Lauda Ferrari 2min 31.12sec
C. Regazzoni Ferrari 2min 31.22sec	C. Pace Brabham-Ford 2min 31.74sec	
	J. Hunt Hesketh-Ford 2min 31.70sec	J. Scheckter Tyrrell-Ford 1min 50.82sec
P. Depailler Tyrrell-Ford 2min 32.94sec	J. Mass McLaren-Ford 2min 33.06sec	
	A. Merzario Williams-Ford 2min 33.16sec	J. Ickx John Player Special 2min 33.20sec
J. Watson Surtees-Ford 2min 33.23sec	T. Pryce Shadow-Ford 2min 33.24sec	
	M. Donohue Penske 2min 33.23sec	R. Peterson John Player Special 2min 33.90sec
V. Brambilla March-Ford 2min 34.44sec	M. Andretti Parnelli-Ford 2min 34.56sec	
	J. Laffite Williams-Ford 2min 34.76sec	G. Hill Lola-Ford 2min 35.49sec
W. Fittipaldi Copersucar- Fittipaldi-Ford 2min 36.47sec	M. Wilds Stanley-BRM 2min 37.15sec	
	R. Stommelen Lola-Ford 2min 38.05sec	

The journalists had little time for the beaches between the races. They were incarcerated in telephone cabins and telex cubicles boosting the Brazilian Post Office's profits with more and more stories about Peterson and the Shadow team. The substance depended on who you spoke to last. To speak to Ronnie personally was to cloud the issue even further!

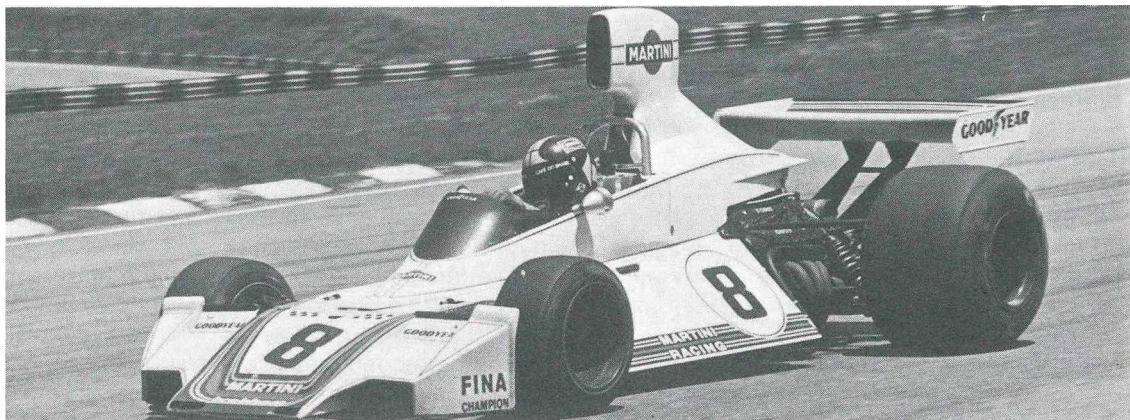
It was even rumoured that a press release was prepared, printed, and made ready for distribution. It was never to see the light of day. Peterson stayed put, and Jean-Pierre Jarier dramatically set about the task of proving to his Shadow masters that they didn't need the Swede anyway.

For the second time in a fortnight, the young Frenchman demoralised the opposition the moment practice began. Out came the DN5. Out came the new electronic timers. And out of the window went not only the lap-record but, ironically, Ronnie Peterson's pace-setting pole position time achieved in 1973. Jarier lapped in 2 min 29.88 sec—16-hundredths of a second faster than the old time—and pole position was his for the second race in succession. The only consolation the other teams had was that even designer Tony Southgate didn't seem able to explain the secret of the Shadow's instant supremacy. Was it mainly due to tyre compatibility, we wondered?

Fittipaldi did all that could be expected of him (by the team *and* the turnstile men) by claiming the second spot on the front row while Mike Wilds, Brambilla, Hunt, and Scheckter all enlivened proceedings with spins of various magnitudes. But only the BRM was damaged, and the mechanics straightened it while Mike Wilds nursed a sprained wrist.

Goodyear, who now shod all the cars as Mario Andretti's people had reached a very lucrative compromise to part from Firestone, did everyone a good turn by insisting that the track debris was thoroughly cleared. No-one wanted a repeat of last year's critical punctures.

But once the race did start, Reutemann seemed particularly anxious to make up for



LAT

Happy Home Hero—it was a day of unbounded joy for Carlos Pace, who drove the Brabham to victory in the Brazilian Grand Prix in his own back yard. His celebrations with second-placed Brazilian Emerson Fittipaldi were infectious, however, and one section of the crowd had their enthusiasm dampened in no uncertain manner!



LAT



lost time. Even "Jumper" Jarier was beaten to the draw and the white Brabham led the black Shadow for four hectic laps.

In contrast, James Hunt must have made the worst start of his career. By the time he had sorted out sufficient revs he was sixteenth, and Reutemann, Jarier, Pace, Lauda, Regazzoni, and Scheckter were in the far yonder.

Pace had made a most impressive start from the third row of the grid, and the 150,000-strong Brazilian crowd had another hero to scrutinise as well as Emerson, who had thrown away all the advantage of his grid position with a badly fluffed start. The Champion was now seventh and he simply had to grit his teeth and start to fight for every inch.

Jarier was driving in a most determined mood too. He knew he could pass Reutemann, but he wasn't going to spoil his victory chances by picking the wrong spot. On lap five he calmly powered his way down the hill, out-braked Reutemann in the left-hand corner at the bottom, and sliced his way into a two-second lead by the time the lap was ended.

And that, it seemed, was that. Just like a Clark or a Stewart, the Frenchman piled on the agony and vanished into the distance, leaving a very sorry pack of stragglers to fight their own battles for the minor placings.

It was now obvious that Reutemann had that old understeer problem again, however, the Brazilians were soon cheered by the joyous sight of Carlos Pace nipping past his colleague to lead the second instalment of the battle.

Brambilla's engine had blown, Peterson had visited the pits to adjust the fuel mixture, and the Ferraris were experiencing handling problems again.

At half-distance, the order was Jarier—some 20 seconds clear of his pursuers, Pace, Regazzoni, Reutemann, Fittipaldi, and Lauda. Jochen Mass was driving the race of his career, while James Hunt was dourly trying to compensate for that dreadful start.

Reutemann was really having problems. One of his front tyres was shedding rubber and, on lap 22, Fittipaldi passed him to start a seven-lap struggle to pass an obstinate Regazzoni.

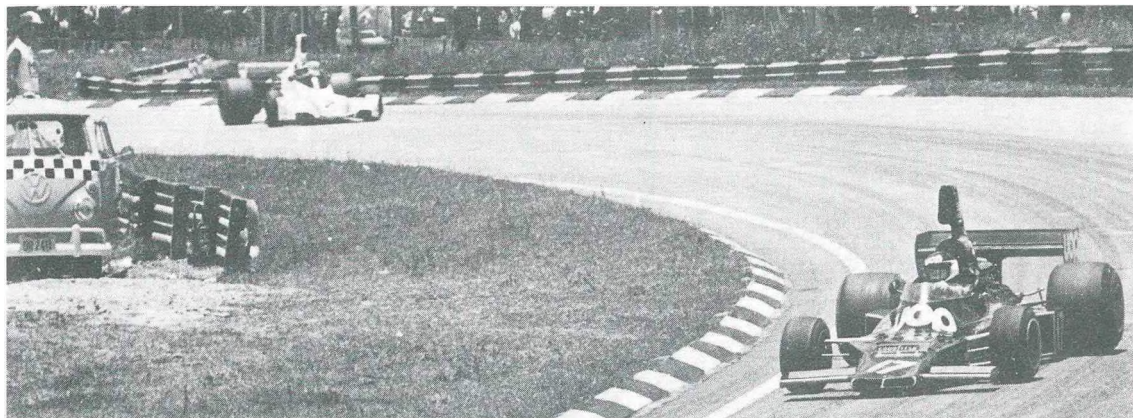
But by now, the crowd's attention was riveted on Jarier's black Shadow. The car which had carried its eager occupant to a 26-second lead at one stage was now hiccupping its way round the circuit. On one lap alone, the lead plummeted by 12 seconds as the engine hesitated again and again. The metering-unit was the culprit. Jarier was the hapless victim. On lap 33, with just over 30 miles to go to a rightful, deserved, first victory, Jarier parked his car silently by the circuit.

Pace flashed by. A Brazilian was in the lead in front of his home-town crowd, and a Brazilian World Champion was chasing him in second place.

It didn't seem to matter that Reutemann stopped to change a tyre, that Mass—showing enormous *elan*—was carving his way to his best-ever placing, that Hunt was still fighting off Andretti in his bid for a point.

This was Sao Paulo. Carlos Pace had been born here just 31 years earlier. Now he was beating the man who had once been his mechanic but had gone on to greater glories. On this occasion, Emerson would have to share the glory. He closed within five seconds of Carlos, but Pace claimed his first Championship win in front of his home crowd.

The joy, as they say, was unconfined and certainly uncontrolled as the two Brazilians clasped each other on the rostrum. And Emerson's team-mate joined them after a superlative showing. But there had to be a Shadow in their thoughts. For the second time in four cruel weeks, Jean-Pierre Jarier had been robbed of a chance to take the flag, and now the teams had more than a month in which to try and narrow the gap between their cars and Southgate's sensational newcomer.



27

LAT

Moral victor—there was no doubt who should have won the Brazilian Grand Prix. Jean-Pierre Jarier simply pulverised the opposition, only to park sadly by the track just 30 miles from home.

RESULTS

Driver	Car	Lap	Time	Speed
1st Carlos Pace	Martini-Brabham BT44B	40	1hr 44min 41.17sec	113.393mph
2nd Emerson Fittipaldi	Texaco-Marlboro-McLaren M23	40	1hr 44min 46.96sec	
3rd Jochen Mass	Texaco-Marlboro-McLaren M23	40	1hr 45min 17.83sec	
4th Clay Regazzoni	Ferrari 312B3	40	1hr 45min 24.45sec	
5th Niki Lauda	Ferrari 312B3	40	1hr 45min 43.05sec	
6th James Hunt	Hesketh 308	40	1hr 45min 46.29sec	
7th Mario Andretti	Parnelli VPJ-4	40	1hr 45min 47.98sec	
8th Carlos Reutemann	Martini-Brabham BT44B	40	1hr 46min 20.79sec	
9th Jacky Ickx	John Player Special 72E	40	1hr 46min 33.01sec	
10th John Watson	Surtees TS16	40	1hr 47min 10.77sec	
11th Jacques Laffite	Williams FW	39		
12th Graham Hill	Embassy-Hill-Lola T370	39		
13th Wilson Fittipaldi	Copersucar-Fittipaldi FD	39		
14th Rolf Stommelen	Embassy-Hill-Lola T370	39		
15th Ronnie Peterson	John Player Special 72E	38		

Fastest lap: Jean-Pierre Jarier (lap 10) 2min 34.16sec, 115.509mph

RETIREMENTS

Driver	Car	Laps completed and retirement reason
Vittorio Brambilla	March-Ford 741	1 Engine
Jody Scheckter	Elf-Tyrrell-Ford 007	17 Split oil tank
Mark Donohue	Citibank Penske PC-1	22 Handling problems
Mike Wilds	Stanley-BRM P201	22 Clutch
Arturo Merzario	Williams FW	24 Throttle linkage/metering unit
Tom Pryce	UOP Shadow DN5	31 Crash
Patrick Depailler	Elf-Tyrrell-Ford 007	31 Crash
Jean-Pierre Jarier	UOP Shadow DN5	32 Metering unit

WORLD CHAMPIONSHIP TABLE

	Points		Points		Points
Emerson Fittipaldi	15	Clay Regazzoni	6	Niki Lauda	3
Carlos Pace	9	Carlos Reutemann	4	Patrick Depailler	2
James Hunt	7	Jochen Mass	4		

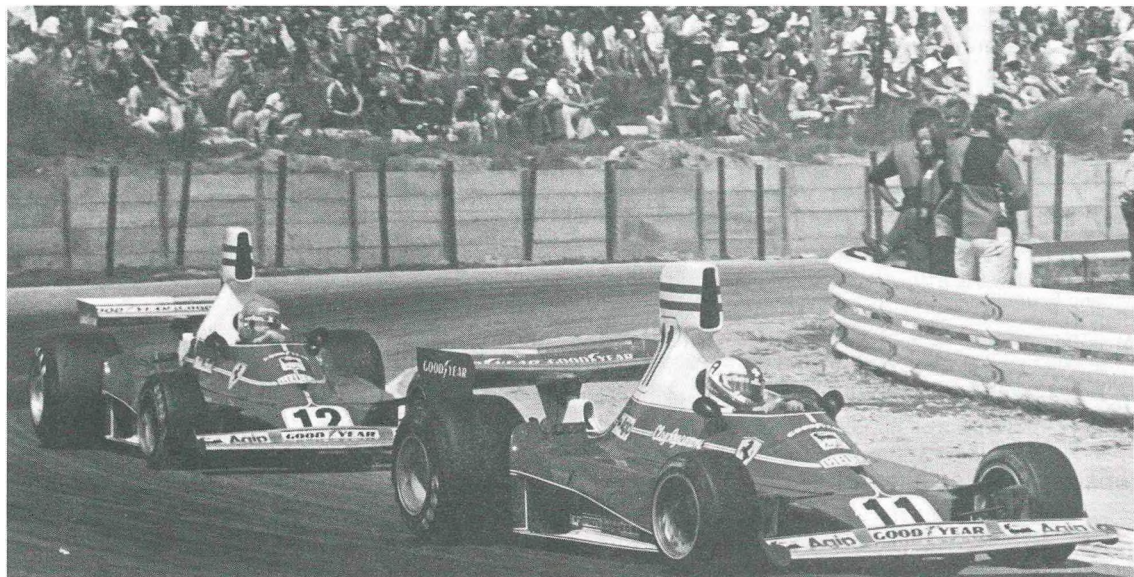
28



LAT

Jody's joy day—home wins seemed to be the order of the day early in the season, and Jody Scheckter became the first Springbok to win the South African Grand Prix, with a mature and meticulous drive.

The writing on the wall—at long last the transverse gearbox Ferrari 312T was ready, and was soon to end Ford's seven-year domination of Grand Prix racing in dramatic style.



LAT

ROUND 3/SOUTH AFRICAN GRAND PRIX

KYALAMI, March 1
78 laps of 2.55-mile circuit

Distance: 198-90 miles
Weather: Dry and warm

STARTING GRID

C. Pace Brabham-Ford 1min 16.41sec	C. Reutemann Brabham-Ford 1min 16.48sec	N. Lauda Ferrari 1min 16.83sec
J. Scheckter Tyrrell-Ford 1min 16.64sec	M. Andretti Parnelli-Ford 1min 16.89sec	R. Peterson John Player Special 1min 17.14sec
P. Depailler Tyrrell-Ford 1min 16.83sec	V. Brambilla March-Ford 1min 17.05sec	J. Watson Surtees-Ford 1min 17.17sec
C. Regazzoni Ferrari 1min 17.16sec	E. Fittipaldi McLaren-Ford 1min 17.22sec	J. Hunt Hesketh-Ford 1min 17.30sec
J.-P. Jarier Shadow-Ford 1min 17.32sec	R. Stommelen Lola-Ford 1min 17.47sec	J. Mass McLaren-Ford 1min 17.79sec
A. Merzario Williams-Ford 1min 17.53sec	M. Donohue Penske-Ford 1min 18.28sec	D. Charlton McLaren-Ford 1min 18.51sec
I. Scheckter Tyrrell-Ford 1min 18.01sec	T. Pryce Shadow-Ford 1min 18.36sec	E. Keizan Lotus-Ford 1min 19.01sec
J. Ickx John Player Special 1min 18.68sec	J. Laffite Williams-Ford 1min 19.15sec	B. Evans Stanley-BRM 1min 19.17sec
G. Tunmer Lotus-Ford 1min 19.52sec	L. Lombardi March-Ford 1min 19.68sec	

Ferrari seemed to have made the most use of the "free" month of February. At last, the long-awaited 312T was to be revealed—and a very different Ferrari indeed it proved to be. Engine and wheelbase apart, everything seemed to be different, and, of course, the newcomer had

the "revolutionary" new, transverse gearbox. The patient, determined Lauda had spent most of the previous month testing, testing, testing.

The Shadow team had contented themselves with providing a second DN5 for the justifiably impatient Tom Pryce. March brought along their new 751 car for Brambilla and Lella Lombardi to excite the local press. She would be the first lady driver in Formula One since the legendary, but not so successful, Signorina de Filippis, who piloted Maseratis in 1958. And Lella was determined to outshine her compatriot from the past.

Graham Hill's team had produced a car which was still called a Lola, but which had been constructed in John Thompson's workshops and one felt that a true "Hill" car could not be far away. Once again, there were fresh and sunburnt faces on the grid in the shape of four South African drivers: Dave Charlton (of course), Ian Scheckter, Eddie Keizan, and Guy Tunmer—a new boy who had made a sensational debut in Cape Town three weeks earlier. BRM, meanwhile, had put F5000 star Bob Evans in the Wilds car.

The Revson tragedy had provoked some very important safety changes, and they were soon put to the test. Graham Hill spun on oil spewing from Peterson's car, ploughed through the catch-fencing, and destroyed his car. But instead of taking over Stommelen's car, the "old master" contented himself with running operations from the pits. Another sign of things to come?

Practice was delayed while the debris was cleared and the fences rebuilt, and that was to be the pattern of a disastrous two days of practice. Niki Lauda was the next victim when he spun his new car into the fences on oil belched from an exploding McLaren engine.

And then there was an accident which could have been very, very serious indeed.

30 Jody Scheckter, under enormous pressure from the populace of Southern Africa, tried too hard at Barbecue bend and hurtled into the catch-fencing at over 120 mph. "If there had still been Armco there I'd have been history," he said grimly. It was without doubt the most frightening accident of his career.

Minutes later, Guy Tunmer went off and the GPDA's new President, Denny Hulme, declared that the circuit wasn't safe, and wouldn't be safe to practice on until all the much-misused fencing was back in place.

The organisers and constructors huddled together in the timekeeper's box to decide whether or not there should be more practice on the "free" Friday. The drivers stood outside. "We're only the jockeys," said Reutemann with a rueful grin, "nobody asks us what we feel!"

But help was at hand for the drivers who wanted their day by the Kyalami-Ranch pool. Suddenly a new power-group arrived on the scene—in the shape of the overworked mechanics. They had done enough rebuilding to service four normal Grands Prix. They insisted that there should be no more practice, and they won their way!

But Scheckter's pre-race dramas weren't over yet. During the extended warming-up session on Saturday morning, he blew an engine, and the Tyrrell mechanics buckled down to the task of replacing it in record time.

Finally, as he hopped into the circuit by helicopter, the door flew open and South Africa's pride and joy nearly fell out onto his admiring fans. There were better ways to start a Grand Prix! Yet, as Jackie Stewart recalled up in the radio commentary box, some of his finest victories had followed disastrous practice experiences. Hadn't he, Stewart, crashed at Kyalami before winning the 1973 race? Not for the first time, Stewart's pre-race predictions were to prove uncannily accurate!

The two Brabhams sat side-by-side on the

front row of the grid, with Pace claiming the honour of pole position for the first time in his career. Lella was making history from the last spot on the grid. The Copersucar hadn't qualified.

On this occasion, Reutemann wasn't first to burst from the grid. Pace, Scheckter, and a flying Peterson passed him and he settled for fourth spot ahead of Depailler, Regazzoni, Fittipaldi, and Lauda.

On lap three, the crowd went wild. Scheckter had zipped past Pace. A South African was leading the South African Grand Prix for the first time in history. After all his ill-luck, could he hold so many senior rivals at bay for another 75 laps? As far as the massive crowd was concerned, it was going to be a long, agonising race.

To add to their anxiety, Reutemann—last year's victor—slipped by Peterson to take third place. So now Jody was fighting against two white Brabhams. The stage was set for a war of nerves.

Meanwhile, Jackie Stewart, while graphically and heartlessly explaining to SABC and BBC listeners just how much pressure there was on 25-year-old Scheckter, was urgently telling everyone to "look at Fittipaldi" (A hard thing to do when you're listening to a radio in Cardiff or Cape Town!). Sure enough, the Champion was storming through. By lap 18, he had picked off Peterson, Regazzoni, and Pace to take fourth spot behind Jody, Reutemann, and Depailler.

Pace had suddenly fallen from grace on lap 13—he was having to pump his brakes furiously and wisely let Reutemann take up the chase. Meanwhile Depailler was doing his darndest to make it a one-two for Tyrrell, fighting his way from fifth to third position in fine style.

To everyone's surprise—including Tony Southgate's—the Shadows simply didn't work their Latin American magic at Kyalami, and Jarier and Pryce weren't in the hunt. Jarier



31

LAT

Enter Lella—Arturo Merzario had a special welcome for fellow Italian Lella Lombardi—the first woman to drive in a Grand Prix since 1957.

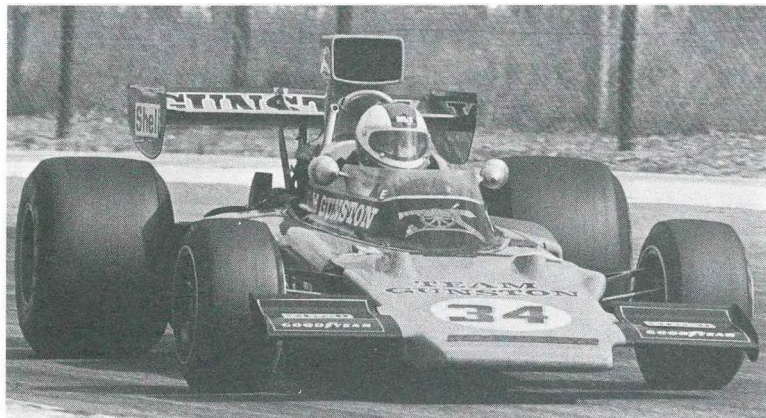
retired with a broken exhaust. James Hunt called in with a damaged nose and then succumbed to a broken throttle-linkage, Brambilla's new car lost an oil-cooler, and Ian Scheckter didn't do the family name any good when he crashed heavily when lying tenth after a gritty drive.

But the retirement that mattered was Fittipaldi's. The Champion was challenging Depailler for fourth place when his engine started to make very rough noises indeed on lap 37. The cause: a cracked plug-lead.

So now we could watch Jody and Carlos again. Reutemann wasn't letting go. If Jody wanted to please his home fans, he would have to work every yard of the way. But Jody wasn't

to be psyched out of his win. Perhaps he *could* have been pushed harder. The feeling was that he would have been equal to any pressure.

"It was" said Stewart "a magnificently mature drive." And it carried Scheckter over the line 3.5 sec clear of Reutemann. "The boy has come of age" was Stewart's final comment. The crowd were almost as noisy as the Brazilians who had greeted Pace's win. The season had produced its second "home" winner. The Shadow menace had faded. The Brabhams had maintained their 100 per cent finishing record, and Fittipaldi had failed to score a point. But, as the Championship headed for Europe, it had a very Latin-American look about it.



Up the Gunners! At first glance, one might think that Arsenal were getting in on the act, but it was really local hero Guy Tunmer on his way to a creditable 11th place in only his second F1 race in the Gunston Lotus.

RESULTS

Driver	Car	Lap	Time	Speed
1st Jody Scheckter	Elf-Tyrrell-Ford 007	78	1 hr 43min 16-90sec	115-51mph
2nd Carlos Reutemann	Martini-Brabham BT44B	78	1 hr 43min 20-64sec	
3rd Patrick Depailler	Elf-Tyrrell-Ford 007	78	1 hr 43min 33-82sec	
4th Carlos Pace	Martini-Brabham BT44B	78	1 hr 43min 34-21sec	
5th Niki Lauda	Ferrari 312B3	78	1 hr 43min 45-54sec	
6th Jochen Mass	Texaco-Marlboro-McLaren M23	78	1 hr 44min 20-24sec	
7th Rolf Stommelen	Embassy-Hill-Lola T371	78	1 hr 44min 29-81sec	
8th Mark Donohue	Penske PC-1	77		
9th Tom Pryce	UOP Shadow DN5	77		
10th Ronnie Peterson	John Player Special 72E	77		
11th Guy Tunmer	Lotus-Ford 72E	76		
12th Jacky Ickx	John Player Special 72E	76		
13th Eddie Keizan	Lotus-Ford 72E	76		
14th Dave Charlton	McLaren-Ford M23	76		
15th Bob Evans	Stanley-BRM P201	76		
16th Clay Regazzoni	Ferrari 312T	71	Not running at finish	
17th Mario Andretti	Parnelli VPJ-4	70	Not running at finish	
Jacques Laffite	Williams FW	69	Running at finish, but unclassified	
Emerson Fittipaldi	Texaco-Marlboro M23	65	Running at finish, but unclassified	

Fastest lap: Carlos Pace (lap 11) 1min 17-20sec, 118-92mph

RETIREMENTS

Driver	Car	Laps completed and retirement reason
Vittorio Brambilla	March-Ford 741	16 Broken oil-cooler
John Watson	Surtees-Ford TS16	19 Clutch
Arturo Merzario	Williams FW	22 Engine
Lella Lombardi	March-Ford 741	23 Engine
Jean-Pierre Jarier	UOP Shadow DN5	37 Broken exhaust
James Hunt	Hesketh 308	53 Broken metering unit linkage
Ian Scheckter	Tyrrell-Ford	55 Crash
Mario Andretti	Parnelli VPJ-4	70 Constant velocity joint
Clay Regazzoni	Ferrari 312T	71 Throttle linkage

WORLD CHAMPIONSHIP TABLE

	Points		Points		Points
Emerson Fittipaldi	15	Jody Scheckter	9	Clay Regazzoni	6
Carlos Pace	12	James Hunt	7	Jochen Mass	5
Carlos Reutemann	10	Patrick Depailler	6	Niki Lauda	5

ROUND 4/SPANISH GRAND PRIX

MONTJUICH, Barcelona, April 27

29 laps of 2.355-mile circuit

(Race abandoned after accident)

Distance: 68.295 miles

Weather: Hot and sunny

STARTING GRID

N. Lauda Ferrari 1min 23.4sec	J. Hunt Hesketh-Ford 1min 23.8sec	C. Regazzoni Ferrari 1min 23.5sec	M. Andretti Parnelli-Ford 1min 23.9sec
V. Brambilla March-Ford 1min 24.2sec	P. Depailler Tyrrell-Ford 1min 24.4sec	J. Watson Surtees-Ford 1min 24.3sec	T. Pryce Shadow-Ford 1min 24.5sec
R. Stommelen Hill-Ford 1min 24.7sec	J. Mass McLaren-Ford 1min 25.2sec	J.-P. Jarier Shadow-Ford 1min 25.0sec	R. Peterson John Player Special 1min 25.3sec
J. Scheckter Tyrrell-Ford 1min 25.4sec	C. Reutemann Brabham-Ford 1min 25.8sec	C. Pace Brabham-Ford 1min 25.8sec	J. Ickx John Player Special 1min 26.3sec
M. Donohue Penske-Ford 1min 26.3sec	R. Wunderink Ensign 1min 26.6sec	T. Brise Williams-Ford 1min 26.4sec	A. Jones Hesketh-Ford 1min 26.7sec
W. Fittipaldi Copersucar-Fittipaldi 1min 27.2sec	B. Evans Stanley-BRM 1min 28.8sec	F. Migault Lola-Ford 1min 27.9sec	L. Lombardi March-Ford 1min 30.3sec
A. Merzario Williams-Ford 1min 54.3sec	E. Fittipaldi* McLaren-Ford 2min 10.2sec		

* E. Fittipaldi did not start as a protest

The Spanish Grand Prix of 1975 is a race which the sport would rather forget, yet must never be allowed to. It was a meeting that began uneasily, moved bitterly into a state of

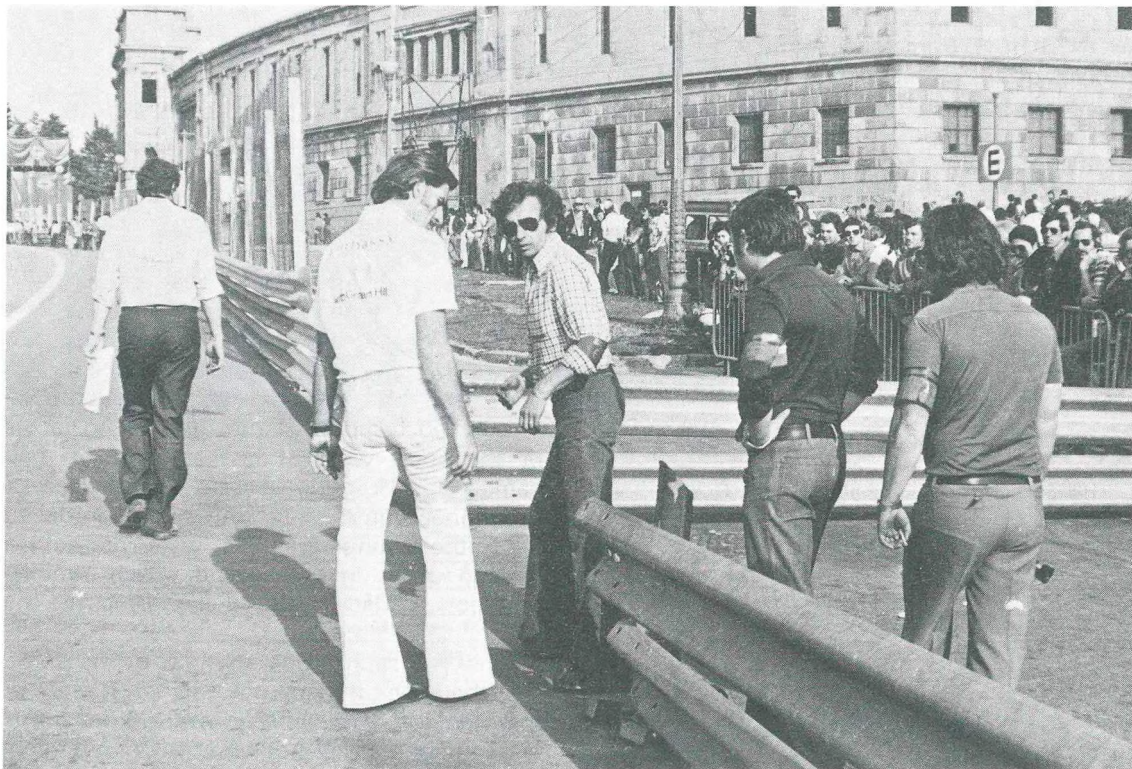
acrimonious and vehement confrontation, and ended in a needless tragedy that many had feared and others had firmly forecast.

It was a meeting that ripped aside the plastic platitudes and the glossy veneer and exposed all the sores that were simmering under the skin. The inefficiency and the rank ineptitude of the sport's governing body was subjected to the gaze of the public at large for the first time. The armed camps that run the varying facets of the sport were at last stripped of their camouflage. Intrigue, dissent, manoeuvring, the money-game, politicking, and plain deceit—all these unpleasanties were present in varying doses in a weekend which strained contracts, conscience, and friendships to the limit.

And yet, such is the strength of the sport, that the shock therapy not only left it more or less intact but also openly aware of its shortcomings and grimly determined to put them right. Unfortunately, a freak accident meant that these lessons were purchased at a cruel price.

There were no signs of the traumas that were to follow when the teams assembled in Barcelona. Montjuich park is perhaps one of the finest settings for any circuit in the world. It clammers up the mountain overlooking Barcelona's giant harbour, and abounds with flowers, trees, and ornate buildings. The talk was of the "Race of Champions" and the "International Trophy". At the first, Tom Pryce had won his first Formula One race and Shadow had had some reward for their early season dominance. At Silverstone, James Hunt *should* have won but a blown engine had handed Lauda the chance to give the new Ferrari its first win.

Two new faces arrived: Tony Brise, the



CHARLES KNIGHT

The inspection—Graham Hill and Jean-Pierre Beltoise inspect the disgracefully inadequate, semi-assembled protective fencing which greeted the teams when they arrived at Barcelona.

British Formula Atlantic star, was to drive the second Williams car, and Dutchman Roelof Wunderink would drive Mo Nunn's efficient looking, new Ensign. Graham Hill stepped out of the driving seat to let François Migault partner Stommelen. Alan Jones made his debut in the Stiller Hesketh.

Friday practice simply didn't happen. The drivers arrived at the temporary circuit to be appalled by the state of the guardrails. There could be no argument with their findings. They were so shoddily assembled that they added to the danger rather than minimising it, should a car hit a piece of rail with gaping bolt-holes, missing bolts, missing washers, loose posts

etc. etc. It was a weary indictment of the men who make the rules for the sport and then fail to enforce them.

It was all the more ironic since Montjuich had been the first circuit in Europe to prove the efficacy of guard rails—when both Jochen Rindt and Graham Hill put them to a brutal test in 1969. Since that date, both François Cevert and Helmuth Koinigg had been killed because, the drivers claimed, guard rails were not installed correctly.

Jody Scheckter was one driver who made it clear that on this occasion the drivers were not primarily concerned with their *own* skins. "If there is an accident, spectators will be involved,"



35

CHARLES KNIGHT

The protest—seldom have the sport's top drivers been so unanimous as they were in Barcelona when they pleaded that the race should not be run. L-r: Graham Hill, Emerson Fittipaldi, Niki Lauda, Jody Scheckter.

he said seriously. "Of course I want to drive, but I don't think we should drive. It just isn't safe."

"I only hope that we aren't forced to drive against our better judgement because of outside pressures. If we do, and someone is killed, we will all have to sit down at the end of the day and admit to ourselves that it just wasn't worth it." I have never heard Scheckter speak so solemnly before, and, as we now know, he was to prove bitterly prophetic.

Of course, the cancelled practice—only Ickx, a non-GPDA member, and Brambilla took out their cars—focused the attention of the world at large on the happenings at Montjuich.

They must have been shocked by what they saw.

That night, the Spanish authorities made a token, inadequate effort to strengthen the barriers. On Saturday morning the teams, alarmed by the reaction of the media, sent out their mechanics to help. The CSI sat on a political fence a hundred times more fragile than the Montjuich fences which had alerted the drivers to the fact that the circuit was far too close to the spectators. The constructors and the drivers grew further apart. The Press waited outside the caravan which resisted the assault of a few brave team managers.

But there is one battering ram which seems



CHARLES KNIGHT

The attempted cure—Ken Tyrrell was just one of a volunteer band who attempted to improve the standard of the fencing. Incredibly, Rolf Stommelen crashed at the very point that his own mechanics had worked on!

to be irresistible in the world of Grand Prix racing—money!

Somehow, by somebody the organisers were prompted to threaten to impound the racing cars if the race was not held. In the highly-charged, almost unreasonably emotive atmosphere, nobody bothered to sit down and assess the true weight of the threat. It was sufficient that people were saying that the whole future of Grand Prix racing was at stake. The drivers capitulated—at pistol point.

Or at least, *some* drivers did. Emerson Fittipaldi refused to compromise. He would not race. He was the Championship leader, but that didn't matter. Somebody had to stick to

his guns. Other drivers decided that if they were going to race, they were going to race. Everybody had his own opinions about who was right and who was wrong.

One fact was indisputable. The new Ferraris needed just 90 minutes to prove their supremacy. Niki Lauda claimed pole. Regazzoni sat next to him. It was just like old times. But not on the second row—shared by James Hunt and Mario Andretti!

The ill-fated race was a shambles. At the first corner, both Ferraris were eliminated as the result of a chain-reaction. As Andretti braked, he was nudged from behind. The American's car hit Lauda, who shunted straight



37

CHARLES KNIGHT

The tragic aftermath—the scene of the accident where three officials and a photographer died.

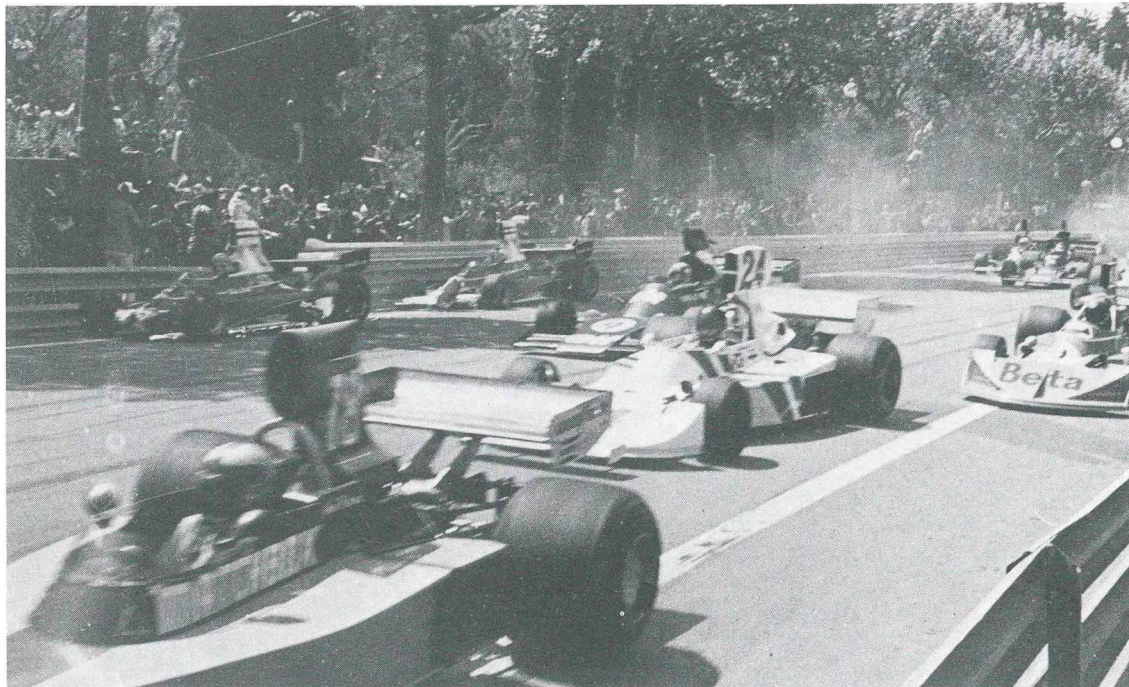
into Regazzoni. Depailler joined the melée. Another first-lap debacle had decimated a Grand Prix field.

James Hunt kept his head, picked a path through the melée, and led the race from Andretti, Watson, Stommelen, Brambilla, and Pace. Merzario and Wilson Fittipaldi withdrew in personal protests about the race being held at all. Scheckter retired in a cloud of smoke as his engine exploded.

James Hunt avoided *his* oil but slithered on a second patch, smacked the rear wheel against the barrier, and was out. It was lap seven and Mario Andretti put the new Parnelli car into the lead for the first time, with no-one else in sight.

But his suspension had been damaged by that first-corner fracas and, nine laps later, he crashed into the guard-rail—which held firm! Jarier and Brambilla had already stopped to change tyres, Brise and Pryce had had a “coming-together” at the hairpin and it took the official lap-scorers some time to realise that the man in the lead was, in fact, Rolf Stommelen. Never lower than fourth after that hectic first lap, the 31-year-old German had moved into second place on lap 11 when the luckless John Watson had stopped to change a tyre.

So now the Embassy Hill car was leading a Grand Prix for the first time with Carlos Pace,



C. CHARLES KNIGHT

Ferrari fracas—within seconds of the start of the tragic Spanish Grand Prix, the two Ferraris were eliminated, leaving Watson and Hunt to battle for the lead.

Ronnie Peterson, Jochen Mass, and Jacky Ickx trailing behind it.

Ronnie Peterson's race was prematurely ended when François Migault "chopped" him at the hairpin, but then the whole race was prematurely ended by the sort of incident that so many had feared.

The accident itself was a freak. The aftermath was predictable. Rolf Stommelen crested the hill. One of the rear wing supports snapped. The car slammed into the guardrail—right at the spot where Stommelen's own mechanics had worked on it. The guardrail held, but the wreckage tore into the area beyond. Three officials and a photographer were killed. Stommelen sustained a broken leg, a broken wrist, and two cracked ribs. The one safety-device which really fulfilled its duty on that sad

Sunday was on the Hill car. Had there been a fire, the tragedy would have been magnified beyond redemption.

Carlos Pace's car was tucked in behind, but the Brazilian somehow managed to bring the car to a halt with its right-hand wheels hanging off.

To add to all their other tragic blunderings, the officials let the race run on for four more laps. Ickx led one of them but it was Jochen Mass who took the flag when it was finally waved. He had won his first Grand Prix, but this wasn't a time for rejoicing.

Half-points were awarded to the first six finishers, including Lella Lombardi. No marks were awarded at all to the CSI, the Spanish organisers, or anyone else who had contributed to the race that should never have been held.



The silent victor—by the time the race was abandoned, Jochen Mass had fought his way into the lead. He was, however, too concerned about his fellow countrymen to celebrate.

39

RESULTS

Driver	Car	Lap	Time	Speed
1st Jochen Mass	Texaco-Marlboro-McLaren M23	29	42min 53.70sec	95.54mph
2nd Jacky Ickx	John Player Special 72E	29	42min 54.80sec	
3rd Carlos Reutemann	Martini-Brabham BT44B	28		
4th Jean-Pierre Jarier*	UOP Shadow DN5	29	43min 44.80sec	
5th Vittorio Brambilla	March-Ford 751	28		
6th Lella Lombardi	March-Ford 751	27		
7th Tony Brise	Williams FW	27		
8th John Watson	Surtees-Ford TS16.4	26		
9th Rolf Stommelen	Embassy-Hill-Lola	25	Not running at finish. Accident	
10th Carlos Pace	Martini-Brabham BT44B	25	Not running at finish. Accident	
11th Clay Regazzoni	Ferrari 312T	25		
12th Ronnie Peterson	John Player Special 72E	23	Not running at finish	
13th Tom Pryce	UOP Shadow DN5	23	Not running at finish	
Francois Migault	Embassy-Hill	18	Running at finish but unclassified	

* Penalised for passing under yellow flag. Forfeited one place after Brabham team protest.

Fastest lap: M. Andretti (lap 14) 1min 25.10sec, 99.64mph

RETIREMENTS

Driver	Car	Laps completed and retirement reason
Niki Lauda	Ferrari 312T	0 Collision at first corner
Wilson Fittipaldi	Copersucar-Fittipaldi FD	1 Retired in protest against race being held
Arturo Merzario	Williams FW	1 Retired in protest against race being held
Patrick Depailler	Elf-Tyrrell-Ford 007	1 Collision at first corner
Mark Donohue	Penske PC1	3 Spun on Scheckter oil
Alan Jones	Hesketh 308	3 Spun on Scheckter oil
Jody Scheckter	Elf-Tyrrell-Ford 007	3 Engine blew up
James Hunt	Hesketh 308	6 Spun on oil
Bob Evans	Stanley BRM P201	7 Ignition
Mario Andretti	Parnelli VPJ-4	16 Crash
Roelof Wunderink	Ensign N174	20 Spin. Then drive-shaft
Tom Pryce	UOP Shadow DN5	23 Hairpin collision
Ronnie Peterson	John Player Special 72	23 "Incident" with Migault
Carlos Pace	Martini-Brabham BT44B	25 Damaged in Stommelen crash
Rolf Stommelen	Embassy-Hill	25 Crash—caused by wing-strut failure

WORLD CHAMPIONSHIP TABLE

	Points		Points		Points
Emerson Fittipaldi	15	James Hunt	7	Jacky Ickx	3
Carlos Pace	12	Patrick Depailler	6	Jean-Pierre Jarier	1½
Carlos Reutemann	12	Clay Regazzoni	6	Vittorio Brambilla	1
Jochen Mass	9½	Niki Lauda	5	Lella Lombardi	½
Jody Scheckter	9				

The eyes have it — Niki Lauda hadn't won a Grand Prix for 11 races. Ferrari hadn't won at Monaco for 20 years! His determination to put the record straight shows in his eyes.



ROUND 5/MONACO GRAND PRIX

MONTE CARLO, May 11

78 laps of 2.037-mile circuit

(Race restricted to two hours—slowed by rain)

STARTING GRID

	T. Pryce Shadow-Ford 1min 27.09sec		N. Lauda Ferrari 1min 26.40sec
R. Peterson John Player Special 1min 27.09sec		J.-P. Jarier Shadow-Ford 1min 27.25sec	
	C. Regazzoni Ferrari 1min 27.55sec		V. Brambilla March-Ford 1min 27.25sec
C. Pace Brabham-Ford 1min 27.67sec		J. Scheckter Tyrrell-Ford 1min 27.58sec	
	C. Reutemann Brabham-Ford 1min 27.93sec		E. Fittipaldi McLaren-Ford 1min 27.77sec
P. Depailler Tyrrell-Ford 1min 27.95sec		J. Hunt Hesketh-Ford 1min 27.94sec	
	J. Ickx John Player Special 1min 28.28sec		M. Andretti Parnelli-Ford 1min 28.11sec
M. Donohue Penske-Ford 1min 28.81sec		J. Mass McLaren-Ford 1min 28.49sec	
	A. Jones Hesketh-Ford 1min 29.12sec		J. Watson Surtees-Ford 1min 28.90sec

Grid was staggered diagonally with 24 metres between front and rear of cars.

After the bitterness of Barcelona, the teams met at Monaco determined to pick up the pieces and re-establish the sport in the eyes of the world at large. They knew that the future of Grand Prix racing was at stake. They knew that they were under the most critical scrutiny not only from the media, but from bandwagon politicians. Action not only had to be taken, but be *seen* to be taken. The vultures—and the other political predators—were hovering above the harbour.

On this occasion, the sport was prepared. Yes, Monaco *was* another circuit where the crowd were too close for comfort, but at least

Distance: 158.87 miles

Weather: Rain, then dry

the speeds were considerably slower than Montjuich, and the Monagasques were considerably quicker when it came to making physical adjustments. Extra guard rails and catch fences were erected, kerbing re-sited, the chicane modified, and—in a bid to prevent another first-lap fracas—the cars would start in staggered rows with the pole-man having a 24-metre advantage over the next man—and so on down the field. In addition, there would only be 18 starters.

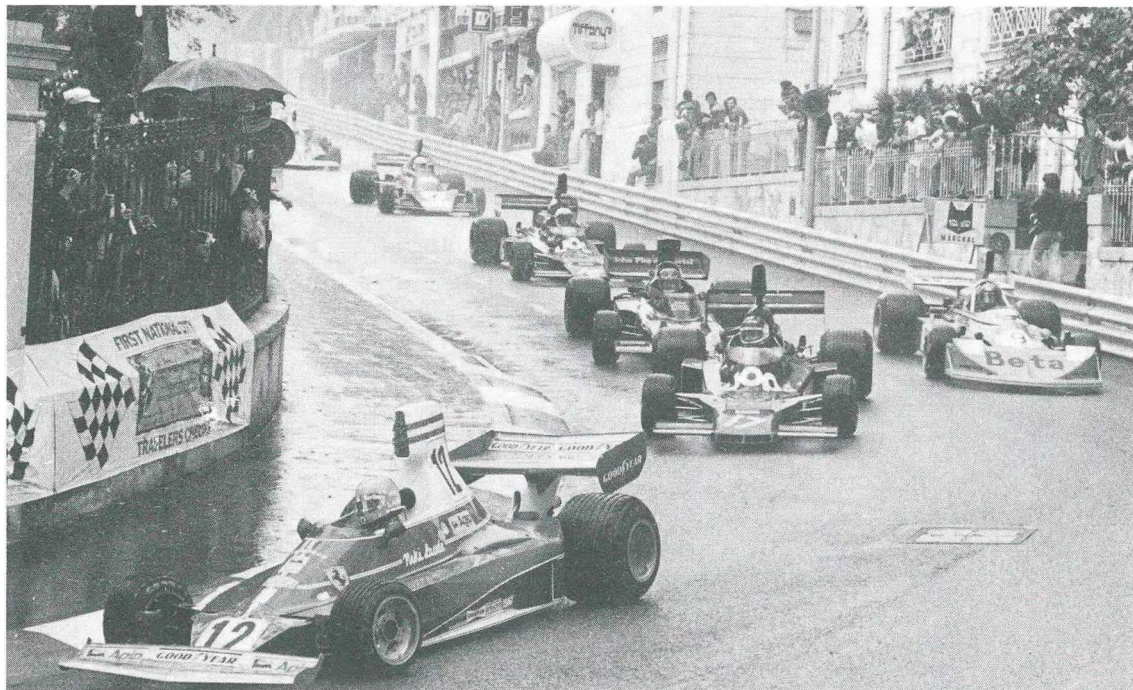
This last move was one that robbed Graham Hill of the chance to compete in his 177th Grand Prix. The five-times conqueror of Monaco had all sorts of practice problems, and failed to qualify by just 0.377 sec. Bob Evans, Arturo Merzario, Roelof Wunderink, Sweden's Torsten Palm (trying a Hesketh), Lella Lombardi, and Wilson Fittipaldi all joined the ranks of spectators to watch the lucky 18 go to work.

Practice had been eventful, to say the least. John Watson had been involved in a shunt with Regazzoni, while his team-boss, Big John Surtees, had been ordered to remove a political slogan "Keep Britain in Europe" from the mangled car. Lauda also had a shunt but it didn't prevent him claiming pole position.

Yet the real sensation was sitting next to him. Just twelve months earlier, Tom Pryce had been considered "too inexperienced" to race in the Monaco Grand Prix.

He had retaliated by running away with the Formula Three race in revengeful style. Now he returned to prove his point yet again—by claiming the first front-row spot of his Grand Prix career at only his 14th attempt.

Jarier underlined the Shadow message by sharing the second row with a much happier looking Peterson—last year's winner. The



A Tip-Top start—Lauda, Jarier, Brambilla, Peterson, Pryce, Scheckter, and Regazzoni roar past Monaco's most famous pub on a wet and wild first lap. Seconds later, Jarier tried to take Lauda—with disastrous results!

start was both late and very wet. Lauda made the most of the new pole advantage and led up the hill—to find that Jarier and not Pryce was the Shadow on his tail. But not for long. The Frenchman—who had driven so well at Monaco a year earlier—was too impatient. He tried to pass Lauda at Mirabeau, hit a barrier, and continued a long-running, solo accident all the way down to the harbour. Exit an embarrassed J.-P. J.

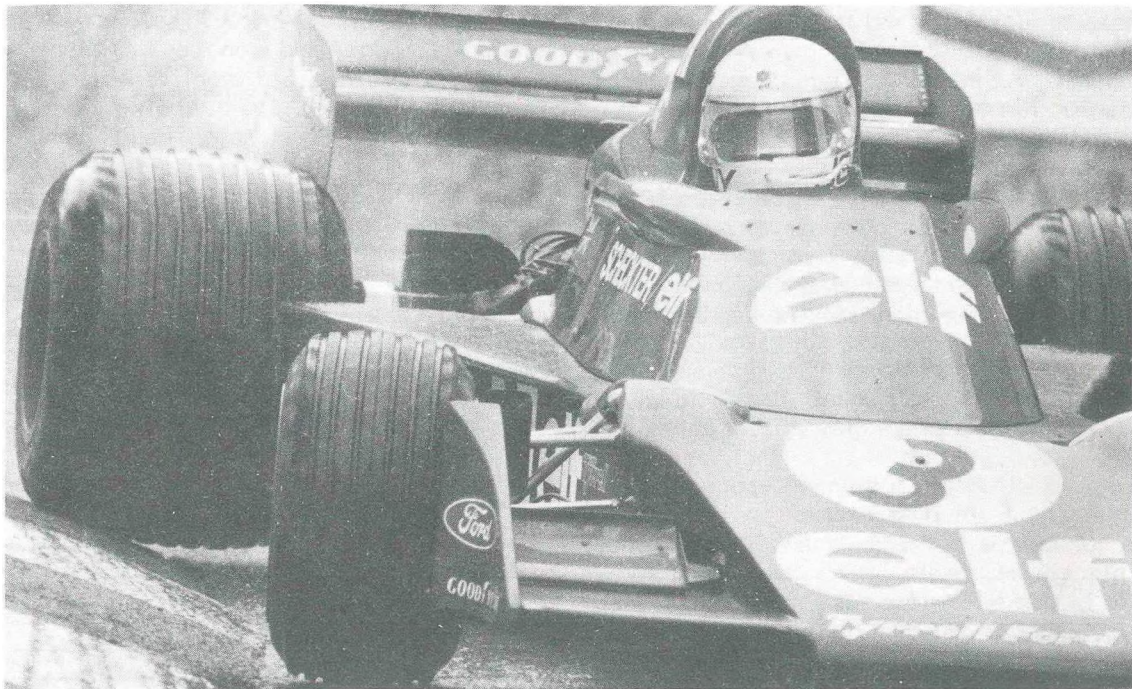
Peterson was now second and Brambilla third. But then Tom Pryce indulged in a little Shadow-boxing, struck Brambilla's wheel and took third place from him. Yet another Shadow driver was trying a little too hard, too soon.

But the advantage had passed to the Welshman. Lauda, Peterson, and Pryce had opened

up a gap from the Scheckter, Fittipaldi, Pace, Hunt, and Depailler queue, and Peterson was pressing Lauda very hard indeed.

Regazzoni stopped to change both a tyre and a nose-piece, Hunt stopped to change onto dry tyres. Not for the last time in a crazy, weathercock season, the intelligent young Englishman had anticipated a dry track long before many of his senior colleagues, and he was anxious to warm up his dry tyres as soon as possible. Unfortunately, his team's pit work was abysmal and he returned to the race disastrously late. (Fortunately no-one had noticed his tactics and he would employ them again with dramatic success later in the season).

Soon the leaders had followed suit, and once again points were to be won and lost in the pits. Just as in Spain, 12 months previously,



43

MICHAEL R. HEWETT

Jumping Jody—Jody Scheckter uses all the road, and a bit more besides, in his early chase after the leaders.

the Ferrari pit stop was good, Peterson's wasn't! A wheelnut was lost under the car, and so were Peterson's chances of a second successive Monaco victory.

In contrast, Fittipaldi's pit crew were superb, and the driver repaid them by driving like a man possessed as he returned to the track.

Suddenly we were watching a different race. Pryce had stayed in the pits to replace a battered nose and, by lap 27, three laps after Lauda, Fittipaldi, and Scheckter had made their pit stops, there was a new order. Lauda led from the Champion, who was pursued in turn by Pace, Scheckter, Peterson, Mass, Hunt, Donohue, and Depailler.

Lauda had a full 15-second lead, but Fittipaldi wasn't giving an inch. There were heroics, too, from Patrick Depailler who gave

his fellow Frenchmen something to cheer as he homed in on the Hunt/Mass battle for sixth place.

He arrived at exactly the wrong moment as far as James Hunt was concerned. Mass had just nudged the Hesketh going down the hill to Mirabeau when Depailler arrived on the inside of the *contretemps*. "I had the choice of driving into him or the guardrail," said James. "Rather to my regret, I chose the barrier."

Mass must have regretted it too, as Depailler went on to set the fastest lap and take fifth place from him with just two laps to go.

There had been some fairly damaging incidents—damaging both to bodywork and reputations—further down the field. Regazzoni hit the chicane once too often, John Watson spun and stalled, Pryce hit the barrier rather

than the Irishman, and later went on to have another shunt all on his own. Andretti had arrived at the pits on fire. Donohue hit a barrier. Jones broke a wheel and miraculously didn't hit anything.

44

Now Lauda had a problem, too. He could see that his oil-pressure was falling and began to nurse the Ferrari. The gap closed. But as Emerson gobbled up the seconds, the minutes of the race were ticking away too. On lap 75—three fewer than intended—the flag came out.

Lauda crossed the line just 2.75 seconds ahead of Emerson. Ferrari had won their first Monaco for 20 years. Lauda had won his first Grand Prix since Zandvoort, 1974. And now he sat third in the table, just seven points behind Emerson.

Suddenly we realised that we were talking about the Championship again—and not safety or squabbles. There had been accidents galore, but no-one had been hurt. The sun had come out again—despite the Riviera rain.

RESULTS

Driver	Car	Laps	Time	Speed
1st Niki Lauda	Ferrari 312T	75	2hr 01min 21.31sec	75.55mph
2nd Emerson Fittipaldi	Texaco-Marlboro-McLaren M23	75	2hr 01min 24.09sec	
3rd Carlos Pace	Martini-Brabham BT44B	75	2hr 01min 39.12sec	
4th Ronnie Peterson	John Player Special 72E	75	2hr 01min 59.76sec	
5th Patrick Depailler	Elf-Tyrrell-Ford 007	75	2hr 02min 02.17sec	
6th Jochen Mass	Texaco-Marlboro-McLaren M23	75	2hr 02min 03.38sec	
7th Jody Scheckter	Elf-Tyrrell-Ford 007	74		
8th Jacky Ickx	John Player Special 72E	74		
9th Carlos Reutemann	Martini-Brabham BT44B	73		
Fastest lap: P. Depailler (lap 68) 1min 28.67sec, 82.71mph				

RETIREMENTS

Driver	Car	Laps completed	retirement reason
Jean-Pierre Jarier	UOP Shadow DN5	0	First lap accident
Mario Andretti	Parnelli VPJ-4	9	Oil leak/fire
Clay Regazzoni	Ferrari 312T	36	Accident at chicane
John Watson	Surtees-Ford TS16.4	36	Spun and stalled
Tom Pryce	UOP Shadow DN5	39	Accident. Hit guardrail
Vittorio Brambilla	March-Ford 751	38	Steering damaged in first lap incident with Pryce
Alan Jones	Hesketh 308	61	Rear wheel broke
James Hunt	Hesketh 308	63	Hit guard rail after incident with Mass and Depailler
Mark Donohue	Penske PC1	66	Hit guard rail

WORLD CHAMPIONSHIP TABLE

	Points		Points		Points
Emerson Fittipaldi	21	Jody Scheckter	9	Ronnie Peterson	3
Carlos Pace	16	Patrick Depailler	8	Jean-Pierre Jarier	1½
Niki Lauda	14	James Hunt	7	Vittorio Brambilla	1
Carlos Reutemann	12	Clay Regazzoni	6	Lella Lombardi	½
Jochen Mass	10½				

ROUND 6/BELGIAN GRAND PRIX

ZOLDER, May 25

70 laps of 2.648-mile circuit

Distance: 185.38 miles

Weather: Cool and overcast

STARTING GRID

N. Lauda Ferrari 1min 25.43sec	C. Pace Brabham-Ford 1min 25.47sec	C. Regazzoni Ferrari 1min 25.85sec
V. Brambilla March-Ford 1min 25.66sec	C. Reutemann Brabham-Ford 1min 26.09sec	E. Fittipaldi McLaren-Ford 1min 26.26sec
T. Pryce Shadow-Ford 1min 25.94sec	T. Brise Hill-Ford 1min 26.22sec	J.-P. Jarier Shadow-Ford 1min 26.38sec
J. Scheckter Tyrrell-Ford 1min 26.36sec	J. Hunt Hesketh-Ford 1min 26.51sec	P. Depailler Tyrrell-Ford 1min 26.74sec
A. Jones Hesketh-Ford 1min 27.05sec	R. Peterson John Player Special 1min 27.17sec	J. Ickx John Player Special 1min 27.40sec
J. Mass McLaren-Ford 1min 27.38sec	J. Watson Surtees-Ford 1min 28.01sec	B. Evans BRM 1min 28.57sec
J. Laffite Williams-Ford 1min 27.70sec	A. Merzario Williams-Ford 1min 28.18sec	F. Migault Hill-Ford 1min 29.57sec
M. Donohue Penske-Ford 1min 28.65sec	L. Lombardi March-Ford 1min 29.71sec	W. Fittipaldi Copersucar-Ford 1min 30.27sec

Nivelles victories under his belt and was doubtless recalling with some satisfaction that he had outgunned Lauda in a superb Belgian duel just twelve months earlier.

Indeed, the first practice session held the promise that we might be in for a repeat performance, as Lauda clocked the fastest time with Emerson just fractionally slower. But on Friday afternoon, Carlos Pace entered the act and ended the day with the fastest time: 1 min 25.47 sec.

On Saturday morning it rained. Jacky Ickx, presumably anxious to give his home fans something to watch, splashed around for a while, but most of the drivers stayed put. James Hunt must have wished *he* had as an engine blew with an expensive bang. But there was plenty of time for the mechanics to fit a new one before the rain stopped and the drivers emerged to give us a most dramatic one-hour battle for pole.

Niki Lauda clinched it with a real tenths' effort that was a joy to watch. An electrical gremlin prevented Pace from fighting back, but there was still plenty of excitement. Brambilla really wound himself up to take third spot on the grid, which seemed to inspire Regazzoni to move himself somewhat more rapidly. But the real surprise came from 23-year-old Tony Brise, making his debut in Graham Hill's car.

To Frank Williams' obvious chagrin, the lanky youngster had elected to sign for Graham after showing he could handle a Grand Prix car in Spain and demonstrating racecraft of the most dynamic variety in the Monaco Formula Three race.

Now he sent the journalists scurrying for interviews and biographies as he earned a fourth-row position—ahead of Champion

No team arrived at the tiny Belgian circuit more eager for the fray than Ferrari. That Monaco win had done wonders for the Italian team's morale, and Niki Lauda needed little reminding that it was here, in 1973, that he had scored his very first Championship points when he finished fifth for BRM.

Championship leader Emerson had even loftier memories of Belgium. He arrived content in the knowledge that he had two



Careful Carlos—Carlos Pace puts a “yump” into Zolder in his bid to stay ahead of team-mate Reutemann.

Emerson—which really brought a grin to Graham Hill’s stern countenance.

There was laughter at the expense of the Lotus camp, too. Peterson had stopped on the circuit in the morning session and parked on the edge of the track rather than risk a puncture in the rubble. He was fined £35 by an official waving a very stern looking piece of paper. Really—a parking ticket on a race track?

Meanwhile, at the start, Lauda was obviously anxious not to become embroiled with the two grim-faced Italians who were glowering at each other on the second row. He chose to start from the left-hand side of the track but still had to surrender the lead at the first left-hander to a flying Pace. Brambilla beat Regazzoni to the punch, but the real excitement took place a few rows further back. Mass tried to take Watson as the field thundered into

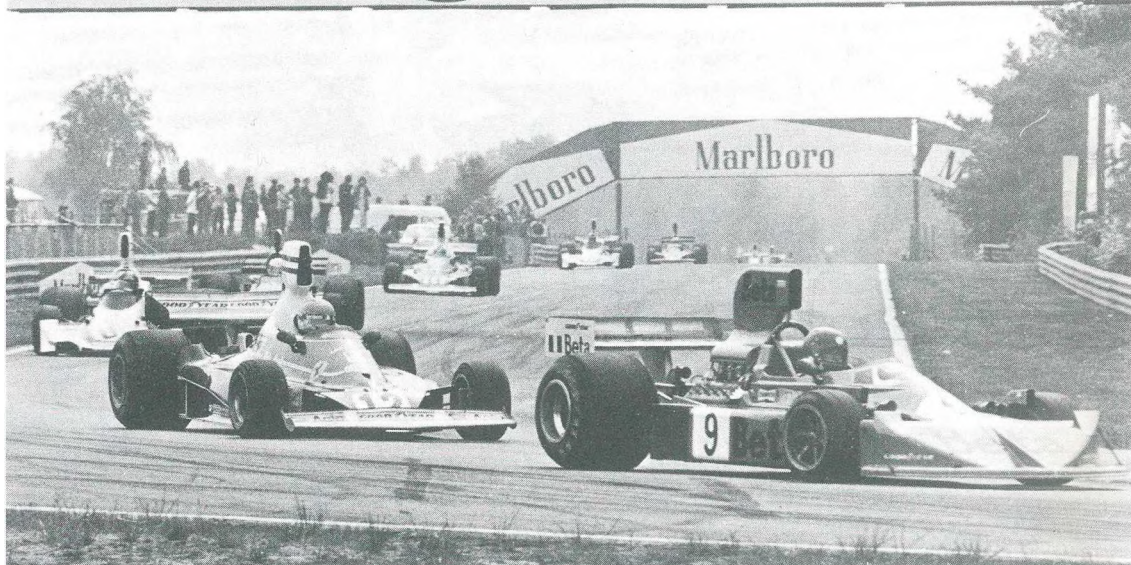
the chicane and spun. Exit the McLaren. Watson struggled on to the pits to replace a damaged nose; Alan Jones managed to avoid *him* but was rammed in turn by Laffite. The Frenchman managed to carry on after a pit stop, but Jones was forced to retire his Hesketh with rear-end bruising.

It only took a lap longer for the unhappy Merzario to retire with a burnt out clutch, so then there were 21! At the head of the pack, Carlos Pace’s early verve had not done either his cold tyres or his brakes any good at all, and there were those in his pit area who said that he had disobeyed orders.

Be that as it may, he soon succumbed to the pressure of not only Lauda, but also Brambilla. Vittorio didn’t seem to care too much for the longevity of his brakes either—he simply stamped on them to such good effect that he

oliën **e**it huiles

47



GEOFF GODDARD

Vittorio leads—for the first time in his career, Brambilla led a Grand Prix, but his Belgian moment of glory was short-lived.

had taken Lauda on the third lap and was leading the race by the fourth. Unfortunately, we hadn't time to recall the last time a March led a Grand Prix (back in the Peterson era) before the brief moment of glory had faded. On lap six, Lauda took the March and took command of the race.

Tony Brise had already disappeared from the action. After just two-and-a-half laps in seventh place, he tried too hard and spun off before the chicane. He couldn't restart his engine and, when he finally did, under the orders of a hastily dispatched mechanic, it was only to suffer the disappointment of a piston failure on lap 17.

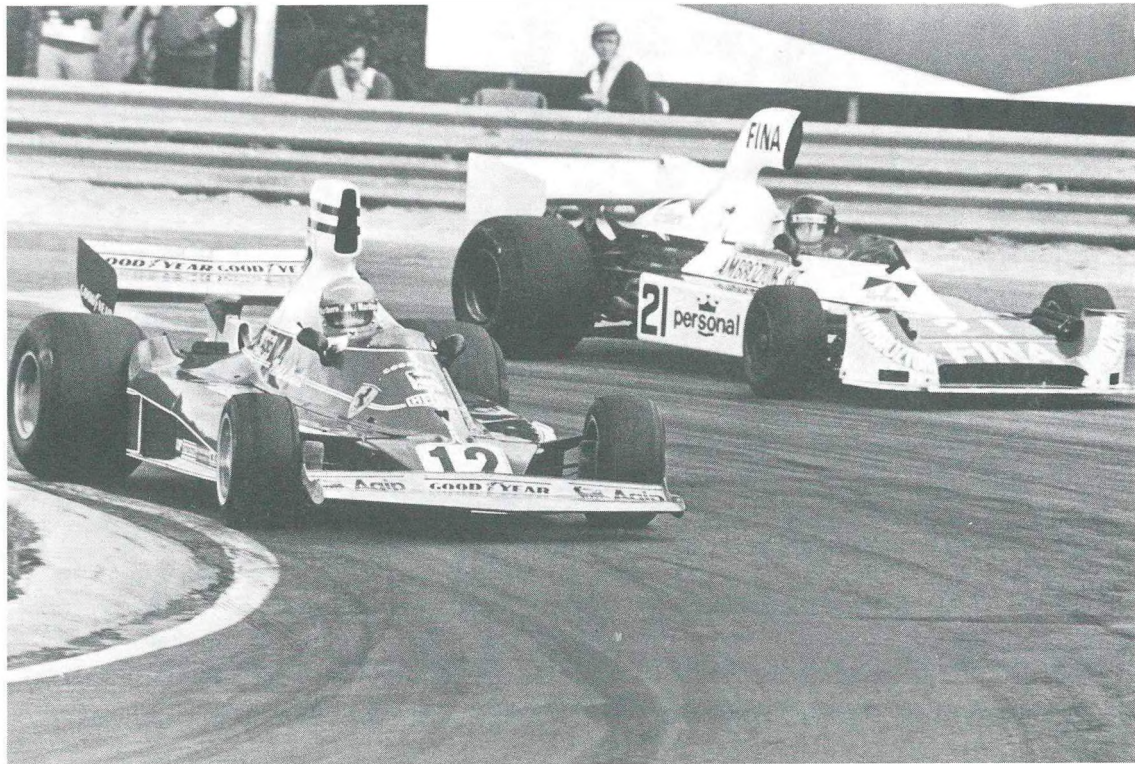
In contrast, Jody Scheckter had been fairly bustling through the field. Having disposed of Regazzoni on the first lap, he took Pace on the seventh and powered past

Brambilla on the ninth to take second place.

And so, after all the huffing and puffing, after a storming start in which we had watched three leaders earn the cheers, the Belgian Grand Prix began to settle into some semblance of order.

By lap ten, Lauda led comfortably from Scheckter. Brambilla was running third, but was also running out of brakes, Regazzoni was fourth, having passed the stricken Pace, and Carlos Reutemann was in sixth place behind his team-mate. Then followed Pryce, Fittipaldi, Jarier, Hunt, Depailler, and Peterson.

Jarier disappeared into the catch fences trying to pass Fittipaldi, Hunt retired with a broken gear-linkage, and suddenly Regazzoni dived into the pits. The Swiss had promoted himself into third place—putting Scheckter in a Ferrari sandwich—when he decided to



So that's how you do it! Jacques Laffite looks and learns as Lauda sweeps home to his second victory of the year.

change a blistered front tyre. His fight-back from twelfth place was to be well worth watching.

In fact, it was one of the few incidents to keep the crowd awake. Lauda was circulating comfortably in the lead. Scheckter was a safe second. The main interest lay in just how long Pace and Brambilla could nurse their much-abused chariots round the track. Pace really had massive handling problems and when third gear vanished as well he was helpless as first Reutemann, then Fittipaldi, Depailler, and Peterson powered by.

But there were troubles in store for others too. At half-distance, the order was Lauda,

Scheckter, Brambilla, Reutemann, Fittipaldi, Depailler, Peterson, Pace, Pryce, and Regazzoni. A lap later Peterson had disappeared into the catch fencing with a brake failure. On lap 49, Brambilla surrendered third place to a blistered tyre. He resumed after a pit-stop, only to retire when the brakes finally gave up the unequal struggle.

Fittipaldi was having brake problems too, and they left him helpless to fight off a last-ditch assault from Regazzoni and F.yce. His hopes of more Championship points dissolved as he plummeted from fifth to seventh place in the last six laps!

By now, there were funny noises coming

from the leading Ferrari—but it was only a broken exhaust, and, though Scheckter was urged on frantically from his pit, he could make no impression.

Niki Lauda won his second successive Grand Prix with nearly 20 seconds to spare and, thanks to Fittipaldi's failing brakes, leapfrogged to the top of the table.

He had Regazzoni to thank as well, and the Swiss' determined drive to fifth place earned Clay the "Siffert Award" for fighting spirit.

Patrick Depailler had had another good race and Tom Pryce had earned his first points of the season. But Zolder itself had once again proved one of the most convincing winners. The little track that looks like becoming permanent home for the Belgian Grand Prix had again placed a premium on reliability—especially as far as brakes were concerned.

And, as everyone had to admit as they headed for Sweden, Ferrari had proved again that they were both fleet *and* reliable.

RESULTS

Driver	Car	Lap	Time	Speed
1st Niki Lauda	Ferrari 312T	70	1 hr 43min 53.98sec	107.04mph
2nd Jody Scheckter	Elf-Tyrrell-Ford 007	70	1 hr 44min 13.20sec	
3rd Carlos Reutemann	Martini-Brabham BT44B	70	1 hr 44min 35.80sec	
4th Patrick Depailler	Elf-Tyrrell-Ford 007	70	1 hr 44min 54.06sec	
5th Clay Regazzoni	Ferrari 312T	70	1 hr 44min 57.84sec	
6th Tom Pryce	UOP Shadow DN5	70	1 hr 45min 22.43sec	
7th Emerson Fittipaldi	Texaco-Marlboro-McLaren M23	69		
8th Carlos Pace	Martini-Brabham BT44B	69		
9th Bob Evans	Stanley-BRM P201	68		
10th John Watson	Matchbox-Surtees TS16.4	68		
11th Mark Donohue	Citibank Penske PC-1	67		
12th Wilson Fittipaldi	Copersucar-Fittipaldi FD	67		

Fastest lap: C. Regazzoni (lap 11) 1min 26.76sec, 109.876mph

RETIREMENTS

Driver	Car	Laps completed and retirement reason
Jochen Mass	Texaco-Marlboro-McLaren M23	0 Accident
Alan Jones	Hesketh 308	1 Accident
Arturo Merzario	Williams FW	2 Clutch
Jean-Pierre Jarier	UOP Shadow DN5	13 Spin. Could not restart
James Hunt	Hesketh 308	15 Gear linkage
Tony Brise	Embassy-Hill GH	17 Spin (lap 3). Piston later
Jacques Laffite	Williams FW	18 Gearbox
Lella Lombardi	March 751	18 Engine
Ronnie Peterson	John Player Special 72	36 Accident—brake failure
Jacky Ickx	John Player Special 72	52 Brake-shaft
Vittorio Brambilla	March 751	54 Brakes
François Migault	Embassy-Hill GH 1	57 Suspension

WORLD CHAMPIONSHIP TABLE

Driver	Points	Driver	Points	Driver	Points
Niki Lauda	23	Patrick Depailler	11	Ronnie Peterson	3
Emerson Fittipaldi	21	Jochen Mass	10½	Jean-Pierre Jarier	1½
Carlos Pace	16	Clay Regazzoni	8	Vittorio Brambilla	1
Carlos Reutemann	16	James Hunt	7	Tom Pryce	1
Jody Scheckter	15	Jacky Ickx	3	Lella Lombardi	½



Quick March—Vittorio Brambilla makes the most of pole position to lead from Depailler, Reutemann, and Jarier.

ROUND 7/SWEDISH GRAND PRIX

ANDERSTORP June 8

80 laps of 2.497-mile circuit

Distance: 199.76 miles

Weather: Dry, sunny

STARTING GRID

	P. Depailler Tyrrell-Ford 1 min 25.01sec		V. Brambilla March-Ford 1 min 24.63sec
C. Reutemann Brabham-Ford 1 min 25.18sec		J.-P. Jarier Shadow-Ford 1 min 25.06sec	
	C. Pace Brabham-Ford 1 min 25.80sec		N. Lauda Ferrari 1 min 25.47sec
J. Scheckter Tyrrell-Ford 1 min 25.90sec		T. Pryce Shadow-Ford 1 min 25.86sec	
	J. Watson Surtees-Ford 1 min 26.08sec		R. Peterson John Player Special 1 min 26.01sec
C. Regazzoni Ferrari 1 min 26.28sec		E. Fittipaldi McLaren-Ford 1 min 26.08sec	
	J. Mass McLaren-Ford 1 min 26.77sec		J. Hunt Hesketh-Ford 1 min 26.50sec
M. Donohue Penske-Ford 1 min 27.15sec		M. Andretti Parnelli-Ford 1 min 26.82sec	
	J. Ickx John Player Special 1 min 27.32sec		T. Brise Hill-Ford 1 min 27.31sec
I. Scheckter Williams-Ford 1 min 27.47sec		A. Jones Hesketh-Ford 1 min 27.37sec	
	D. Magee Williams-Ford 1 min 27.67sec		T. Palm Hesketh-Ford 1 min 27.64sec
L. Lombardi March-Ford 1 min 28.68sec		B. Evans BRM 1 min 28.42sec	
	V. Schuppan Hill-Ford 1 min 29.03sec		W. Fittipaldi Copersucar- Ford 1 min 28.81sec

For two very surprising days, Sweden provided solace for those who feared a Ferrari walk-over. For once, the scarlet cars were not to dominate practice, and Niki Lauda was not to be allowed to continue his monopolistic practice of treating pole position as his birth-right. Unfortunately, this temporary pause in scarlet superiority flattered the opposition only

to deceive in the cruellest fashion when the chequered flag fell.

But that's jumping the start. Let us return to the first day of practice at the friendly Swedish circuit which was graced by some new faces. Vern Schuppan arrived to replace Migault in the Hill team. Graham was still content to stay out of the cockpit himself, seemingly more than happy to fuss over his new cars and groom Tony Brise for stardom.

Arturio Merzario and Frank Williams had grown mutually tired of each other and the Irishman, Damien Magee, had seemingly been pressed upon Frank by Bernie Ecclestone, who has Magee under contract.

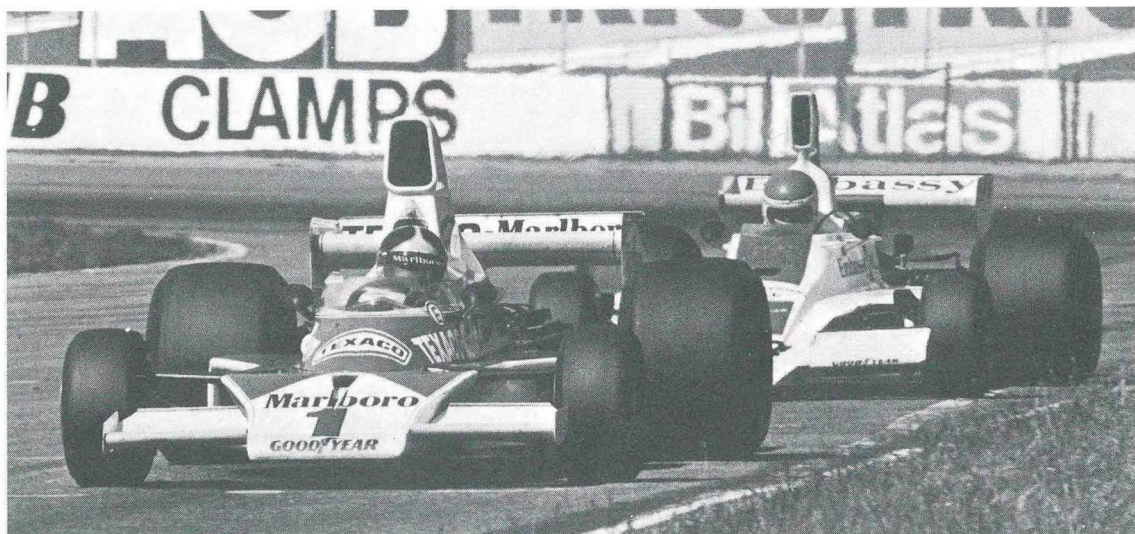
Jody's elder brother, Ian, arrived to drive Laffite's car (while the Frenchman helped himself to more Formula Two points at Hockenheim) while Torsten Palm, Sweden's most promising new driver, was to drive a second Hesketh.

But it was one of the oldest faces on parade who provided the shocks. We had to wait a long, long time for the practice times. Some said the computer didn't believe what it was printing. Others blamed the Texaco hospitality unit's generator. "You can have fresh coffee or quick practice times" shrugged Neil McNab!

Some of the teams needed something stronger than coffee to revive them when they heard that Vittorio Brambilla had lapped in 1 min 24.63 sec. No one else had even looked like beating the 1 min 25 sec barrier. What on earth was going on?

Patrick Depailler was second fastest—enough to remind rivals that *he* had claimed pole position the year before, and that the Tyrrells had finished first and second.

There were many worried frowns that baffling Friday evening, and the furrows grew



On the track of a Champion—Tony Brise beat Emerson Fittipaldi fair and square to prove that here indeed was a Champion in the making. It was Graham Hill's first point as a constructor, but the partnership was tragically ended later in the year.

deeper on Saturday. Brambilla contented himself with just a few laps, and was again quicker than anyone on a notably slower track. He even took Lella's car out to give it a whirl and then spent the rest of the practice watching his rivals scrabbling in vain to approach his target.

What a moment in the 37-year-old Monza man's career! "Car good—Vittorio good!" he explained in one of the BBC's more succinct interviews. March designer Robin Herd was slightly more verbose but equally unhelpful. "The car is a good one and Vittorio is driving better every race," was his contribution to explaining the phenomenon.

Could March win their works team's first ever Grand Prix? Could Brambilla become the first Italian to win a Grand Prix since Scarfiotti in 1966? Would Max Mosley ever forgive himself for having chosen to go to Hockenheim instead of Anderstorp?

Brambilla did all that had been expected of him as the flag fell, surging into a com-

fortable lead ahead of Depailler, Jarier, Pace, Reutemann, Lauda, and Hunt. Tom Pryce suffered the curse of Anderstorp as his throttle slides clogged in a cloud of sand. He rushed into the pits, rejoined the race in the leading bunch, and stayed there, determined to prove that he really belonged!

Races on the narrow Swedish track have a habit of becoming processional, and this one was to prove no exception to the rule. Brambilla led in most unflurried style with the luckless Pryce separating him from Depailler. Carlos Reutemann caused a smudge on the lap charts by outraking Jarier on the fifth lap to take third place.

Depailler was next to fall, heading into the pits with a brake-line leak, and Reutemann moved happily into second place. Three laps later he was in the lead! Poor old Brambilla had an overheating front tyre and all the promise of a day of glory for Bicester dissipated as he headed into the pits.

Now the order was Reutemann (still

dogged by Pryce's Shadow), Jarier, Pace, Lauda, Hunt, Regazzoni, and Andretti. On lap 22, Hunt disappeared. There was a serious brake-pipe leak, and the luckless James had been forced to retire from his *fifth* successive race.

His departure promoted Regazzoni and Andretti up the field, adding more spice to a very fierce duel. Behind them, John Watson won a battle with an unimpressive Fittipaldi while Donohue was having a real go at Sweden's hero Peterson. There was plenty to watch as Reutemann circulated happily out front.

Now fate began to take a hand—in Ferrari's favour. Poor old Jarier was still languishing near the foot of the title table despite those impressive South American displays, and lost second place to failing oil-pressure on lap 38. Three laps later, Carlos Pace made a genuine driving error, took to the grass, and hit an airport runway light. He was out, and Niki Lauda was second!

Suddenly the neat lap-charts had changed dramatically. The Ferraris were second *and* third, although Andretti was still attached to Regazzoni's tail. John Watson was fifth and Fittipaldi and Peterson were still disputing sixth place, but what was happening behind them? Young Tony Brise was showing scant respect for his elders and, after taking Donohue, had the effrontery to set about Peterson. He was successful too, and then Fittipaldi found himself fighting off the young pretender.

It was an absorbing battle of pride which carried them both into John Watson's wake. Soon the Surtees was behind both of them and Fittipaldi was having a very fraught time.

Reutemann was *about* to have one! He had seemed totally in command until, with some 30 laps to go, Lauda began to make inroads on his ten-second lead. The Argentinian had chosen to race on a soft compound. The Austrian had selected a hard compound.

On this occasion Lauda was to be proved the more canny tactician.

Reutemann could feel one of his rear tyres wearing rapidly. The gap narrowed. In ten tense laps, Lauda reduced the deficit to only two seconds, and now the drama really began. Again and again, Lauda closed on Reutemann, feinted to pass and backed off sharply as Reutemann firmly shut him out. It was a no-holds barred battle. Two real racers were really dicing. With ten laps to go, Reutemann's stern struggle was over. At the end of the long back straight Lauda pounced, powered by, and the result was settled. Lauda built up a comfortable lead and Reutemann had to be content to take second place.

But there was still plenty to dispute behind. Tony Brise, having passed the Champion in impudent style, had his gearbox jammed in fourth. He couldn't hold Donohue at bay and surrendered fifth place to the hard-charging Donohue. But the Englishman had done more than enough to impress on his third Grand Prix outing. He had gained his first Championship point and Graham Hill dragged out the champagne to celebrate *his* first Championship point as a constructor!

There was certainly nothing to celebrate in the Fittipaldi pit. The Champion suffered more braking problems and Scheckter junior demoted him to eighth place as the race was winding down. (Scheckter senior had retired amidst the catch fencing after a sudden puncture.) The two Americans put up good performances, making use of their knowledge of banked corners.

And so the Champion had fallen even further behind Lauda in the title table. Ferrari had taken first and third places in a race in which they hadn't been acknowledged as real contenders. Niki Lauda had scored a Grand Prix "hat-trick", and the next stop was Zandvoort, where he had murdered the opposition just twelve months earlier. Could he make it four in a row?



Home favourite—Torsten Palm, younger brother of the famous rally navigator Gunnar Palm, came home a creditable tenth in his GP debut in a much-disguised Hesketh.

RESULTS

Driver	Car	Lap	Time	Speed
1st Niki Lauda	Ferrari 312T	80	1hr 59min 18.319sec	100.41mph
2nd Carlos Reutemann	Martini-Brabham BT44B	80	1hr 59min 24.607sec	
3rd Clay Regazzoni	Ferrari 312T	80	1hr 59min 47.414sec	
4th Mario Andretti	Parnelli VPJ-4	80	2hr 00min 02.699sec	
5th Mark Donohue	Citibank Penske PC-1	80	2hr 00min 49.082sec	
6th Tony Brise	Embassy-Hill GH 1	79		
7th Jody Scheckter	Elf-Tyrrell-Ford 007	79		
8th Emerson Fittipaldi	Texaco-Marlboro-McLaren M23	79		
9th Ronnie Peterson	John Player Special 72	79		
10th Torsten Palm	Hesketh 308	78		
11th Alan Jones	Hesketh 308	78		
12th Patrick Depailler	Elf-Tyrrell-Ford 007	78		
13th Bob Evans	Stanley-BRM P201	78		
14th Damien Magee	Williams FW	78		
15th Jacky Ickx	John Player Special 72	77		
16th John Watson	Matchbox-Surtees TS16.4	77		
17th Wilson Fittipaldi	Copersucar-Fittipaldi FD	74		
Fastest Lap: N. Lauda (Lap 12) 1min 28.267sec, 101.82mph				

RETIREMENTS

Driver	Car	Laps completed	and retirement reason
Lella Lombardi	March 751	10	Metering unit
James Hunt	Hesketh 308	24	Brake-pipe leak
Jochen Mass	Texaco-Marlboro-McLaren M23	34	Overheating—water leak
Vittorio Brambilla	March 751	36	Drive-shaft
Jean-Pierre Jarier	UOP Shadow DN5	38	Engine
Carlos Pace	Martini-Brabham BT44B	41	Spin—damaged monocoque
Vern Schuppan	Embassy-Hill GH 1	47	Drive-shaft
Ian Scheckter	Williams FW	49	Accident after puncture
Tom Pryce	UOP Shadow DN5	53	Accident—clutch problem

WORLD CHAMPIONSHIP TABLE

	Points		Points		Points
Niki Lauda	32	Patrick Depailler	11	Mark Donohue	2
Carlos Reutemann	22	Jochen Mass	10½	Vittorio Brambilla	1
Emerson Fittipaldi	21	James Hunt	7	Tom Pryce	1
Carlos Pace	16	Jacky Ickx	3	Tony Brise	1
Jody Scheckter	15	Ronnie Peterson	3	Lella Lombardi	½
Clay Regazzoni	12	Mario Andretti	3		

ROUND 8/DUTCH GRAND PRIX

ZANDVOORT, June 22

75 laps of 2.626-mile circuit

Distance: 196.95 miles

Weather: wet at first, then dry

STARTING GRID

	C. Regazzoni Ferrari 1min 20.57sec	N. Lauda Ferrari 1min 20.29sec
J. Scheckter Tyrrell-Ford 1min 20.74sec	J. Hunt Hesketh-Ford 1min 20.70sec	C. Reutemann Brabham-Ford 1min 20.87sec
J. Mass McLaren-Ford 1min 21.01sec	T. Brise Hill-Ford 1min 20.94sec	
	J.-P. Jarier Shadow-Ford 1min 21.10sec	C. Pace Brabham-Ford 1min 21.06sec
T. Pryce Shadow-Ford 1min 21.16sec	V. Brambilla March-Ford 1min 21.14sec	
	J. Watson Surtees-Ford 1min 21.23sec	P. Depailler Tyrrell-Ford 1min 21.20sec
R. Peterson John Player Special 1min 21.46sec	J. Laffite Williams-Ford 1min 21.32sec	
	M. Donohue Penske-Ford 1min 22.33sec	A. Jones Hill-Ford 1min 27.31sec
B. Evans BRM 1min 28.42sec	I. Scheckter Williams-Ford 1min 22.82sec	
	G. van Lennep Ensign-Ford 1min 23.30sec	J. Ickx John Player Special 1min 23.30sec
W. Fittipaldi Copersucar- Ford 1min 24.15sec	L. Lombardi March-Ford 1min 23.99sec	

And, very, very rarely there are races in which one man defies all the odds, all the forecasts, and brings bubbling to the surface all those unfashionable emotions like "patriotism", "David v Goliath". Stirling Moss drove *two* such races—at Monaco and at the Nurburgring in 1961—when he took on the invincible Ferraris and beat them through sheer grit and intelligence. In Holland in 1975, we were privileged to watch another Englishman serve us a second helping of that very rare and heady brew.

The teams arrived at Zandvoort in a mood of almost universal pessimism. Niki Lauda seemed certain to become the first driver since Jochen Rindt to win four races in a row, and it didn't take long for the young Austrian to confirm everyone's worst fears. He was, in fact, fastest in all three practice sessions, and his team-mate Regazzoni joined him on the front row of the grid. It was 1974 all over again—and look what happened then!

Not that practice was entirely uneventful for the Italian team. Clay earned himself some stern words from Jody Scheckter when he well and truly clobbered the Tyrrell. Jarier had a crash, and one car which looked ready-made for an accident was the Maki, which appeared looking very second-hand with a Japanese gentleman called Fushida at the wheel. To everyone's relief—including, we suspect, the brave Fushida's—it blew up and the team hadn't a spare engine. Graham Hill had a new driver—Australian Alan Jones.

Meanwhile, there was more than a ripple of surprise when the practice times were announced. No one was surprised by the Ferrari front-row monopoly, of course, but who was this in third place? Hunt, J.!

After five races without so much as a finish,

There are some Grands Prix that will remain etched vividly in the onlooker's memory for as long as racing is held and there remains time for reminiscence. Often these recollections are coloured by emotion—Jim Clark's luckless but magnificent drive at Monza in 1967, for example. Then there are drives that reflect the very fibre of a favourite driver's being—such as Graham Hill's story-book fight-back at Monaco in 1965.

and all those gossip-column rumours about imminent financial disasters, was the Hesketh team's fortune about to change? Certainly James was happy. In fact the team seemed so content that they sent designer Dr Harvey Postlethwaite home to hurry up with the work on the much talked about new car. But not before they had had a piece of very significant good fortune.

Saturday afternoon was windy, and it was soon obvious that the leading times would not be overhauled. So James was sent out on some reliability testing. He stayed out just a little longer than anticipated, and something broke. (Even today the team don't want the opposition to discover exactly *what* broke in or around the metering unit.) As Holland was the one Grand Prix in which there was to be no Sunday morning practice session, the team could count themselves lucky indeed that James had stayed out for those few extra laps. Otherwise, the failure would probably have occurred just five laps into the race, and this would have been a very different story.

Once again, Zandvoort failed to live up to its holiday image. It poured all Sunday morning and the teams pleaded with the organisers to let the drivers try their wet tyres. Once again a race would start late, and in the rain.

Niki Lauda splashed into the lead, Scheckter outgunned Regazzoni, Hunt was fourth, Mass fifth, and Pryce sixth. Poor old Brambilla didn't have a chance to make up for his Swedish misfortunes. Depailler rammed him and Vittorio didn't even make it to the first corner.

Jochen Mass was having troubles too—his metering unit was sticking and he soon had to give way to Pryce and Reutemann. Ickx's engine exploded on lap six and there was a groan of "Oh, not again!" in the British end of the Press box as James Hunt went missing from the lap chart.

But he wasn't missing. He had sneaked in below us at the far end of the pits to change

to dry tyres. The Hunt Monaco experiment was about to be repeated.

And, on this occasion, the team responded magnificently. That cobbled courtyard at Easton Neston had been ringing with the sound of wheel changes since that Monte Carlo calamity, and practice certainly made perfect. It took less than half-a-minute for the team to send James out again—hunting for dry lines on the still damp surface but warming his tyres up as he went. Niki Lauda waited six more laps before coming in for *his* tyre change, temporarily handing over the lead to Regazzoni, who was one of the last to stop.

On lap fifteen, James Hunt zoomed round in first place. Lauda was second, but was still warming his tyres and he had to surrender second spot to Jean-Pierre Jarier who had, like Hunt, chosen to make an early stop.

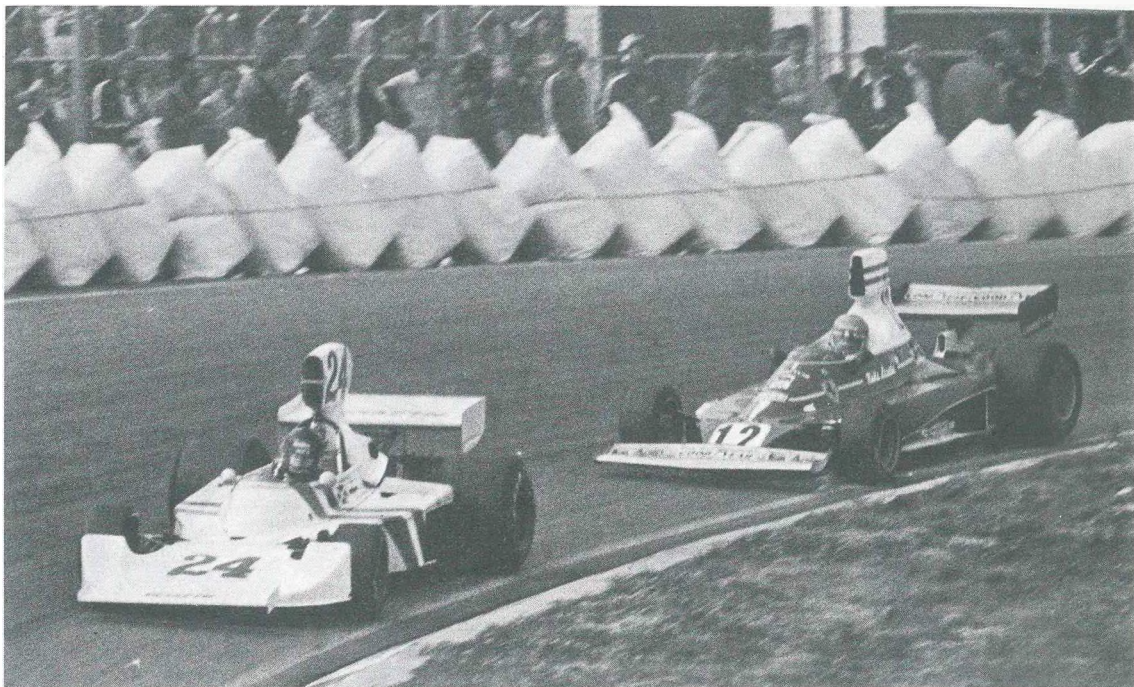
It was question time in the commentary boxes. Who would prove to have made the right choice—Lauda, who had waited until the last possible moment, building up a big lead in the rain, or Hunt and Jarier who had made early changes?

It certainly looked as if Hunt had won the battle of the brains as he began to build up a 20-second lead over Jarier, Lauda, Fittipaldi, Scheckter, Regazzoni, and Pryce, but the Hesketh pit weren't showing James signals which proclaimed his advantage over Jarier. They were telling him how far back Niki was!

But, as Regazzoni found a way past Fittipaldi, Lauda wasn't finding Jarier an easy prospect at all. Time and again, the Frenchman slammed the door shut in the Ferrari's face. This was real racing.

Fittipaldi fell from the lap charts on lap 40 with a sick engine; Watson disappeared when his vibrating Surtees broke a wing support, and Reutemann promoted himself past Pryce, who had brake problems.

On lap 43, the order was Hunt, Jarier, Lauda, Scheckter, Regazzoni, Reutemann. A lap later, Lauda finally managed to plunge



GEOFF GODDARD

The season's best scrap—no race could hope to match the tension of the duel between Hunt and Lauda—nose to tail for 20 superb laps.

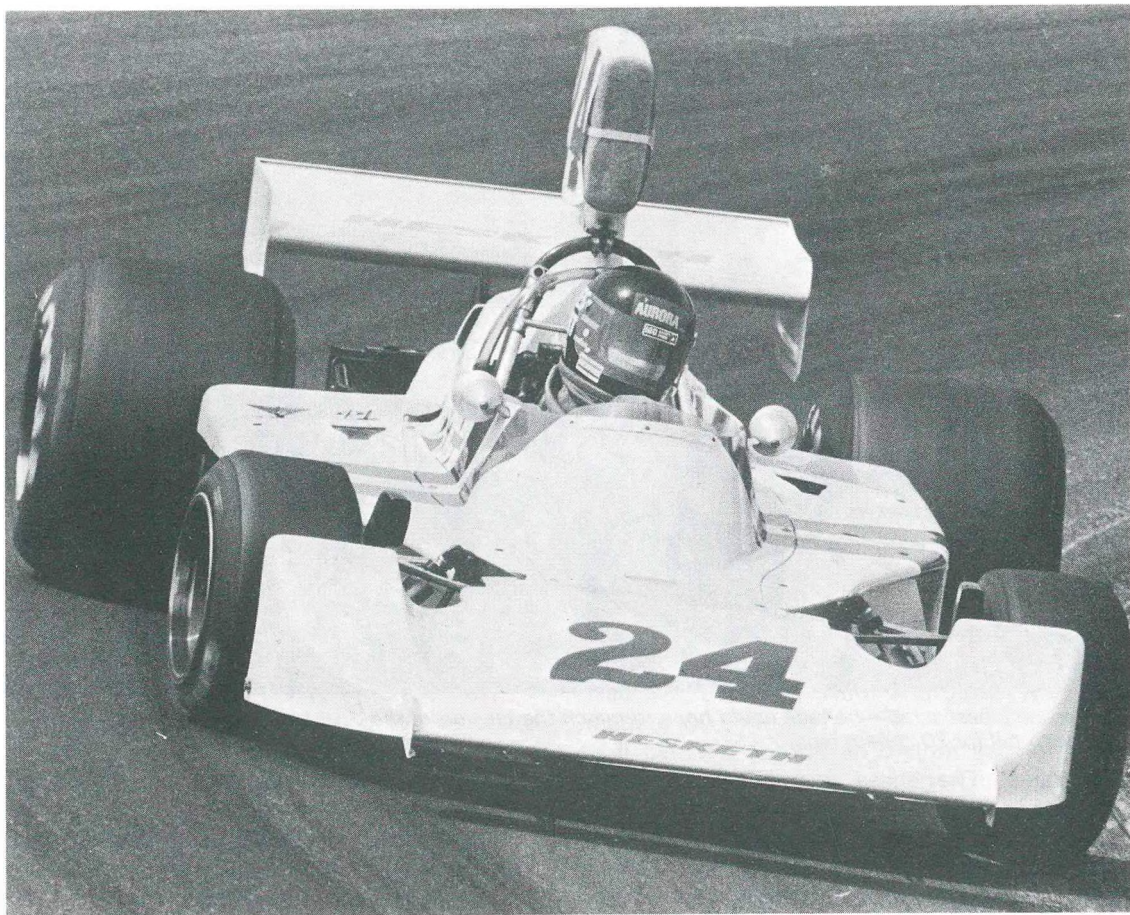
past Jarier. The chase was just beginning. Seconds later, Jarier spun dramatically as a tyre burst. What *would* have happened if it had occurred while Lauda was on his tail?

We would have been robbed of the race of the year—that's what! For now Lauda was out in the open pursuing Hunt with every nerve of his body straining for that fourth successive victory. The pit-signalling stopped as a near five-second lead simply vanished. Now James could see for himself just where Niki was—on his tail!

By lap 55, they were glued together. Surely the Ford-powered Hesketh couldn't hope to hold the Ferrari at bay on this, a proven Ferrari circuit? And, we mused, hadn't James cracked under similar pressure from Emerson at Buenos Aires? The remaining 20 laps were going to be very long indeed.

If your nerves could stand it, you could watch every inch of the struggle on the TV monitor in the commentary box. And soon a pattern emerged. On the slower corners, the Ferrari closed in for the kill. At times, Niki drew alongside the big rear wheel. But on the fast corners, James seemed to have the upper hand—and it was reflected all the way down that agonisingly long straight. Now it seemed that nerve would be the crucial factor, especially when it came to lapping the back-markers, and some of Hunt's overtaking manoeuvres had to be seen to be believed.

The TV directors were so excited that they completely confused their lap charts—and the captions showed that there were still three laps to go when there was a massive roar from the whole length of the pits and the main grandstand. The race was over. An unruffled, beam-



GEOFF GODDARD

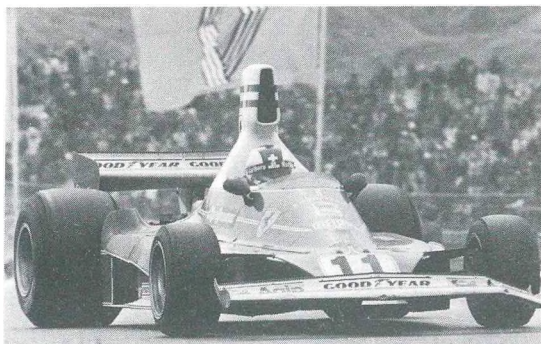
Hesketh victorious—Lord Hesketh became the first "privateer" to win a Grand Prix since Rob Walker in 1968 when James took the flag for which the team had waited 29 races.

ing Hunt had taken the flag. The season's finest duel had ended—and the invincible Ferrari had been beaten. By just one second!

James Hunt had become the first Englishman to win a Grand Prix since Peter Gethin in 1971. Suddenly Englishmen in the grandstands threw reserve to the winds and rushed across the track to attempt the impossible task of

"chairing" Baron Hesketh. They failed in *their* task where James Hunt had eminently succeeded in *his*.

He hadn't just won his first motor race. He had scored one of those cut-and-thrust, courageous, *cerebral* wins which had character stamped across it in letters of pure gold. The stuff of memories indeed!



Ouch! Clay Regazzoni brought his Ferrari home third despite the damage of a first lap incident.

59

RESULTS

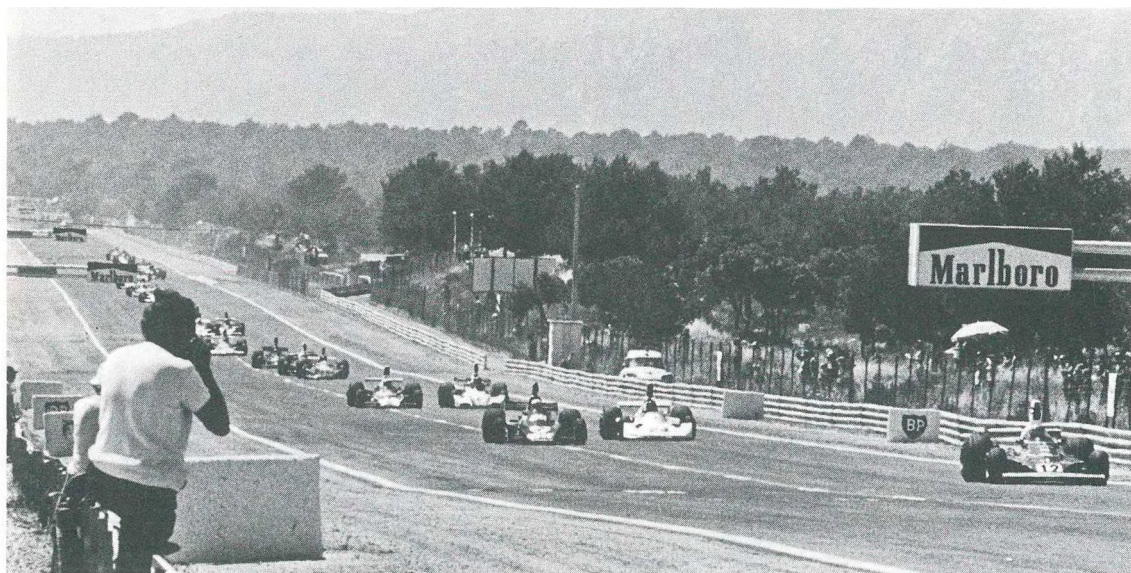
Driver	Car	Lap	Time	Speed
1st James Hunt	Hesketh 308	75	1hr 46 min 57.40sec	110.48mph
2nd Niki Lauda	Ferrari 312T	75	1hr 46min 58.46sec	
3rd Clay Regazzoni	Ferrari 312T	75	1hr 47min 52.46sec	
4th Carlos Reutemann	Martini-Brabham BT44B	74		
5th Carlos Pace	Martini-Brabham BT44B	74		
6th Tom Pryce	UOP Shadow DN5	74		
7th Tony Brise	Embassy-Hill GH 1	74		
8th Mark Donohue	Citibank-Penske GH1	74		
9th Patrick Depailler	Elf-Tyrrell-Ford 007	73		
10th Gijs Van Lennep	Ensign N174	71		
11th Wilson Fittipaldi	Copersucar-Fittipaldi FD	71		
12th Ian Scheckter	Williams FW	70		
13th Alan Jones	Embassy-Hill GH1	70		
14th Lella Lombardi	March 751	70		
15th Ronnie Peterson	John Player Special 72	69		
16th Jody Scheckter	Elf-Tyrrell-Ford 007	67		
Fastest lap: N. Lauda (Lap 12) 1min 21.54sec, 115.91mph				

RETIREMENTS

Driver	Car	Laps completed	retirement reason
Vittorio Brambilla	March 751	0	Accident with Depailler
Jacky Ickx	John Player Special 72	6	Engine
Bob Evans	Stanley-BRM P201	23	Gearbox
Emerson Fittipaldi	Texaco-Marlboro-McLaren M23	40	Engine
John Watson	Matchbox-Surtees TS16.4	43	Vibration snapped wing-support
Jean-Pierre Jarier	UOP Shadow DN5	44	Spin after puncture
Jochen Mass	Texaco-Marlboro-McLaren M23	61	Accident—faulty metering unit
Jacques Laffite	Williams FW	65	Engine

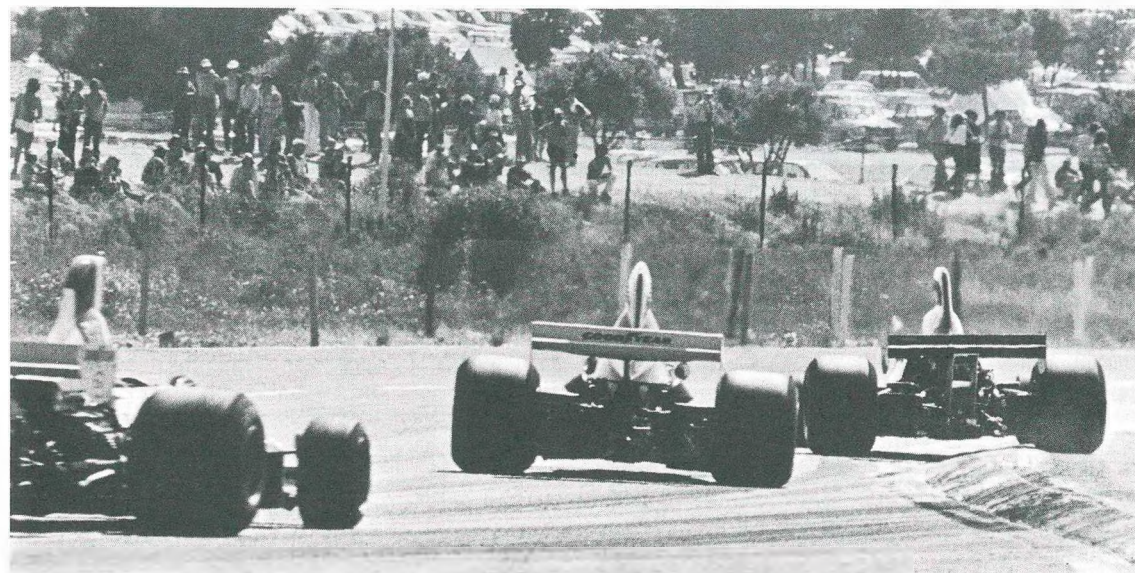
WORLD CHAMPIONSHIP TABLE

	Points		Points		Points
Niki Lauda	38	Jody Scheckter	15	Mark Donohue	2
Carlos Reutemann	25	Patrick Depailler	11	Tom Pryce	2
Emerson Fittipaldi	21	Jochen Mass	10½	Jean-Pierre Jarier	1½
Carlos Pace	18	Jacky Ickx	3	Vittorio Brambilla	1
James Hunt	16	Ronnie Peterson	3	Tony Brise	1
Clay Regazzoni	16	Mario Andretti	3	Lella Lombardi	½



Look at that lead! Lap one of the French Grand Prix, and Niki Lauda has already pulled out a 100-yard lead from Hunt and Scheckter as the cars battle down the long back straight.

Jody jumps again—Scheckter chooses the rocky way round as he leads Andretti and Brise.



ROUND 9/FRENCH GRAND PRIX

PAUL RICARD, July 6
54 laps of 3.604-mile circuit

Distance: 194.61 miles
Weather: Dry and sunny

STARTING GRID

N. Lauda Ferrari 1 min 47.82sec	J. Scheckter Tyrrell-Ford 1 min 48.22sec	J.-P. Jarier Shadow-Ford 1 min 48.44sec
	J. Hunt Hesketh-Ford 1 min 48.25sec	
C. Pace Brabham-Ford 1 min 48.48sec	T. Pryce Shadow-Ford 1 min 48.48sec	V. Brambilla March-Ford 1 min 48.56sec
	J. Mass McLaren-Ford 1 min 48.54sec	
C. Regazzoni Ferrari 1 min 48.68sec	E. Fittipaldi McLaren-Ford 1 min 48.75sec	T. Brise Hill-Ford 1 min 49.21sec
	C. Reutemann Brabham-Ford 1 min 48.85sec	
P. Depailler Tyrrell-Ford 1 min 49.31sec	J. Watson Surtees-Ford 1 min 49.70sec	J. Laffite Williams-Ford 1 min 49.72sec
	M. Andretti Parnelli-Ford 1 min 49.72sec	
R. Peterson John Player Special 1 min 50.02sec	M. Donohue Penske-Ford 1 min 50.15sec	A. Jones Hill-Ford 1 min 51.02sec
	J. Ickx John Player Special 1 min 50.94sec	
J.-P. Jabouille Tyrrell-Ford 1 min 51.06sec	G. van Lennep Ensign-Ford 1 min 52.21sec	F. Migault* Williams-Ford 1 min 51.82sec
	W. Fittipaldi Copersucar- Ford 1 min 51.64sec	
B. Evans BRM 1 min 51.85sec	L. Lombardi March-Ford 1 min 52.93sec	

* Did not start

Indeed, it wasn't until the very last practice session that Lauda began to reassert his authority. The Austrian had arrived suffering from 'flu, and was definitely not on top form.

Frank Williams arrived with Laffite and Francois Migault as his drivers, the John Player Lotus team had arrived with two much-modified 72s in a bid to give Ronnie a chance to score his third successive French win, and Gijs van Lennep was driving the brand new Ensign type 175.

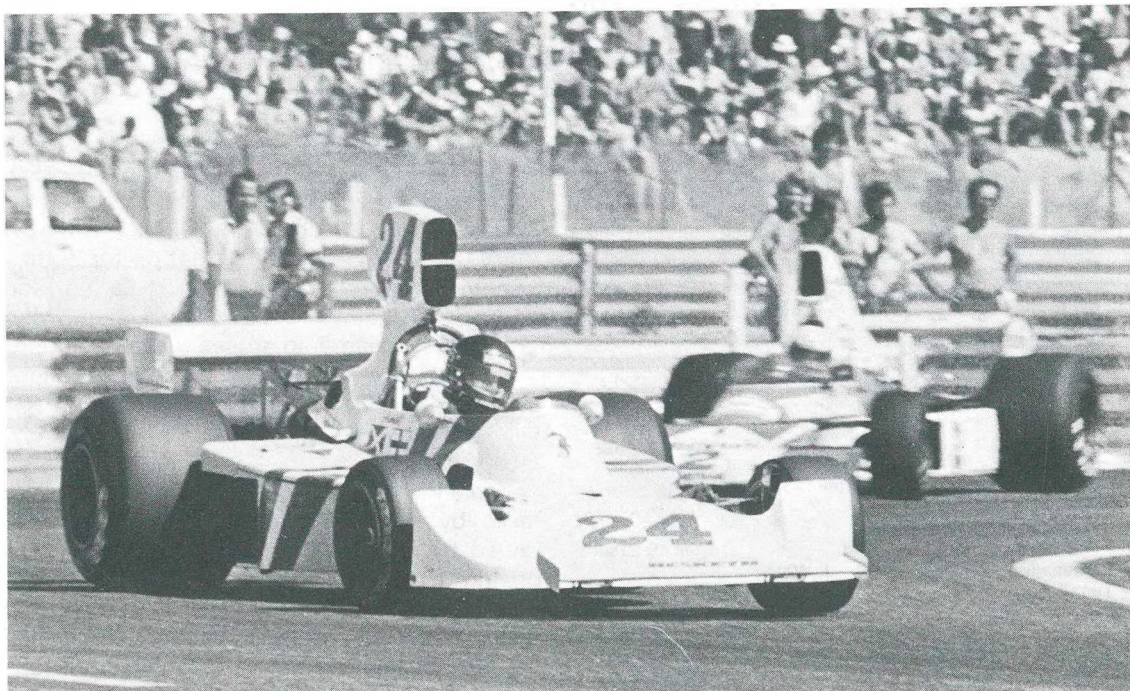
Jean-Pierre Jarier brought smiles to French faces by setting Friday's quickest time, followed by Scheckter and Fittipaldi. Jody was driving a new "lightweight" 007 and was clocked at 190 mph—seven miles per hour faster than anyone else through the speed trap. So Elf had something to smile about too!

But by Saturday, Lauda was feeling better, and he instantly made everyone else feel worse by claiming his fourth pole position of the season. Scheckter used his new found pace to such good effect that he shared the front row, with Jarier and Hunt occupying the second line. Tom Pryce was on the third row, but to no avail. As the flag fell he was left clutchless, and retired after two laps.

By this time, Niki Lauda had reaffirmed his pre-Holland superiority. Starting brilliantly, he had outdragged Jody while James Hunt slotted into third place ahead of Mass, Pace, and a roaring Regazzoni. By lap six, Clay had promoted himself to *second* place in a fantastic, all-out effort.

But it proved too much for the engine. The Ferrari one-two lasted just one lap. Then *bang*—Regazzoni's race was ended. Scheckter took up the status quo—but only for one tour. James Hunt burst by him on lap eight, and set off after Lauda.

James Hunt's epic Zandvoort victory had put heart into more than just the Hesketh team. He had showed that the Ferraris *could* be beaten and, although Niki Lauda now had a 13-point lead over Reutemann in the table, the Championship wasn't over yet.



James v Jochen—the highlight of the race's closing stages was a tremendous duel between Hunt and Mass—a battle which promoted them to within feet of the victorious Ferrari.

The Dutch roles had been neatly reversed, but James was soon to find that a Ferrari in front is a very different proposition from one sitting in your mirrors. And Lauda had already built up a six-second cushion while the Englishman had been sorting things out with Regazzoni and Scheckter.

Hunt gritted his teeth and had to be content with waiting—and holding the gap at that level. Meanwhile Scheckter, struggling with some near-catastrophic handling problems, was hanging on grimly to third place. But by lap 14, he had had to give best to both Mass and Fittipaldi.

On this occasion, it was the junior member of the McLaren duo who was showing the most vigorous turn of speed. Having anchored himself off France in his superb schooner,

joker Jochen seemed determined to preserve his piratical image on the track, carving his way round with a totally new brand of confidence.

Jean-Pierre Jarrier was pleasing his home crowd, too. On lap 22, he sliced his way past Scheckter's Tyrrell and made a brave bid to take Fittipaldi. But the rev-limiter was doing its job in drastically erratic fashion and the Frenchman gradually fell back, literally powerless to do anything about it.

In contrast, Mario Andretti and Patrick Depailler were very definitely "on song" and promoting themselves past all opposition in very methodical fashion. Andretti remorselessly advanced from eleventh to fifth place while Patrick, who had had a dismal start, threaded his way from *nineteenth* to sixth place, dislodging Tony Brise from a chance of points



GEOFF GODDARD

Somewhere in there, there's a winner! Niki Lauda disappears from view while James admires the view and Jochen Mass tries to catch the overspill.

with just five laps to go.

Alan Jones was having a fine drive for Graham Hill, dicing with men like Reutemann and Peterson, when he spun into the catch-fencing. Reutemann again suffered from tyre problems and lost a lap in changing while John Watson vanished down an escape road when his Surtees engine suddenly provided him with an unexpected surge of power.

It was that sort of race. Brambilla had retired with a damper problem, Wilson Fittipaldi had an engine blow, Jacky Ickx suffered a broken brake-shaft, both Mark Donohue and Carlos Pace retired with broken drive shafts, and Peterson was having to work hard to keep Laffite at bay. There was never the slightest chance that *he* was going to score a hat-trick!

Happily, such assorted gremlins were not

going to afflict the leaders, and after waiting patiently we were finally treated to some genuine excitement where it really matters. Up at the front!

Perhaps Jochen Mass is the man we should thank for an unexpectedly enthralling climax. The genial German wasn't content to sit in third place behind James Hunt, even though he was ahead of his distinguished team leader. Quicker down the straight than the Englishman, he gradually began to close and set the fastest lap of the race as he edged nearer and nearer.

It was a challenge that added extra bite to Hunt's pursuit of Lauda and, amazingly, the gap between the Hesketh and the Ferrari began to narrow dramatically.

Soon Jochen was on James' exhausts, and James, in turn, was only 2.4 sec behind the

Ferrari. Mass was really trying now, as he tried to force Hunt into an error. But we will never fully appreciate just how much that Zandvoort win added to the Hunt self-confidence. A superb manoeuvre past a back-marker gave James breathing space, and he was able to concentrate on overhauling Lauda again.

But Niki wasn't to be flustered either. On the very last corner he *seemed* to slide off line, but he caught the car neatly with a quick grab of

opposite lock, and the victory he had been heading for from the moment the flag fell was rightfully his—by a margin of less than two seconds.

The Austrian now led the title table by a margin of 22 points, James Hunt had promoted himself to fourth place, and Silverstone was the next stop. Would we be treated to another Ferrari v Hesketh duel—in the Hesketh's backyard?

RESULTS

Driver	Car	Lap	Time	Speed
1st Niki Lauda	Ferrari 312T	54	1hr 40min 18.84sec	116.60mph
2nd James Hunt	Hesketh 308	54	1hr 40 min 20.43sec	
3rd Jochen Mass	Texaco-Marlboro-McLaren M23	54	1hr 40min 21.15sec	
4th Emerson Fittipaldi	Texaco-Marlboro-McLaren M23	54	1hr 40min 58.61sec	
5th Mario Andretti	Parnelli VPJ-4	54	1hr 41min 20.92sec	
6th Patrick Depailler	Elf-Tyrrell-Ford 007	54	1hr 41min 26.24sec	
7th Tony Brise	Embassy-Hill GH	54	1hr 41min 28.45sec	
8th Jean-Pierre Jarier	UOP Shadow DN5	54	1hr 41min 38.62sec	
9th Jody Scheckter	Elf-Tyrrell-Ford 007	54	1hr 41min 50.52sec	
10th Ronnie Peterson	John Player Special 72	54	1hr 41min 54.86sec	
11th Jacques Laffite	Williams FW	54	1hr 41min 55.61sec	
12th Jean-Pierre Jabouille	Elf-Tyrrell-Ford 007	54	1hr 41min 55.97sec	
13th John Watson	Matchbox-Surtees TS16.4	53		
14th Carlos Reutemann	Martini-Brabham BT44B	53		
15th Gijs van Lennep	Ensign N175	53		
16th Alan Jones	Embassy-Hill GH	53		
17th Bob Evans	Stanley-BRM P201	52		
18th Lella Lombardi	March 751	50		

Fastest lap: J. Mass 1min 50.60sec

RETIREMENTS

Driver	Car	Laps completed and retirement reason	
Tom Pryce	UOP Shadow DN5	2	Clutch
Clay Regazzoni	Ferrari 312T	6	Engine
Vittorio Brambilla	March 751	6	Rear damper
Mark Donohue	Citibank Penske PC-1	6	Drive-shaft
Wilson Fittipaldi	Copersucar-Fittipaldi FD	14	Engine
Jacky Ickx	John Player Special 72	17	Brake-shaft joint
Carlos Pace	Martini-Brabham BT44B	26	Drive-shaft

WORLD CHAMPIONSHIP TABLE

	Points		Points		Points
Niki Lauda	47	Jody Scheckter	15	Mark Donohue	2
Carlos Reutemann	25	Jochen Mass	14½	Tom Pryce	2
Emerson Fittipaldi	24	Patrick Depailler	12	Jean-Pierre Jarier	1½
James Hunt	22	Mario Andretti	5	Vittorio Brambilla	1
Carlos Pace	18	Jacky Ickx	3	Tony Brise	1
Clay Regazzoni	16	Ronnie Peterson	3	Lella Lombardi	½

ROUND 10/JOHN PLAYER GRAND PRIX

SILVERSTONE, July 19

67 laps of 2.932-mile circuit

* Race abandoned after 56 laps.

Scheduled distance: 196.44 miles*

Distance covered: 164.192 miles

Weather: Alternately wet, dry, very wet

STARTING GRID

	C. Pace Brabham-Ford 1min 19.5sec		T. Pryce Shadow-Ford 1min 19.36sec
C. Regazzoni Ferrari 1min 19.55sec		N. Lauda Ferrari 1min 19.54sec	
	J. Scheckter Tyrrell-Ford 1min 19.81sec		V. Brambilla March-Ford 1min 19.63sec
C. Reutemann Brabham-Ford 1min 20.04sec		E. Fittipaldi McLaren-Ford 1min 19.91sec	
	J. Mass McLaren-Ford 1min 20.18sec		J. Hunt Hesketh-Ford 1min 20.14sec
M. Andretti Parnelli-Ford 1min 20.36sec		J.-P. Jarier Shadow-Ford 1min 20.33sec	
	H. Stuck March-Ford 1min 20.46sec		T. Brise Hill-Ford 1min 20.41sec
R. Peterson John Player Special 1min 20.58sec		M. Donohue Penske-Ford 1min 20.50sec	
	J. Watson Surtees-Ford 1min 20.83sec		P. Depailler Tyrrell-Ford 1min 20.60sec
A. Jones Hill-Ford 1min 21.19sec		J. Laffite Williams-Ford 1min 21.01sec	
	L. Lombardi March-Ford 1min 21.60sec		B. Henton John Player Special 1min 21.36sec
W. Fittipaldi Copersucar- Ford 1min 21.67sec		D. Morgan Surtees-Ford 1min 21.65sec	
	J. Nicholson Lyncar-Ford 1min 22.86sec		J. Crawford John Player Special 1min 21.86sec

But we just couldn't have been expected to hazard even a guess at the dramas in store *this* year.

Naturally, the emergence of a new English hero in James Hunt had provided exactly the stimulus that the organisers wanted. A record crowd was assured, especially when another British hero claimed pole-position.

The telexes, typewriters, and telephones were soon in action. First there was the story of the new chicane. The memories of Barcelona were fresh enough to arouse very real fears about what would happen if there was a pile-up at Woodcote. Even the strongest fencing wouldn't prevent debris from ploughing through the main Grandstand with horrific effect. And so, one of the most spectacular corners in modern motor racing was neutered—by a chicane. Of course there was argument and paeons of scorn from the purists. But, in the event, a piece of debris *did* injure a spectator in the stand—and there was a plethora of incidents that made us thankful that every possible precaution had been taken.

There were catch-fences planted everywhere, and how *they* were going to be needed! The entry was massive. Fushida (Maki) and Wunderink (Ensign) failed to qualify for a 26-strong grid which included Jim Crawford in a JPS (Jacky Ickx had dramatically announced that he wouldn't race until a new Lotus was ready), John Nicholson in his Lyncar, and David Morgan in a Surtees.

But the car that attracted all the attention on the first day of practice wasn't even *at* Silverstone. After a practice dominated by Pace, Brambilla, and Lauda—in that order—we all dashed off to the Hesketh stately home to gaze in awe at "Doc" Postlethwaite's new low, slim, and shapely 308C. Regrettably it

It would be a foolish journalist indeed who would miss the British round of the Championship. In the past seasons the John Player-sponsored race had provided the media with sufficient headlines to justify a supplement: the massive pile-up in 1973; the controversial Lauda puncture and pit-road incident in 1974!

66



LAT

The Silverstone Aquashow—miraculously, no one was seriously hurt as car after car crashed at Club on the dramatic lap 56.

wasn't going to be aired at his home track, but it promised much for the future.

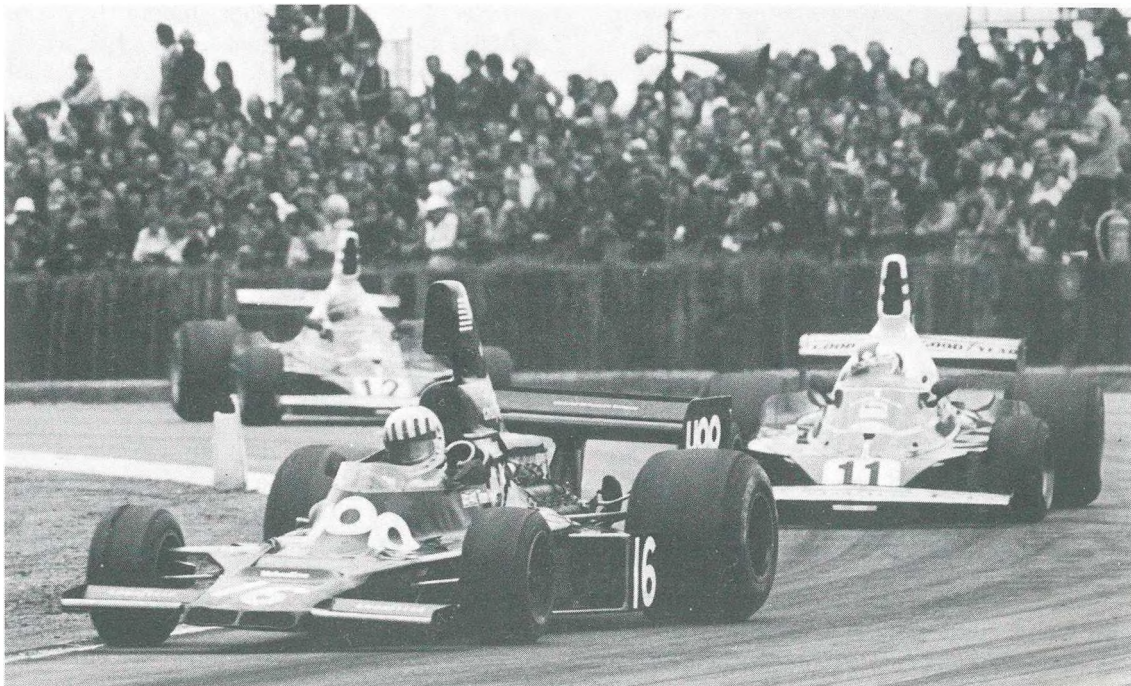
Some 20 hours later, the spotlight swung onto the Shadow team.

Tom Pryce (a Briton, by George!) very thoughtfully chose his home race in which to assert himself and claim the first pole-position of his career. Pace would join him on the front row, the two Ferraris would sit smouldering together on the second row, while James Hunt was unable to repeat his International Trophy form and would be back on the fifth row.

But it was time to pay tribute to another Englishman. Graham Hill chose this occasion in which to gather the world's press together and announce his retirement as a driver. Though we had known it had to happen sometime, it didn't really soften the blow.

There were those of us for whom Woodcote would always mean a sideways Hill snatching the flag from Clark on the last lap of a rainy race in 1962. Now, after 176 Grands Prix, two Championships, a Le Mans and an Indianapolis victory, (Hill is the only man in history to have won all three titles) he was hanging up his helmet. At least he would still be on hand to try and mould another Englishman, Tony Brise, to follow in his footsteps. And we knew we hadn't heard the last of his inimitable speeches.

At 2 pm the next day, the talking stopped. For once a Grand Prix was going to start on time, but there were anxious eyes cast at clouds rolling in from Buckinghamshire. A green light was substituted for the flag, and Pace made us all blink as he zoomed off with Pryce tucked in behind him. Hunt had made a



LAT

Something to sing about—Welshman Tom Pryce leads his first Grand Prix to warm Welsh hearts.

demon start too, and he was fifth behind Pace, Pryce, Regazzoni, and Lauda at the end of lap one. Jody Scheckter, the 1974 winner and the 1973 “villain”, was driving on the limit too, and forced a way past Hunt by the end of lap two. It was real ding-dong stuff. Fittipaldi was seventh, Andretti was eighth, and Brise was battling his way through the field.

Unfortunately, Brise pitted with a loose rear wheel and Andretti bounced the Parnelli’s nose off Jarier’s Shadow. It was a very hectic affair indeed, and no-one was driving with more verve than Regazzoni.

On lap ten, the burly Swiss snatched second place from Pryce. Two laps later he swooped on Pace at the chicane. The crowd were on their feet. A Ferrari was in the lead—but it was the “wrong” Ferrari as far as the Championship

was concerned.

Now the order was Regazzoni, Pace, Pryce, Lauda, Scheckter, Fittipaldi, and Hunt, and it stayed that way until lap 19. Once again in a sodden season, the weatherman was to take a hand. There was a flurry of rain—not on every part of the circuit, but certainly at Club corner. Regazzoni spun, and his wing crumpled against the barrier. Tom Pryce, who had passed Pace two laps earlier, was leading the race.

Not since the Stewart days had we seen a Briton lead the big British race, but there was scarcely time to cheer. Certainly no time for the Welsh to warm up to a hymn of praise! On lap 20, Scheckter passed Pace. A lap later, the South African led the race as Pryce hit rain at Becketts, skidded off the track, and hammered into the catch fencing. A pole slammed down

on his helmet and he was fortunate to escape unhurt.

But Scheckter only led for one lap. Now *he* decided to play the pit-stop game—Hunt fashion. He rushed in to change to rain tyres and was shortly followed by Lauda, amongst other notables.

On this occasion Hunt didn't seem in a hurry to stop, however. Although the pits were waiting for him, he decided to stay out. "Although the track was really too wet for slicks, I was sure that it would dry out again soon. I decided to hang on."

Pace and Fittipaldi obviously felt the same way, and they continued to slither round ahead of Hunt and Mass while Scheckter roared out again and began to make up time. The Tyrrell pit had won a pit stop competition (versus McLaren) on Friday—now they changed tyres in 43 seconds, for real!

Scheckter repaid them by driving surefootedly past Mass, Hunt, Fittipaldi, and Pace, until he led again by lap 27. It had taken him just six laps to regain the lead after that pit-stop. Had the Tyrrell team outsmarted everyone?

Soon Jody was a full 16 seconds in the lead. Lauda had made a complete nonsense of *his* pit stop by rushing away, despite frantic signals from his mechanics. Sure enough, a wheel had fallen off a few yards further down the pit road. Not a glorious day for Ferrari in general and Lauda in particular!

But James Hunt was moving through, despite his slick tyres, and so was Jarier. As Mass spun and Pace and Fittipaldi fell back, Jarier promoted himself to second place (on wet tyres) while Hunt somehow stayed in third place—still on slicks.

Now it began to look as if James Hunt had once again outsmarted his rivals. Much of the circuit was dry and, just as he had anticipated, Scheckter had to return to the pits to change back onto *dry* tyres. Heaven knows how the spectators were supposed to know what was going on!

Jarier led for two laps before he, too, returned to the pits to grab a set of slicks. It took the Grandstands a lap or two to appreciate that the situation they hadn't dared hope for had occurred—James Hunt, a prototype Englishman, was leading the Silverstone Grand Prix. And how many laps were left?

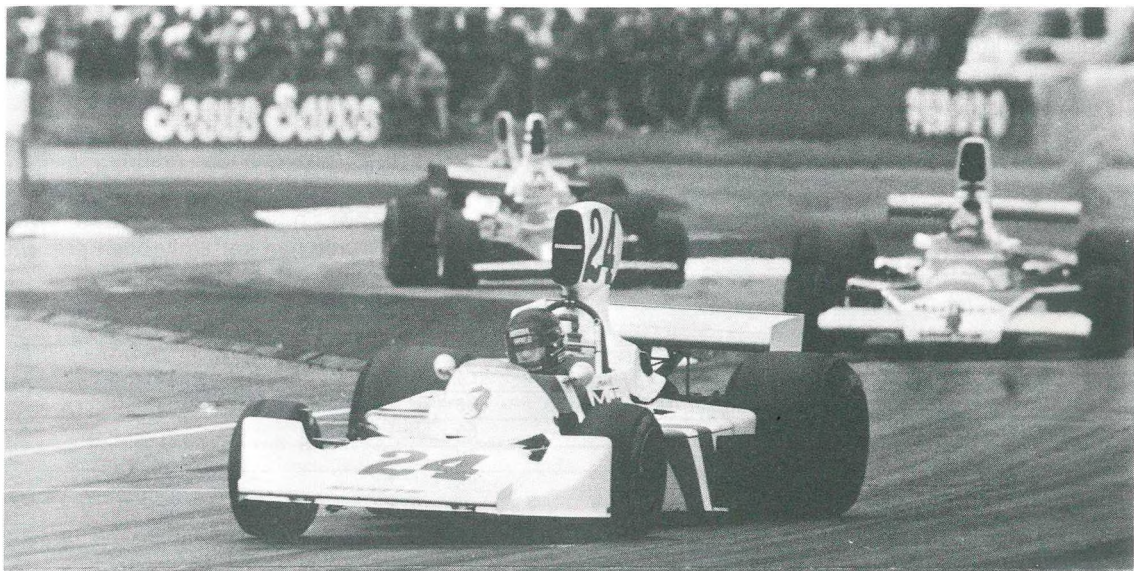
But James was not to earn the just reward for his cerebral craftsmanship. Fittipaldi—another master tactician—was hard on his exhausts, and there was a sudden, ominous change in the engine-note of the white red and blue Hesketh. The exhaust system was falling apart. After leading for eight laps, James surrendered to Emerson, then to Pace, and then to Scheckter. Poor old Jody—this was his *third* attempt to take the lead!

Thus, on lap 53, the order was Fittipaldi, Pace, Scheckter, Hunt, Brambilla, and Donohue. Lauda was ninth! But the rain was returning. On lap 54, Jarier emerged from the chicane, slithered, and smashed into the catch fence. A piece of "safety" fencing flew into the grandstand and injured a spectator (sic).

A lap later, Brambilla and Lauda hurried into the pits to change tyres yet again—back to rain tyres! It was Lauda's *fourth* pit-stop. This time they got it right, but too late. Back on the track it was mayhem.

On lap 56, Tony Brise crashed in the misty rain at Club. Through the gloom we saw driver after driver brake—to no avail. In the biggest aquaplaning accident ever seen in Grand Prix racing, Scheckter followed suit and sprained a wrist. Pace crashed and hurt his neck. A marshal was caught up in the confusion as Hunt, Morgan, Wilson Fittipaldi, Henton, and Nicholson joined in the carnage.

At Stowe, Watson, Depailler, Donohue, and Mass were having an accident all on their own. Again no-one was badly hurt. Emerson somehow avoided this mechanised skaters' waltz and arrived in the pits to change tyres. He didn't know it, but at that moment he was the race winner. He went out again, saw the red



GEOFF GODDARD

Home hero—James Hunt had his moment of glory, but a broken exhaust meant that he couldn't deny Emerson for long.

Teddy Mayer's picnic—Geoffrey Kent, Chairman of John Player, Emerson Fittipaldi, and the Duke of Kent wait for Teddy Mayer to add more moisture, in the form of champagne, to an already soggy Silverstone.



GEOFF GODDARD

flag, and returned. Only six cars were still running. Sixteen drivers had crashed on that infamous afternoon!

The RAC ruled that the race had ended on lap 55—the last lap on which the bulk of the field were still in one piece. Dazed drivers returned to find they had earned points. Ferrari protested at yet another piece of “British justice”, but this time, the RAC refused to be browbeaten by them, or by March.

No-one had been seriously hurt. Emerson had re-opened his interest in the Championship. That, at least, was certain. Hours later, sitting in their cars in Silverstone’s notorious traffic jams, the equally dazed spectators heard on the radio the provisional results, which only became the final results *three days later!*

They may not have known *what* was happening, but they had certainly been present *at a happening*. Book now for '76!

70

RESULTS					
Driver	Car	Lap	Time	Speed	
1st Emerson Fittipaldi	Texaco-Marlboro-McLaren M23	56	1hr 22min 05.0sec	120.01mph	
2nd Carlos Pace	Martini-Brabham BT44B	55	*		
3rd Jody Scheckter	Elf-Tyrrell-Ford 007	55	*		
4th James Hunt	Hesketh 308	55	*		
5th Mark Donohue	Citibank March 751	55	*		
6th Vittorio Brambilla	March 751	55			
7th Jochen Mass	Texaco-Marlboro-McLaren M23	55	*		
8th Niki Lauda	Ferrari 312T	54			
9th Patrick Depailler	Elf-Tyrrell-Ford 007	54	*		
10th Alan Jones	Embassy-Hill GH1	54			
11th John Watson	Matchbox-Surtees TS16.4	54	*		
12th Mario Andretti	Parnelli VPJ-4	54			
13th Clay Regazzoni	Ferrari 312T	54			
14th Jean-Pierre Jarier	UOP Shadow DN5	53	Not running at finish		
15th Tony Brise	Embassy-Hill GH1	53	*		
16th Brian Henton	John Player Special 72	53	*		
17th John Nicholson	Lynca F1	52	*		
Dave Morgan	Matchbox-Surtees TS16	50	* Unclassified but running at finish		
Wilson Fittipaldi	Copersucar-Fittipaldi FD	50	* Unclassified but running at finish		

* Accident in rain.

Race stopped by red flag on Fittipaldi's 57th lap because of rain-affected track.

Fastest lap: Clay Regazzoni (Lap 16) 1min 20.9sec, 130.47mph

RETIREMENTS

Driver	Car	Laps completed	retirement reason
Carlos Reutemann	Martini-Brabham BT44B	4	Engine—dropped valve
Jacques Laffite	Williams FW	5	Gearbox
Ronnie Peterson	John Player Special 72	7	Engine—dropped valve
Lella Lombardi	March 751	18	Engine
Tom Pryce	UOP Shadow DN5	20	Accident in early rain
Jim Crawford	John Player Special 72	28	Spin—could not restart
Hans Stuck	March 751	45	Crash

WORLD CHAMPIONSHIP TABLE

	Points		Points		Points
Niki Lauda	47	Clay Regazzoni	16	Ronnie Peterson	3
Emerson Fittipaldi	33	Jochen Mass	14½	Tom Pryce	2
James Hunt	25	Patrick Depailler	12	Vittorio Brambilla	2
Carlos Reutemann	25	Mario Andretti	5	Jean-Pierre Jarier	1½
Carlos Pace	24	Mark Donohue	4	Tony Brise	1
Jody Scheckter	19	Jacky Ickx	3	Lella Lombardi	½

ROUND 11/GERMAN GRAND PRIX

NURBURGRING, August 3
14 laps of 14.19-mile circuit

Distance: 198.64 miles
Weather: Sunny and dry

STARTING GRID

N. Lauda Ferrari 6min 58.6sec	C. Pace Brabham-Ford 7min 00.0sec	P. Depailler Tyrrell-Ford 7min 01.4sec
C. Regazzoni Ferrari 7min 01.6sec	J. Scheckter Tyrrell-Ford 7min 01.3sec	J. Mass McLaren-Ford 7min 01.8sec
J. Hunt Hesketh-Ford 7min 02.7sec	H. Stuck March-Ford 7min 02.1sec	E. Fittipaldi McLaren-Ford 7min 02.7sec
M. Andretti Parnelli-Ford 7min 08.2sec	V. Brambilla March-Ford 7min 06.0sec	C. Reutemann Brabham-Ford 7min 04.0sec
T. Brise Hill-Ford 7min 10.9sec	J. Laffite Williams-Ford 7min 10.0sec	J. Watson John Player Special 7min 09.4sec
A. Jones Hill-Ford 7min 18.6sec	M. Donohue Penske-Ford 7min 11.8sec	R. Peterson John Player Special 7min 11.6sec
L. Lombardi March-Ford 7min 36.4sec	H. Ertl Hesketh-Ford 7min 19.5sec	I. Ashley* Williams-Ford 7min 15.9sec
	W. Fittipaldi Copersucar-Ford 7min 19.1sec	G. van Lennep Ensign-Ford 7min 20.4sec

* Did not start

Scheckter had a brand new car. Frank Williams had brought along yet another new driver—Ian Ashley. German journalist Harald Ertl appeared in the former Jones/Stiller Hesketh. And Tony Trimmer arrived with the Maki team, who never seem to know when to give up.

It didn't take long to realise that this, too, was to be a fraught gathering. And on this occasion the culprit would be not the weather, but punctures. A circuit of over 14 miles takes a lot of sweeping, and more than a dozen drivers would pay the penalty for the careless driving of their colleagues as sharp little stones took their toll.

For a while we were able to concentrate on normality as Niki Lauda rocketed round in 7 min 00.6 sec—two tenths better than his best time of the previous year. James Hunt took out the new Hesketh, but chose to return to his trusty 308 after just one lap in the C-type. And then there was a whole torrent of excited Teutonic commentary as the officials clocked Jochen Mass at 7 min 01.8 sec. Emerson followed close behind, and both the Ferrari and the McLaren camps looked pleased that evening.

But Saturday was a different story. Jochen Mass hit a patch of dirt, spun and wrote off his McLaren in a very hard smash indeed. Minutes later, Tony Brise had a puncture and wrote off *his* car. Neither driver was hurt, but Ian Ashley wasn't so lucky, breaking a leg in an accident at the Pflanzgarten. The Maki also crashed—just as the plucky Trimmer had looked like qualifying it.

But by now everyone was talking about Lauda. The Austrian earned a little place in history by becoming the first man ever to lap the Nurburgring in under seven minutes. Who would have believed it a few years ago?

Somehow, the teams managed to rebuild their cars after the Silverstone carnage. Only the Surtees team had been too badly hit to come to the circuit where Big John had scored two of his greatest victories. So John Watson was loaned to the John Player squad. Jody

But was he celebrating? No. He was earnestly discussing with Emerson how they could prevent punctures the next day. It was to prove a prophetic debate.

72 There were at least a quarter of a million spectators crammed round the mighty 'Ring on a scorching Sunday, but it is doubtful if any one of them could have forecast the final first six placings. It was to be a bizarre afternoon.

Not that there was anything unusual about the start. Niki Lauda simply soared away, followed by Pace, Depailler, and Mass. But the new German hero was not even going to have the chance to show himself to all the spectators. At the Foxhole a sudden puncture sent him at top speed into the barriers. He was very, very lucky to escape unhurt. Puncture number one had struck. Later evidence showed that something sharp *had* forced its way into the tyre, despite all that careful sweeping.

Patrick Depailler had already taken second place, and he wasn't letting Lauda run away, either. The lights on the scoreboard merged into a solid, mishapen oval. The noise preceded the cars. Here comes the Ferrari, and there's a blue car on its tail! Lauda, Depailler, Pace, Reutemann, Regazzoni, Stuck, Fittipaldi, and Hunt flash by.

Peterson pulled into the pits with a clutch problem. Donohue arrived with a flat tyre. Puncture number two! Puncture number three wasn't far away, and it was the World Champion who had sustained it. Emerson limped home, but the vibration had already taken its toll and he retired a lap later.

Meanwhile, John Watson, making a very strong impression in his guest appearance for Lotus, had an almighty accident when his front suspension came adrift and he skated to a halt in a shower of sparks—unhurt.

By now the leaders had roared past for the third time, and *still* Depailler was haunting Lauda. Pace was still third, but Regazzoni had passed Reutemann and Hunt had taken Stuck for sixth place. Mark Donohue had been

stranded with yet another puncture and Brambilla had stopped with *three* punctures. Now the plague was to hit the leader board.

At the end of lap five, Pace arrived with a punctured rear tyre. He went out again but to no avail. The suspension had been damaged and the left rear upright gave way under the strain.

Lap six—and the order was Lauda, Depailler, Regazzoni, Reutemann, Hunt, and Jarier. And, behind Jarier, Jody Scheckter! He had promoted himself from fifteenth to *seventh* place after a dismal start.

By lap seven he was sixth, having forced a way past Jarier. It was to prove a disastrous move—for both drivers. As they approached the Karussel, Scheckter's car suddenly launched itself into the barrier and the South African climbed out unscathed from a wrecked car.

The cause could have been a slow puncture which suddenly exploded. The effect was not in doubt. It not only forced Jody from the fray, but the debris quickly punctured one of Jarier's tyres. The rubber wrapped itself round the driveshaft and the Shadow was strangled to a halt a few miles later.

It wasn't to be Tyrrell's day. On lap nine, Patrick Depailler's exhilarating chase after Lauda was snuffed out by a suspension failure so unusual that the mechanics had to strip the spare car to send him back into the race, a very distant thirteenth. Unlucky indeed. And the Ferraris were first and second.

But not for long. On lap ten, the puncture jinx struck Lauda. A front tyre was deflating, and he began the long limp home to the pits. There was no comrade Clay to take over the lead. After setting a new lap record, his engine blew, and Lauda could only watch as Reutemann, Hunt, and Pryce streamed past him.

But there was no time to settle back and anticipate a battle between Reutemann and the two Britons. James Hunt suddenly re-appeared again from the Loop behind the pits. A drive-peg had sheared. Suddenly the order

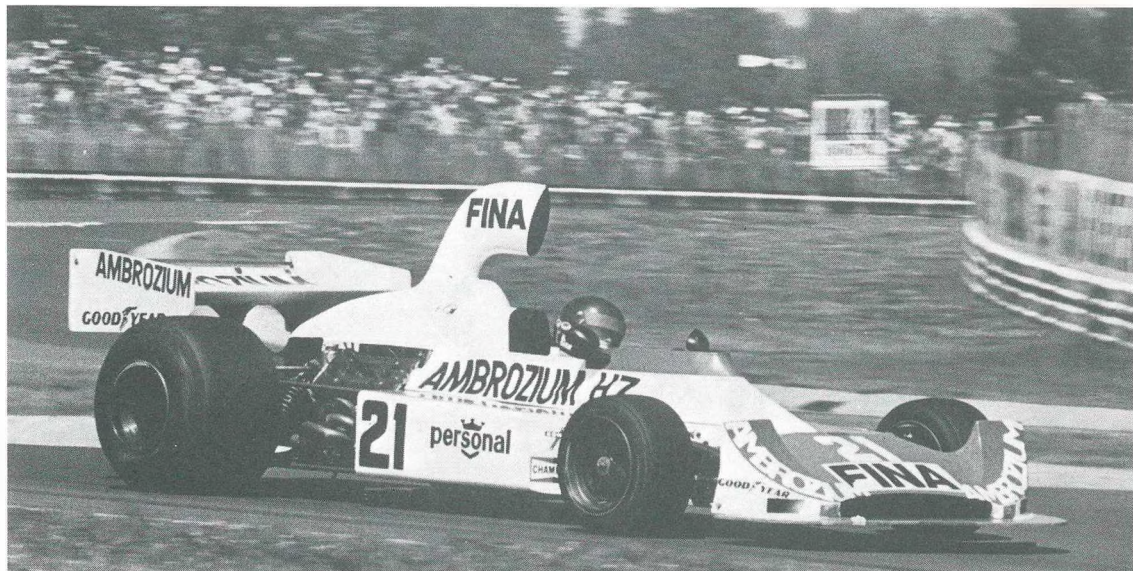


73

GEOFF GODDARD

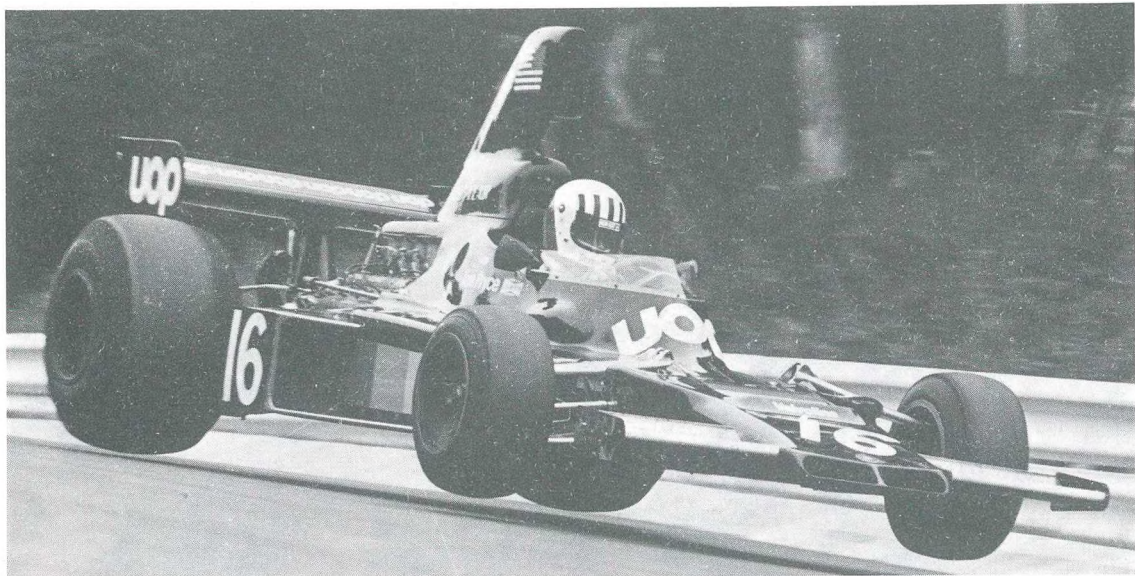
German jousting—Lauda leads a very close pack indeed as Depailler, Pace, Mass, and Regazzoni chase him round the first corner.

Frank's friend—Jacques Laffite gave the Williams team its best result in years when the Frenchman finished second after a very creditable drive.



GEOFF GODDARD

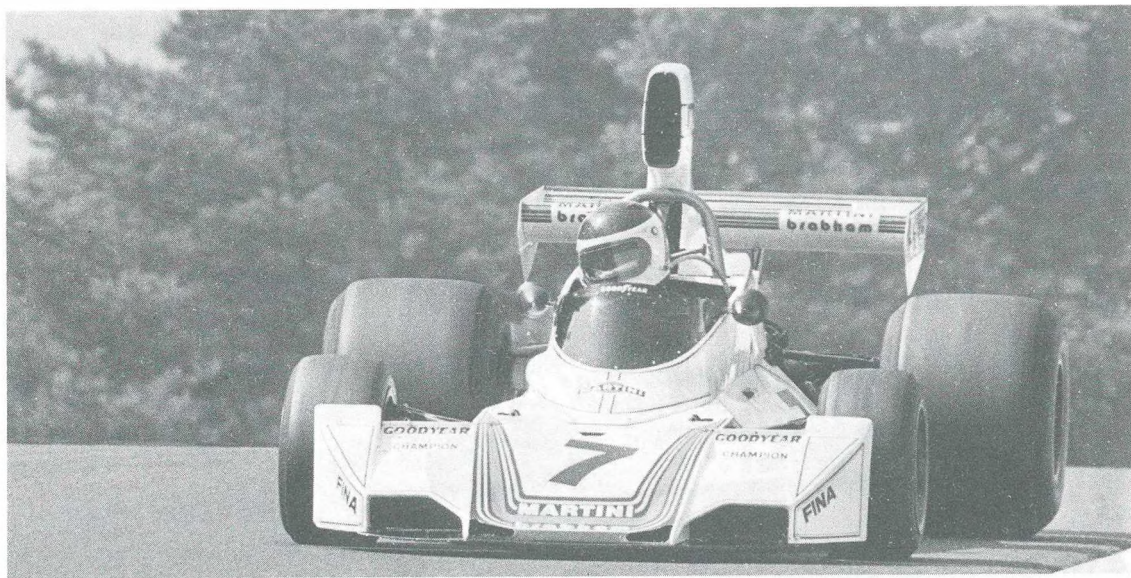
74



LAT

Painful Pryce—Tom Pryce's drive was one of the bravest of the year as he brought his Shadow home fourth, despite fumes and pain caused by fuel spilling about the cockpit.

High point for Carlos—Nurburgring was undoubtedly the high spot of Carlos Reutemann's season as he scored his only victory of the year. Here he crests the highest point of the circuit at Hohe Acht.



GEOFF GODDARD

was Reutemann, Pryce, Laffite, Lauda, and Jones!

Nobody knew the agony that Tom Pryce was suffering. A fuel leak in his cockpit was not only searing his skin but almost blinding him with fumes. He undid his seat straps to try and ease himself up from the liquid swilling about his seat. And there could be no worse circuit than the 'Ring to try and drive without straps.

He almost crashed as he fought to maintain concentration—stopping as he crossed the line to start tearing off his clothes. No wonder

he had given best to Laffite on the 12th lap and Lauda a lap later. Still, he had earned a very brave fourth place—ahead of two new point scorers: Alan Jones, and the new Ensign with Gijs van Lennep at the wheel.

Ahead of this doughty struggle, Reutemann had cruised home with a minute-and-a-half to spare. Jacques Laffite had made Frank Williams the happiest man in Germany by finishing second. And Niki Lauda now had a 17-point lead. Could he clinch the title in his native Austria?

RESULTS

Driver	Car	Lap	Time	Speed
1st Carlos Reutemann	Martini-Brabham BT44B	14	1hr 41min 14.1sec	117.732mph
2nd Jacques Laffite	Williams FW	14	1hr 42min 51.8sec	
3rd Niki Lauda	Ferrari 312T	14	1hr 43min 37.4sec	
4th Tom Pryce	UOP Shadow DN5	14	1hr 44min 45.5sec	
5th Alan Jones	Embassy-Hill GH	14	1hr 45min 04.4sec	
6th Gijs van Lennep	Ensign N175	14	1hr 46min 19.6sec	
7th Lella Lombardi	March 751	14	1hr 48min 44.5sec	
8th Harald Ertl	Hesketh 308	14	1hr 48min 55.0sec	
9th Patrick Depailler	Elf-Tyrrell-Ford 007	13		
Fastest lap: C. Regazzoni (Lap 7) 7min 06.4sec, 119.79mph				

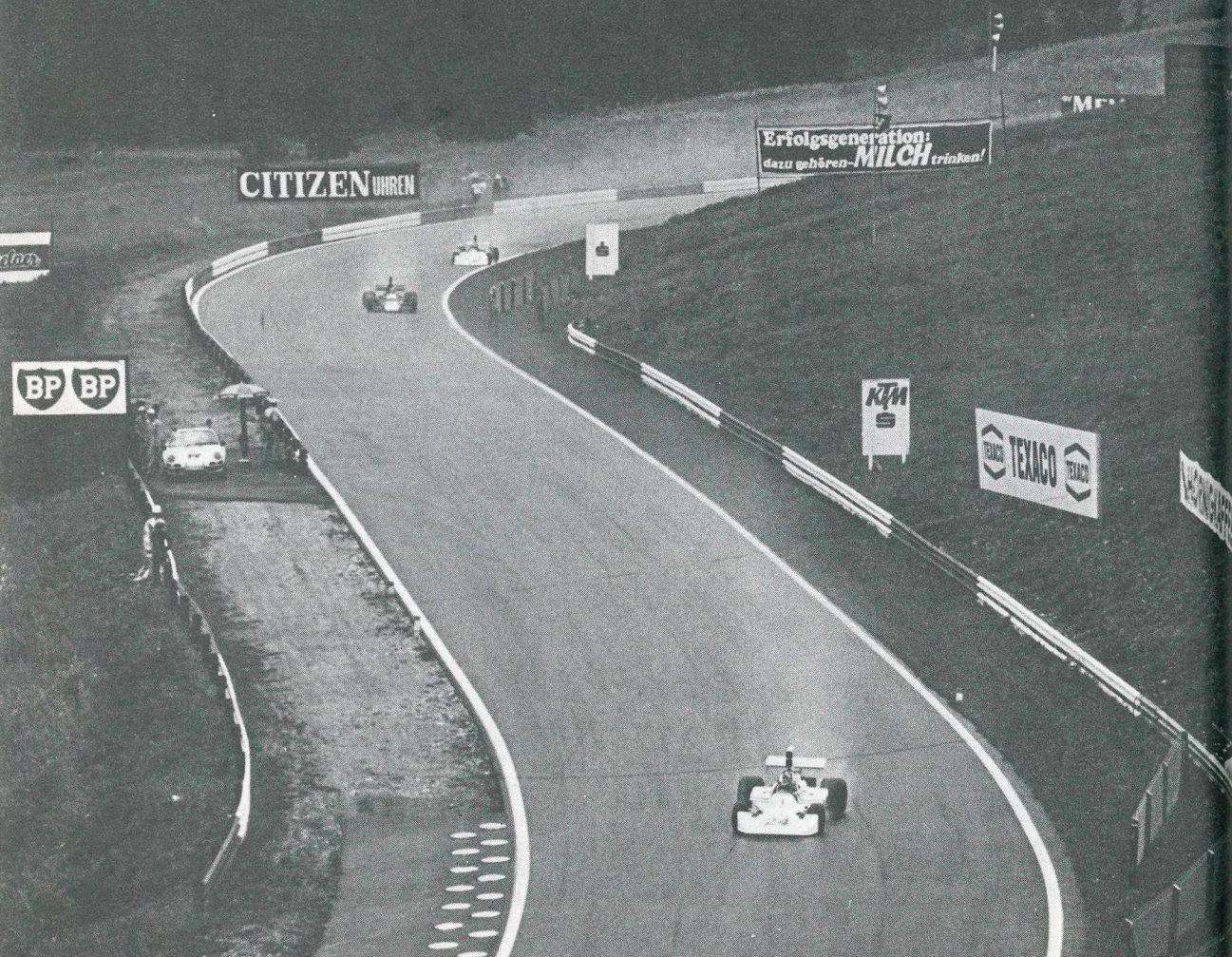
RETIREMENTS

Driver	Car	Laps completed	and retirement reason
Jochen Mass	Texaco-Marlboro-McLaren M23	0	Crash
Mark Donohue	Citibank-March 751	1	Puncture
Ronnie Peterson	John Player Special 72	1	Clutch
John Watson	John Player Special 72	2	Suspension
Vittorio Brambilla	March 751	3	Puncture and suspension
Hans Stuck	March 751	3	Engine—water leak
Wilson Fittipaldi	Copersucar-Fittipaldi FD	4	Engine
Emerson Fittipaldi	Texaco-Marlboro-McLaren	5	Suspension after puncture
Carlos Pace	Martini-Brabham BT44B	5	Rear upright
Jean-Pierre Jarier	UOP-Shadow DN5	7	Puncture
Jody Scheckter	Elf-Tyrrell-Ford 007	7	Crash
Tony Brise	Embassy-Hill GH	9	Crash
Clay Regazzoni	Ferrari 312T	9	Engine
James Hunt	Hesketh 308C	10	Broken rear hub
Mario Andretti	Parnelli VPJ-4	12	Broken wheel, then fuel leak

WORLD CHAMPIONSHIP TABLE

	Points		Points		Points
Niki Lauda	51	Jochen Mass	14½	Ronnie Peterson	3
Carlos Reutemann	34	Patrick Depailler	12	Alan Jones	2
Emerson Fittipaldi	33	Jacques Laffite	6	Vittorio Brambilla	2
James Hunt	25	Mario Andretti	5	Jean-Pierre Jarier	1½
Carlos Pace	24	Tom Pryce	5	Tony Brise	1
Jody Scheckter	19	Mark Donohue	4	Gijs van Lennep	1
Clay Regazzoni	16	Jacky Ickx	3	Lella Lombardi	½

Mountain misery—the Austrian Grand Prix provided the gloomiest and most dangerous conditions of the year as thunderstorms crashed down over the mountains to flood the famous circuit.



ROUND 12/AUSTRIAN GRAND PRIX

OSTERREICHRING, August 17

54 laps of 3.673-mile circuit*

Race abandoned after 29 laps.

Distance: 198 342

Distance covered: 106.517 miles

Weather: Heavy rain

STARTING GRID

	J. Hunt Hesketh-Ford 1min 34.97sec		N. Lauda Ferrari 1min 34.85sec
H. Stuck March-Ford 1min 35.38sec		E. Fittipaldi McLaren-Ford 1min 35.21sec	
	C. Pace Brabham-Ford 1min 35.71sec		C. Regazzoni Ferrari 1min 35.41sec
V. Brambilla March-Ford 1min 35.80sec		P. Depailler Tyrrell-Ford 1min 35.78sec	
	J. Scheckter Tyrrell-Ford 1min 36.14sec		J. Mass McLaren-Ford 1min 36.12sec
J. Laffite Williams-Ford 1min 37.60sec		C. Reutemann Brabham-Ford 1min 36.43sec	
	J.-P. Jarier Shadow-Ford 1min 37.62sec		R. Peterson John Player Special 1min 37.61sec
T. Brise Hill-Ford 1min 37.69sec		T. Pryce Shadow-Ford 1min 37.64sec	
	J. Watson Surtees-Ford 1min 37.96sec		B. Lunger Hesketh-Ford 1min 37.87sec
L. Lombardi March-Ford 1min 38.43sec		M. Andretti Parnelli-Ford 1min 37.97sec	
	B. Evans BRM 1min 39.53sec		C. Amon Ensign-Ford 1min 38.75sec
H. Ertl Hesketh-Ford 1min 40.72sec		R. Stommelen Hill-Ford 1min 39.56sec	
	J. Vonlanthen Williams-Ford 1min 42.80sec		R. Wunderink Ensign-Ford 1min 42.58sec

The most popular item was a T-shirt bearing Niki's smiling visage and the caption "Niki Lauda—Wordly Champion". The spelling may have left something to be desired, but the sentiment was most certainly shared by well over 100,000 patriotic and fervent fans. They were going to have to draw on every reserve of their exuberance to fuel them through a sad and soggy meeting.

While Niki Lauda repaid the applause of the faithful by claiming his *seventh* pole position of the season, there were some new faces to occupy the attention of heretics who hadn't come along exclusively to cheer Lauda. Brett Lunger, the 29-year-old former US marine arrived to take his seat in the second Hesketh works car. He was financed by a unique venture in the often bizarre sponsorship game. A group of wealthy and patriotic American businessmen had taken "shares" in the promising all-American boy and had sent former L & M expert Rod Campbell to Holland to select a car for their "investment". Not unnaturally, after Hunt's Zandvoort display, Rod had homed in on the Hesketh camp and his judgment was proved sound when Lunger earned a ninth-row spot on the grid (ahead of those American giants Andretti and Donohue) in his first outing in a GP car *and* at the daunting Osterreichring.

Harald Ertl wasn't far behind in his ex-Stiller Hesketh, while James Hunt showed exactly what the car *could* achieve by taking second spot on the front row of the grid—his best practice-performance of the season.

There were two familiar faces to welcome back to the fold: Rolf Stommelen, who had made an enormously brave recovery (though he still looked to be in considerable pain) and

As far as the Austrians were concerned, the destination of the 1975 World Drivers' Championship was no longer a matter of doubt. They had started to pitch their tents at the majestic valley circuit a full week before the Grand Prix was due to start, and the souvenir sellers were out in force.

Chris Amon—formerly of just about every top team—trying his luck in the Ensign.

They both had better luck than Brian Henton, who crashed his JPS severely in practice when he hit a patch of oil and Wilson Fittipaldi who broke two bones in his hand when he crashed very heavily indeed when a front-suspension arm snapped.

Both men would miss the race, letting in Swiss F2 man Jo Vonlanthen in a Surtees and Wunderink in the second Ensign. Once again, Tony Trimmer couldn't coax sufficient speed from the Maki before it shed a wheel in very dangerous fashion.

And so Sunday morning dawned sunny, with a temperature of over 90 degrees, and with the prospect of yet another duel between Niki Lauda and James Hunt to add to that warm feeling. But there were clouds of every variety—emotional and atmospheric—due to destroy any feeling of joy.

Suddenly, during the unofficial practice session, Mark Donohue crashed when taking one of the fastest corners flat out. The catch-fencing, which had seemed such a boon in South Africa and at Silverstone, on this occasion accentuated the severity of the crash. It rolled into a ball under the car and helped to launch it over the guard-rail into the scaffolding of an advertising hoarding that was far, far too close for comfort. Two marshals received fatal injuries and it was left to Emerson Fittipaldi and other drivers to lead the rescue operations.

At the time, it seemed that Donohue had survived the massive impact, but, two days later, he died in Graz hospital. We mourn one of the most gentle men ever to grace the top echelon of motor sport.

Regrettably, after the tragedy came the farce. As the cars rolled round to the grid—late, as was usual in a very dilatory season—there was a delay while we waited for Andretti. By the time he arrived, it was to report that it was raining on the far side of the track. As commentators vainly tried to keep talking, the

TV monitors showed the most ominous thunderclouds, and we were soon to be drenched.

On the starting grid the one-minute board was up, with two men running to gesticulate fiercely. Denny Hulme and Bernie Ecclestone instantly proved to any lingering doubters who *really* runs motor racing these days. The board was lowered. There was more consultation and the cars rolled back to the pits to change onto wet tyres.

Meanwhile, the crowd stood in the mud, got fearfully wet, and began to drift home. It took another 40 minutes for the combatants to drag themselves back to the grid to start a very, very wet race. And the crowd's disappointments were only just beginning!

Not that there was any sign of things to come at the start. Niki Lauda outdragged Hunt up the hill and relegated the Englishman and Patrick Depailler to the grim task of peering through his spray. Yes, Depailler! The Frenchman had slithered right through from the fourth row and almost snatched the lead as reward for his bravery.

One lap completed and, through the balls of spray, we saw Lauda leading from Hunt, Depailler, Stuck, Fittipaldi, and Brambilla. But the field was to be rapidly depleted. Mario Andretti, who had also made a fair start, spun eleventh place away on the second lap. Bob Evans brought a sick sounding BRM into the pits.

Back on the skating rink, Lauda was holding off Hunt but, behind them, their pursuers soon found their mirrors filled by the glowing orange March of a very determined Brambilla. Charging along like a wild-eyed water-babe, he dived through the spray to promote himself to third place in just five ferocious laps.

Ronnie Peterson was "on song" too. It took him only nine laps to splash from tenth to fourth place. This was a race for the brave!

Perhaps Hans Stuck was a little too brave. On lap eleven, he seemed simply to surf off



A sad Sunday morning—Mark Donohue was badly injured in Sunday morning's unofficial practice. He died of his injuries two days later—a tragic blow to motorsport.



The crunch—Vittorio Brambilla celebrated March's first works victory with a crash just a few yards past the finishing line. Was he signalling for an insurance man?

the track, ploughing through a catch-fence into the guard-rail. An ambulance was sent to collect him, and would affect the rest of the story significantly.

By lap 12, it was obvious that James Hunt had got the measure of Austria's number one son. The Ferrari wasn't set up fully to cope with the conditions and, on lap 15, Hunt stormed by. The Englishman was leading a Grand Prix for the fifth time in a very impressive season.

But this wasn't a moment for celebration. Brambilla followed him past the Ferrari and now Hunt had his hands full as Brambilla began to attack. To make matters worse, there was a sudden change in the engine note of the Hesketh. It was running on seven cylinders.

Still Hunt held Brambilla at bay, driving with the same sort of determination he had shown in the wet at Silverstone, until the duelling pair approached James' new teammate—driving *very* carefully on his first wet outing in a Grand Prix.

The luckless Lunger couldn't see who it was approaching him through the spray. Hunt knew there was an ambulance out on the circuit and wasn't going to dive through and risk meeting it.

Brambilla took a deep breath and suddenly dived by both the Heskeths. He was leading a Grand Prix for the second time—and still Lunger didn't move out of Hunt's way.

James tried again and again to force a way past, but it was obvious that Lunger simply didn't know he was there. It took two more laps for the pits to get the message to a startled and contrite American. And, by that time, Brambilla was a ball of spray far away on the horizon.

But others had had their problems too. Peterson had to make a pit stop to cope with a misted visor. Pace came in to complain of handling and it was found that the Brabham crew had fitted odd tyres to the rear of his car. Both he and Reutemann were running with one of their *own* rear tyres and one belonging to their team-mate! No wonder there were red faces in the rain.

Suddenly the TV monitor showed another red face. Jochen Mass, who had promoted himself to third place (followed by Pryce), spun off and treated us to some impromptu rallycross as he struggled to get back onto the track.

Someone else was watching, too. Down in the pits, GPDA President Denny Hulme had been watching a monitor. Instantly he sprinted up to the officials. Arms began to wave. The gestures were obvious. The men who had controlled the start of the race were now about to have it stopped in the interests of safety. And who could blame them? The conditions were now truly appalling.

On lap 29, Brambilla came round to find the

chequered flag waiting for him. He stuck out a jubilant arm, put on his brakes, and crashed a few yards later. The March works team had won their first Grand Prix—or had they?

Down the pit road, Ken Tyrrell was preparing his cars for a re-start. The bedraggled crowd waited amidst even more confusion. But Max Mosley had his rule-book at the ready. The race had been stopped with a chequered flag only. There was no accompanying black flag. The race *couldn't* be re-started. Rivals reeled

under this technical knock-out. The legal brain had won the day. But only half-points would be awarded.

As far as Brambilla was concerned, he couldn't have cared less. At 37, the oldest man in the race had outriven them all to gain his first victory. Everyone seemed pleased.

Lauda had gained just half-a-point. Technically, the Championship was still open, but who could hope to deny him just half a point—at Monza of all places?

RESULTS

Driver	Car	Lap	Time	Speed
1st Vittorio Brambilla	March 751	29	57min 56.69sec	111.23mph
2nd James Hunt	Hesketh 308	29	58min 23.72sec	
3rd Tom Pryce	UOP-Shadow DN5	29	58min 31.54sec	
4th Jochen Mass	Texaco-Marlboro-McLaren M23	29	59min 09.35sec	
5th Ronnie Peterson	John Player Special 72	29	59min 20.02sec	
6th Niki Lauda	Ferrari 312T	29	59min 26.97sec	
7th Clay Regazzoni	Ferrari 312T	29	59min 35.76sec	
8th Jody Scheckter	Elf-Tyrrell-Ford 007	28		
9th Emerson Fittipaldi	Texaco-Marlboro-McLaren M23	28		
10th John Watson	Matchbox-Surtees TS16.4	28		
11th Patrick Depailler	Elf-Tyrrell-Ford 007	28		
12th Chris Amon	Ensign N175	28		
13th Brett Lunger	Hesketh 308	28		
14th Carlos Reutemann	Martini-Brabham BT44B	28		
15th Tony Brise	Embassy-Hill GH1	28		
16th Rolf Stommelen	Embassy-Hill GH1	27		
17th Lella Lombardi	March 751	26		
18th Roelof Wunderink	Ensign N174	25		

Race stopped at Lap 29 because of rain. Half points awarded.

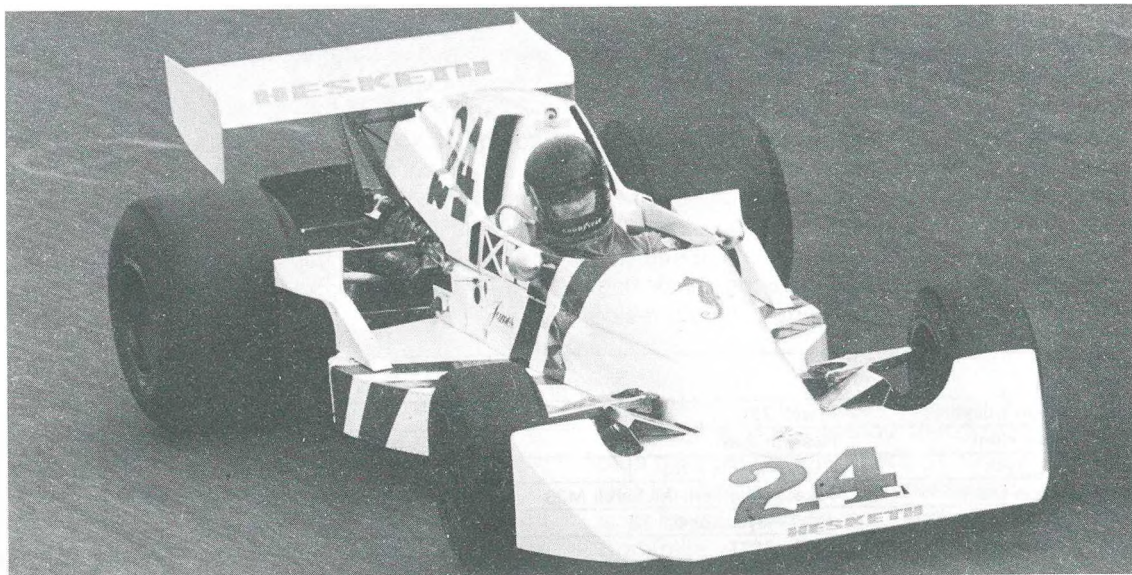
Fastest lap: V. Brambilla 1min 53.90sec, 116.08mph

RETIREMENTS

Driver	Car	Laps completed	retirement reason
Mario Andretti	Parnelli VPJ-4	2	Spin
Bob Evans	Stanley-BRM P201	2	Engine
Jean-Pierre Jarier	UOP-Shadow DN5	11	Fuel injection
Hans Stuck	March 751	11	Crash
Jo Vonlanthen	Williams FW	15	Engine
Carlos Pace	Martini-Brabham BT44B	17	Engine
Jacques Laffite	Williams FW	21	Handling
Harald Ertl	Hesketh 308	23	Engine

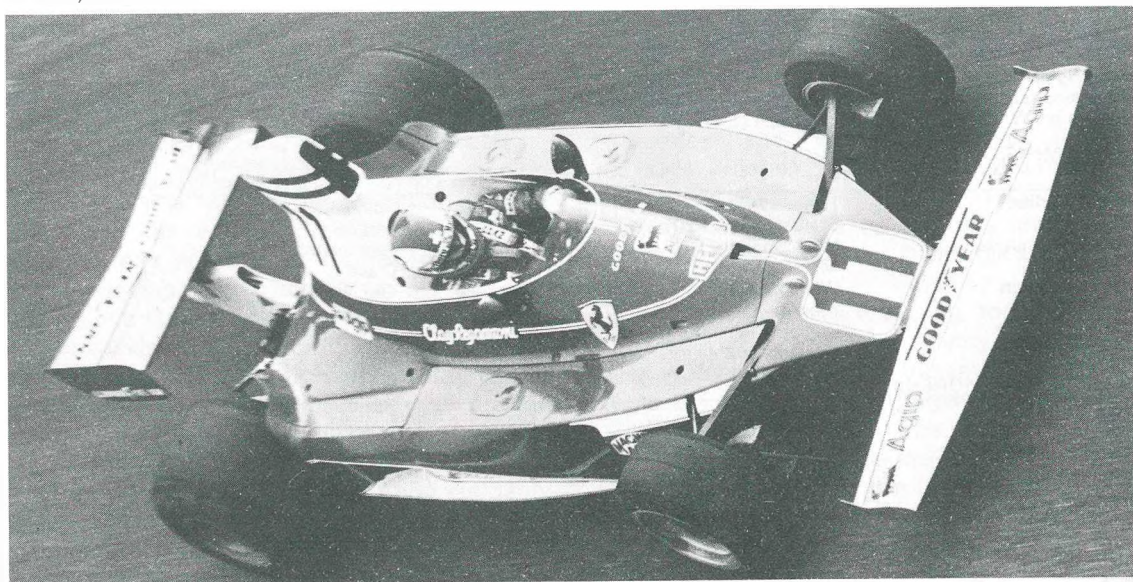
WORLD CHAMPIONSHIP TABLE

	Points		Points		Points
Niki Lauda	51½	Clay Regazzoni	16	Ronnie Peterson	4
Carlos Reutemann	34	Patrick Depailler	12	Jacky Ickx	3
Emerson Fittipaldi	33	Tom Pryce	7	Alan Jones	2
James Hunt	28	Vittorio Brambilla	6½	Jean-Pierre Jarier	1½
Carlos Pace	24	Jacques Laffite	6	Tony Brise	1
Jody Scheckter	19	Mario Andretti	6	Gijs van Lennep	1
Jochen Mass	16	Mark Donohue	4	Lella Lombardi	½



Enter the new Hesketh—James Hunt gave the exotic new Hesketh 308C its race debut and finished a very contented fifth.

Ferrari favourite—Clay Regazzoni completed Monza's day of joy by winning the race for the second time in five years.



ROUND 13/ITALIAN GRAND PRIX

MONZA, September 7
52 laps of 3.592-mile circuit

Distance: 186.759 miles
Weather: Rain in morning, dry for the race

STARTING GRID

N. Lauda Ferrari 1min 32.24sec	C. Regazzoni Ferrari 1min 32.75sec	J. Scheckter Tyrrell-Ford 1min 33.27sec
E. Fittipaldi McLaren-Ford 1min 33.08sec	T. Brise Hill-Ford 1min 33.34sec	J. Hunt Hesketh-Ford 1min 33.73sec
J. Mass McLaren-Ford 1min 33.29sec	C. Pace Brabham-Ford 1min 34.17sec	P. Depailler Tyrrell-Ford 1min 34.36sec
C. Reutemann Brabham-Ford 1min 33.44sec	T. Pryce Shadow-Ford 1min 34.71sec	H. Stuck March-Ford 1min 35.29sec
V. Brambilla March-Ford 1min 33.90sec	R. Peterson John Player Special 1min 34.22sec	B. Evans BRM 1min 35.61sec
J.-P. Jarier Shadow-Matra 1min 34.61sec	M. Andretti Parnelli-Ford 1min 34.72sec	R. Zorzi Williams-Ford 1min 36.19sec
H. Ertl Hesketh-Ford 1min 35.43sec	J. Laffite Williams-Ford 1min 35.48sec	L. Lombardi March-Ford 1min 37.06sec
C. Amon Ensign-Ford 1min 35.56sec	B. Zorzi Williams-Ford 1min 36.19sec	A. Merzario Copersucar- Ford 1min 37.33sec
B. Lunger Hesketh-Ford 1min 36.11sec	R. Stommelen Hill-Ford 1min 36.44sec	
J. Crawford John Player Special 1min 37.14sec		

Prix. The first Italian to win a Grand Prix since Scarfiotti in 1966! And here was Clay Regazzoni—a Monza favourite ever since his victory there in 1970—fresh from his triumph in the non-Championship race at Dijon.

The Gods were smiling on the gatemen at the Autodrome! The crowds, of course, poured in. And what crowds. They pitched their camps alongside the rails near the chicane—fervent little installations complete with flags, banners, and the inevitable home-made grandstands.

Those who hadn't brought along their own scaffolding simply "borrowed" someone else's. Once again the giant AGIP advertising hoarding was to be dismantled to provide the best free Grandstand in motor racing.

Nothing else is free. It isn't cheap to be a patriot in Italy. You simply had to be armed with a flag (£2), a Niki Lauda T-shirt (still proclaiming him Champion and still spelt incorrectly for £3), a Ferrari cap (£2), and even a Ferrari cushion to imprint the Ferrari message firmly upon your person for £3. An even better selling item seemed to be wire-cutters!

While the faithful applauded every sign of movement from the Ferrari pit, when they could see it past the multitude of TV and film cameras, there were some interesting new arrivals planted amongst the more deserted sections of the pits. The John Player Team were giving Bolton's Jim Crawford an outing. Frank Williams had signed F3 man Renzo Zorzi. Former Williams' man Arturo Merzario was in the Copersucar, and James Hunt was giving the new Hesketh 308C its first genuine Grand Prix outing.

It didn't take long for Niki Lauda to shake off both his raucous admirers and his rivals and settle down to claim his eighth pole-position. Clay Regazzoni completed the gate-

It was, of course, a story-book situation. Here was Niki Lauda—suddenly a Ferrari favourite instead of Regazzoni's villainous rival—requiring just half-a-point to give Ferrari their first World Championship since 1964.

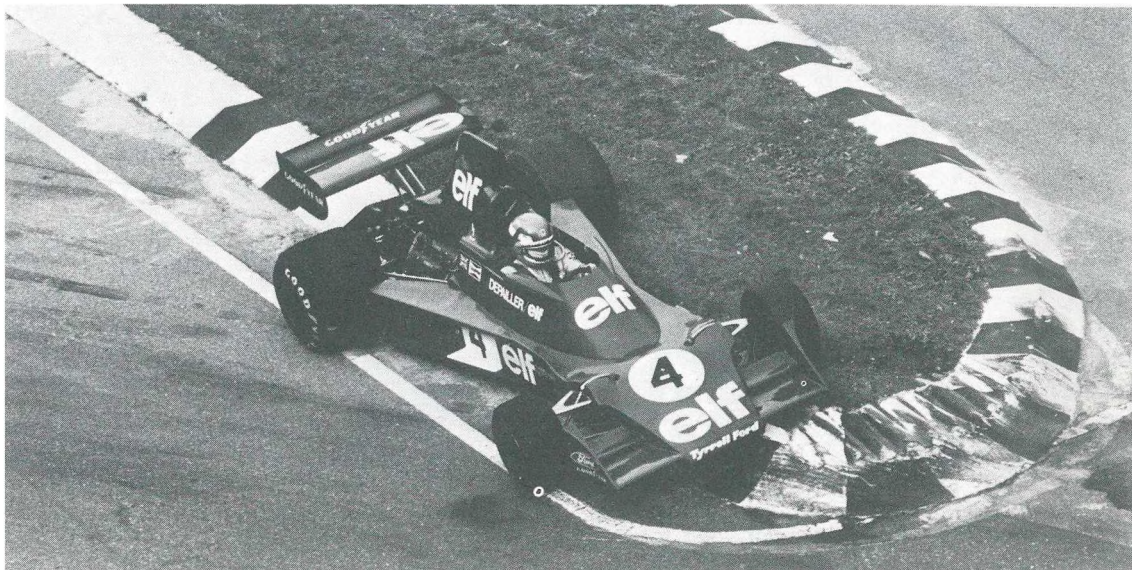
Here was Vittorio Brambilla returning to his native Monza—the hero of the Austrian Grand



Chicanery! Monza's new chicanes brought many a driver to grief in a very dramatic Italian Grand Prix. Patrick Depailler in one of his more embarrassing moments. The tyre mark shows how far Patrick is sliding sideways.

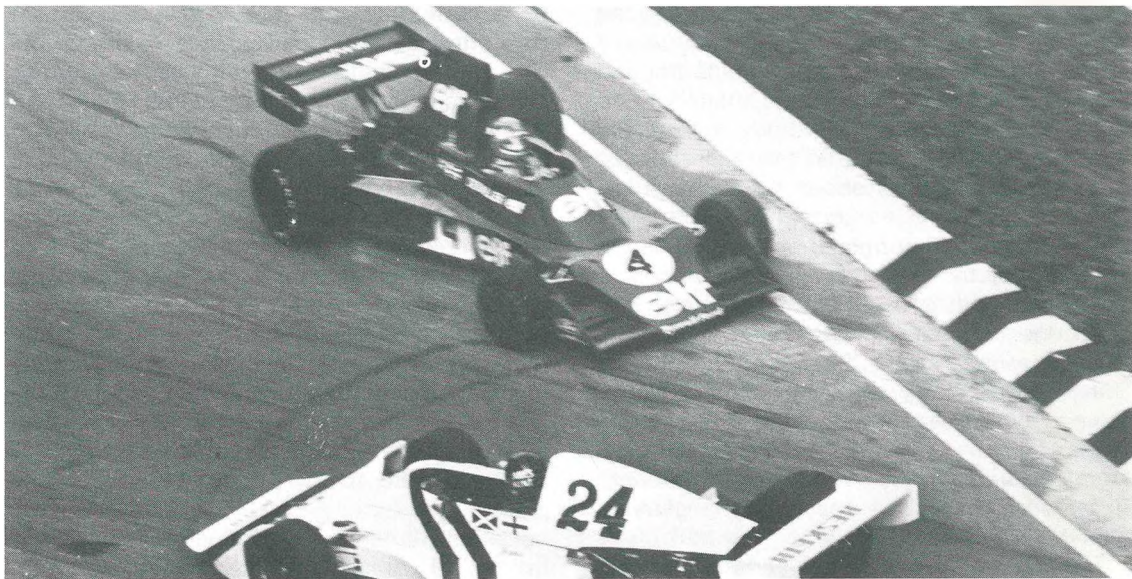
Mind the island!





No parking please!

Sacre Bleu! Excuse me, James, which way are we going?



men's joy by claiming the second spot. A Ferrari-filled front row—what more could anyone wish for?

86 Carlos Reutemann wasn't having as pleasing a practice. But the only man who could wreck Monza's carnival mood by being presumptuous enough to win the race was *really* trying. He spun twice in his efforts to promote himself up the grid, but had to be content with a fourth-row placing.

In contrast, 23-year-old Tony Brise delighted Graham Hill by claiming a third-row spot on his first run at Monza, and Jochen Mass was only squeezed from the second row by a late burst by Scheckter.

There was a burst of a different kind on Sunday morning. A cloudburst! The heavens opened with a vengeance and it began to look as if a Grand Prix would be postponed for the first time in the Championship's 26-year history. The banners drooped sadly. Barefooted fans splashed miserably through the mud. Stall-holders who had been selling straw hats a few hours earlier materialised with plastic macs.

"There are 106,000 who have *paid* to come in," said an official. "They are probably in the minority!"

Miraculously, so it seemed, the rains stopped and the sun came out with just an hour to spare. Emerson and Niki drove round the track together in a sports car. Still friends, though one man was about to surrender his title to the other.

The two Ferraris rumbled and roared to the front row of the grid. Now it was difficult to hear the engines above the noise of the crowd. The constant chanting of "Ferrari! Ferrari!" echoed round every metre of the circuit. Thirty thousand Swiss invaders blew horns, clanged cow-bells, and proclaimed their undying affection for "R-E-G-A-Z-Z-O-N-I". Austrians and Italians forgot old differences and prepared to share the reflected glory of "N-I-K-I! N-I-K-I!"

The flag fell. Would the two Ferraris eliminate

each other at the first corner? Necks strained. No-one was sitting on their expensive cushions as the cars scrabbled away. Regazzoni led from Lauda. But the dreaded spectre of Reutemann was too close for comfort, just behind Jody Scheckter.

"Straightaway we began to give Niki signals telling him just how far he was ahead of Reutemann," said Luca Montezemolo. "That was all that mattered."

Meanwhile, down in front of the Grandstand, Bob Evans rolled to a halt just a yard or so past the flag. An engine plug had failed just as it had failed Beltoise in the same spot, at exactly the same moment, just a year previously. "They should have left the old one parked there," muttered a cynic. Crawford had been shunted on the grid. A lap later, the second JPS would be in the wars, too.

Regazzoni and Lauda roared through the chicane cleanly. Scheckter didn't. As he dashed down the escape road he saw chaos erupt behind him. Mass hit the kerbing so hard that the McLaren's suspension surrendered. Reutemann, Hunt, and Fittipaldi emerged unscathed. Somebody rammed Peterson. Brise spun across the entrance to the chicane. Andretti and Stommelen both suffered blows which eliminated them from the contest. Peterson's throttles were jammed open and his engine gave up the unequal struggle within a minute of restarting his not-so-merry race. Hans Stuck, like Brise, seemed helpless to avoid a collision, but fellow Teuton Harold Ertl lived up to his name and somehow soared over the top of Stuck's March. But Stuck had already sustained a broken upright.

As for Scheckter, he took one look at the mechanical carnage occupying the chicane and the escape road and decided he would be better off on the track. He rejoined the race in eleventh place, happy to have escaped in one piece.

Carlos Reutemann, still doing everything in his power to keep his title hopes flickering,



87

LAT

Champion salute—a sporting Emerson Fittipaldi acknowledges his successor as the new Champion takes a bow.

was now some six seconds behind Lauda, with problems of his own. Fittipaldi and Hunt were giving chase. Then followed Depailler—a lonely seventh—with Tom Pryce fighting off Pace for eighth place. But that Wales v Brazil confrontation was not due to last for long. After six laps, Pace retired with a broken throttle-link, and there were only 18 cars left in the race. Stuck and Lombardi would shortly join the “retired” list.

Poor old Brambilla had disappeared all on his own. His clutch had failed to last more than one lap. At least there was still an Italian-sounding name at the front of the field—Regazzoni was circulating in majestic style with Lauda quite content to nurse his way round in second place. But the crowd couldn’t really relax and enjoy this apparent scarlet monopoly. They remembered only too well what had happened last year. And, if the two Ferraris both failed again, there was Reutemann waiting to pick up the pieces *and* the points!

Shortly, however, solace came their way, in the unexpected form of Fittipaldi. The retiring

Champion was too late to save his title, but he was about to preserve his reputation with one of the finest drives of his career.

Champion is as Champion does! And Emerson was doing fine. On lap 14 he surged past Reutemann, and the cheers rang round the Autodrome. The Ferraris were way, way in the distance, but Emerson was not to be denied. In an epic chase, Emerson remorselessly carved his way through a gap of over ten seconds. It was absorbing stuff, and even the Italians cheered as Emerson finally fought his way past the Champion-to-be with just $6\frac{1}{2}$ laps left.

Behind him, the escape road at the chicane had continued to monopolise both the action and the placings. Depailler had taken Hunt, only to surrender fifth place to an excursion. Tom Pryce moved up to duel with his fellow Briton, who was, in turn, trying everything he knew to get past Reutemann. And Tom moved gleefully through on lap 27 when James took a look down the escape road. He had braked to avoid Reutemann, and gone straight on across the Brabham.

Eleven laps later, Pryce slipped and Hunt was back in fifth place, chasing Reutemann again. In the meantime, there was a golden intruder—Harold Ertl. He may have been a lap behind, but he drove so well that Pryce couldn't overtake him, and the newer Hesketh earned its first points.

But by that time, Monza was competing for the multi-decibel title of "Cacophony capital of the world". Regazzoni had taken the flag, Lauda was third and Champion. Happiness

that September evening was to be Italian, or even Swiss or Austrian. Ferrari had won the title in front of their home crowd for the first time since 1961, and 14 years is a long time to wait.

Niki Lauda had become the third youngest Champion in the history of the sport, and no-one could deny that he had earned every one of the cheers that continued to echo round Monza for hours on end.

RESULTS

Driver	Car	Lap	Time	Speed
1st Clay Regazzoni	Ferrari 312T	52	1hr 22min 42.6sec	135.48mph
2nd Emerson Fittipaldi	Texaco-Marlboro-McLaren M23	52	1hr 22min 59.2sec	
3rd Niki Lauda	Ferrari 312T	52	1hr 23min 05.8sec	
4th Carlos Reutemann	Martini-Brabham BT44B	52	1hr 23min 37.7sec	
5th James Hunt	Hesketh 308C	52	1hr 23min 39.7sec	
6th Tom Pryce	UOP Shadow DN5	52	1hr 23min 58.5sec	
7th Patrick Depailler	Elf-Tyrrell-Ford 007	51		
8th Jody Scheckter	Elf-Tyrrell-Ford 007	51		
9th Harald Ertl	Hesketh 308	51		
10th Brett Lunger	Hesketh 308	50		
11th Arturo Merzario	Copersucar-Fittipaldi FD	48		
12th Chris Amon	Ensign N175	48		
13th Jim Crawford	John Player Special 72	46		
14th Renzo Zorzi	Williams FW	46		

Fastest lap: C. Regazzoni (Lap 47) 1min 33.1sec, 138.87mph

RETIREMENTS

Driver	Car	Laps completed	and retirement reason
Bob Evans	Stanley BRM P201	0	Engine
Ronnie Peterson	John Player Special 72	1	Engine—after chicane accident
Rolf Stommelen	Embassy Hill Lola T370	1	Accident at chicane
Tony Brise	Embassy Hill GH1	1	Accident at chicane
Mario Andretti	Parnelli VPJ-4	1	Accident at chicane
Vittorio Brambilla	March 751	1	Clutch
Jochen Mass	Texaco-Marlboro-McLaren M23	2	Damaged in accident at chicane
Carlos Pace	Martini-Brabham BT44B	6	Broken throttle linkage
Jacques Laffite	Williams FW	7	Jammed gearbox
Hans Stuck	March 751	15	Suspension—after chicane accident
Lella Lombardi	March 751	21	Accident—brake failure
Jean-Pierre Jarier	UOP Shadow DN7	32	Engine

WORLD CHAMPIONSHIP TABLE

	Points		Points		Points
Niki Lauda	55½	Jochen Mass	16	Ronnie Peterson	4
Emerson Fittipaldi	39	Patrick Depailler	12	Jacky Ickx	3
Carlos Reutemann	37	Tom Pryce	8	Alan Jones	2
James Hunt	30	Vittorio Brambilla	6½	Jean-Pierre Jarier	1½
Clay Regazzoni	25	Jacques Laffite	6	Tony Brise	1
Carlos Pace	24	Mario Andretti	5	Gijs van Lennep	1
Jody Scheckter	19	Mark Donohue	4	Lella Lombardi	½

ROUND 14/UNITED STATES GRAND PRIX

WATKINS GLEN, October 7
59 laps of 3.337-mile circuit

Distance: 199.243 miles
Weather: Cold and dry

STARTING GRID

E. Fittipaldi McLaren-Ford 1min 42.36sec	N. Lauda Ferrari 1min 42.00sec
J.-P. Jarier Shadow-Ford 1min 42.75sec	C. Reutemann Brabham-Ford 1min 42.96sec
V. Brambilla March-Ford 1min 42.84sec	M. Andretti Parnelli-Ford 1min 42.82sec
P. Depailler Tyrrell-Ford 1min 43.03sec	T. Pryce Shadow-Ford 1min 34.71sec
J. Scheckter Tyrrell-Ford 1min 43.12sec	J. Mass McLaren-Ford 1min 43.10sec
J. Watson Penske-Ford 1min 43.31sec	C. Regazzoni Ferrari 1min 43.24sec
R. Peterson John Player Special 1min 43.57sec	H. Stuck March-Ford 1min 43.41sec
C. Pace Brabham-Ford 1min 44.05sec	J. Hunt Hesketh-Ford 1min 43.82sec
B. Lunger Hesketh-Ford 1min 45.23sec	T. Brise Hill-Ford 1min 44.06sec
M. Leclere Tyrrell-Ford 1min 46.02sec	B. Henton John Player Special 1min 45.24sec
R. Wunderink Ensign-Ford 1min 47.22sec	J. Laffite* Williams-Ford 1min 46.03sec
L. Lombardi* Williams-Ford 1min 49.73sec	W. Fittipaldi Copersucar- Ford 1min 48.22sec

* *Did not start*

The Canadian Grand Prix had disappeared from the Championship calendar. The organisers and the Formula One Constructors' Association had failed to agree about that modern malaise—money. In a sudden, united show of strength, the constructors had shown who was boss. Now we knew for certain who was *really* running motor racing!

Hindsight indicates that perhaps it's a pity that the US Grand Prix wasn't cancelled as well, for the last round of a very mixed season proved to be a shabby and squabblesome affair, both on and off the track.

Once again, practice stories were to be concerned with words, not deeds. The Grand Prix Drivers' Association locked themselves away for yet another of their interminable meetings. This time they were concerned about threatened "transfer fees", and their wages for this race.

The Canadians had not taken their defeat lying down. They arrived at Watkins Glen complete with a writ, and demanded that over £60,000 of the prize money be "frozen" pending legal wrangles.

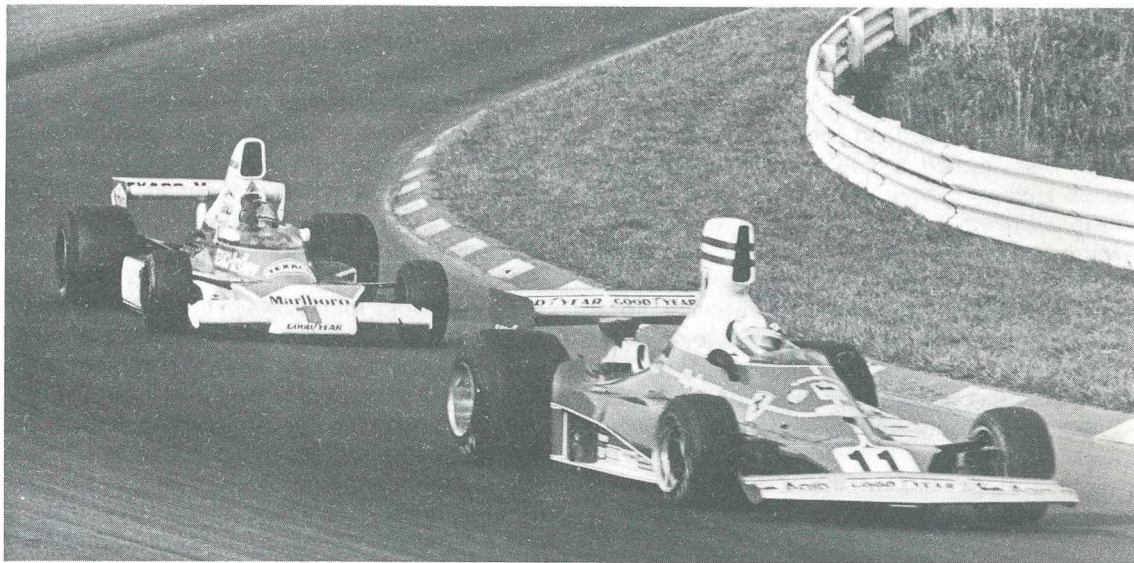
There was a protest of a more amusing kind as Lord Alexander Hesketh exposed an ample T-shirt urging the assembled populace to help "Protect the Whale" from unscrupulous Japanese fishermen. Frankly, the good Lord's argument seemed as relevant to motor sport—the motor sport we used to know and love—as 90 per cent of the arguments that had raged through a troubled and truculent season.

There were dramas of a more mechanical kind out on the track which now had a chicane on "Graham Hill" at the corner which cost Francois Cevert his life. Pace and Reutemann were the first couple to try and negotiate it simultaneously with the inevitable bruising effect. Vittorio Brambilla crumpled his March at the same spot while Regazzoni smashed his car's nose there. At least the photographers had little difficulty in choosing where to stand.

Wilson Fittipaldi was back in action in the Copersucar, and perhaps wished he wasn't when a wheel flew off. Lella Lombardi had



The smile of a champion—Niki Lauda.



Move over Regga!—the controversial incident between Clay Regazzoni and Emerson Fittipaldi. Here the Brazilian waves his fist at the Ferrari.

finished her spell with March and transferred to the Williams camp. Brian Henton was back for JPS, while John Watson was “on trial for 1976” in the Penske. Chris Amon should have been in the Ensign, but was injured in a traffic-light shunt with a stolen car. It may sound trite, but will Chris Amon’s luck ever change?

Ken Tyrrell was running *three* cars, with the young Frenchman Michel Leclère making his debut in a blue car. The Elf-Tyrrell team had stolen all the pre-race headlines by unveiling their six-wheel car, Project 34, but we would have to wait until Silverstone test sessions to see it running in earnest.

Niki Lauda demonstrated just why he was Champion by collecting his ninth pole position of a sensational season, but Emerson was still making his Monza point, claiming the second spot and still *looking* like a Champ.

There were three dramas on the warming-up lap. Both Lella Lombardi and John Watson had to be towed home. John Watson had a

spare car which he started from the back of the grid, but poor old Lella had to take off her helmet and sit and watch. A minute later, Frank Williams’ other driver was sidelined through a freak accident which could have had very serious consequences. Jacques Laffite—the new Formula Two Champion—mistook a bottle of visor-cleaning fluid for eye-drops and was rushed to hospital in considerable pain.

So there were only 22 starters for the season’s final act, usually much better supported. Lauda made a good start to pull away from Fittipaldi, but nobody made a more dramatic start than James Hunt. He had promoted the new Hesketh from the eighth row to seventh position before most cars had stopped spinning their wheels. Jarier was third, Brambilla fourth, Reutemann fifth, and Andretti sixth.

Behind them, there was plenty of impact—in the literal sense of the word. On lap three, Pace and Depailler met forcefully under braking, and they were both relegated to the

role of spectators. On lap five, Regazzoni stopped to replace a damaged nose-cone, and would add to his notoriety on his return to the fray. On lap six, Brian Henton spun right in Tony Brise's path and the younger Englishman, Brise, retired angrily with a wheel torn from his car.

Meanwhile, up at the front, there was excitement of a less expensive and more orthodox kind. Lauda was not getting away from a grimly determined, flying Fittipaldi. Less than a second separated the two rivals until Clay Regazzoni rejoined the race and, on lap eighteen, was caught by the duelling pair. Fittipaldi was only half-a-second behind the new Champion now, and had twice tried to pass him at the end of the straight. It was a tremendous, combative way in which to end the season.

Could Emerson pass Niki as he had done so forcefully at Monza? Would the old Champion end the season ahead of the new? Who would give who the most to think about during the close season? Alas, we will never know. The crowd were robbed of a cracking motor race and the duellists of the chance to prove their points when fate intervened, in the ungainly shape of Regazzoni's Ferrari.

On lap 19 he waved his team-mate by. The gap grew. Ahead of Regazzoni, Lauda's lead just stretched and stretched. *Behind* Regazzoni, Fittipaldi fretted, fumed, shook his fist, and lost the race. After just four laps, he was ten seconds behind the fleeing Lauda, and still behind Regazzoni!

The gap was a yawning chasm of over 12 seconds by the time Regazzoni rolled into the pits, summoned by a belated black flag. Fittipaldi had lost his race. Now some of the Ferrari team lost their cool, and their reputations.

There were frantic gesticulations from team-manager Luca di Montezemolo. In seconds, he appeared to be squaring up to the chief steward, Bertie Martin, who had ordered "Regga" to be black-flagged. It was as un-

even a contest as the battle now winding up on the track. Luca weighs nine stones. Bertie is 16 stones at least. Some say Luca inadvertently took a swing at the no-nonsense American. Others say he was pushed and accidentally hit him. Some report that his frantic arm waving just happened to come a little too close to Bertie's towering torso. It all appeared a fairly unseemly and suicidal protest.

But Ferrari's pique wasn't complete. They decided to call Regazzoni in as a futile protest. It was hardly the way for a Champion team "manager" to behave.

On the track, however, Lauda was driving like a Champion. He had, of course, been entirely innocently involved in this unsavoury episode, and was merely doing his job as a driver. Emerson did his damndest to catch him, setting fastest lap on lap 43, but Niki was uncatchable. He not only won his fifth race of the season, but gave Ferrari their first-ever victory in America. What a tragedy that it should have been tainted in such irresponsible fashion.

Fittipaldi finished second in the race, and second in the title table. His remarkable Championship placings for the past four seasons now read: first; second; first; second. If he can maintain that sequence in 1976. . . .

He had also won the private "South American Championship" battle which had raged all season between Reutemann, Pace, and himself.

Once the luckless Jarier had vanished, James Hunt held third place in the promising new Hesketh for 14 laps. On lap 33, Mass forced his way past. On lap 50, Ronnie Peterson slipped by to relegate the Hesketh to fifth place, but not for long. On a dramatic last lap, Mass came into view, pumping rapidly failing brakes, just a few feet ahead of his closest challenger. But it wasn't Ronnie Peterson's black John Player Special that was pounding along in pursuit. It was a white

car.

On the very last journey through the chicane, poor old Peterson had wavered under braking (he had worn a front tyre down during his duel with Hunt) and James hammered gleefully past. Behind Peterson, Scheckter threw away his chances of overhauling the Swede by a similar "moment" in the chicane. Less than three seconds covered the four cars as they scurried home—Mass third, Hunt fourth, Peterson fifth, and Scheckter sixth. These four men should be disputing positions at the top of the table in 1976.

The sport had a very worthy new Champion—the first Champion ever to celebrate his

crown with a win at Watkins Glen. Fittipaldi had promised fireworks for the future. James Hunt had already shown that there *is* an Englishman waiting in the wings to fight the foreign challenge, and his new car was already showing great promise.

Now Ronnie Peterson was returning home to test Colin Chapman's new JPS. Jody Scheckter had to ride six wheels for the first time. John Watson had a Penske to work on through the winter. Carlos Reutemann had been promised an Alfa-engined Brabham.

And there were only fourteen weeks to go before the flag was due to fall in Argentina. . . .

93

RESULTS

Driver	Car	Lap	Time	Speed
1st Niki Lauda	Ferrari 312T	59	1hr 42min 58.175sec	116.10mph
2nd Emerson Fittipaldi	Texaco-Marlboro-McLaren M23	59	1hr 43min 03.118sec	
3rd Jochen Mass	Texaco-Marlboro-McLaren M23	59	1hr 43min 45.812sec	
4th James Hunt	Hesketh 308C	59	1hr 43min 47.650sec	
5th Ronnie Peterson	John Player Special 72	59	1hr 43min 48.161sec	
6th Jody Scheckter	Elf-Tyrrell-Ford 007	59	1hr 43min 48.496sec	
7th Vittorio Brambilla	March 751	59	1hr 44min 42.206sec	
8th Hans Stuck	March 751	58		
9th John Watson	Citibank Penske PC1	57		
10th Wilson Fittipaldi	Copersucar-Fittipaldi FD	55		
11th Tom Pryce	UOP Shadow DN5	52		
12th Brian Henton	John Player Special 72	49		

Fastest lap: E. Fittipaldi (Lap 43) 1min 43.374sec, 117.60mph

RETIREMENTS

Driver	Car	Laps completed	retirement reason
Carlos Pace	Martini-Brabham BT44B	2	Collision with Depailler
Patrick Depailler	Elf-Tyrrell-Ford 007	2	Collision with Pace
Michel Leclere	Elf-Tyrrell-Ford 007	5	Engine—oil leak
Tony Brise	Embassy-Hill GH1	5	Collision with Henton
Mario Andretti	Parnelli VPJ-4	9	Suspension
Carlos Reutemann	Martini-Brabham BT44B	9	Engine
Jean-Pierre Jarier	UOP-Shadow DN7	19	Wheel bearing
Clay Regazzoni	Ferrari 312T	28	Withdrawn as protest
Roelof Wunderink	Ensign N175	41	Gearbox—split cooler
Brett Lunger	Hesketh 308	46	Accident at chicane

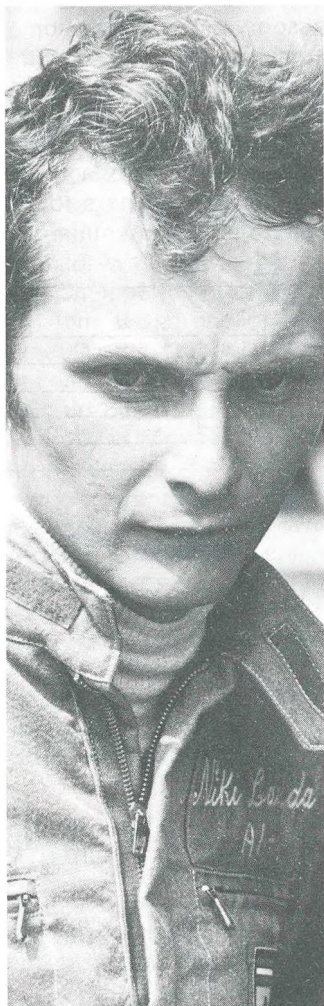
WORLD CHAMPIONSHIP TABLE

	Points		Points		Points
Niki Lauda	64½	Jochen Mass	20	Mark Donohue	4
Emerson Fittipaldi	45	Patrick Depailler	12	Jackie Ickx	3
Carlos Reutemann	37	Tom Pryce	8	Alan Jones	2
James Hunt	33	Vittorio Brambilla	6½	Jean-Pierre Jarier	1½
Clay Regazzoni	25	Jacques Laffite	6	Tony Brise	1
Carlos Pace	24	Ronnie Peterson	6	Gijs van Lennep	1
Jody Scheckter	20	Mario Andretti	5	Lella Lombardi	½

THE WORLD DRIVERS' CHAMPIONSHIP 1975

94

NIKI LAUDA



		Argentine G.P.	Brazilian G.P.	South African G.P.
NIKI LAUDA	Ferrari	6	5	5
EMERSON FITTIPALDI	McLaren-Ford	1	2	N.C.
CARLOS REUTEMANN	Brabham-Ford	3	8	2
JAMES HUNT	Hesketh-Ford	2 F.L.	6	R
CLAY REGAZZONI	Ferrari	4	4	16
CARLOS PACE	Brabham-Ford	R	1	4 F.L.P.
JODY SCHECKTER	Tyrrell-Ford	11	R	1
JOCHEN MASS	McLaren-Ford	14	3	6
PATRICK DEPAILLER	Tyrrell-Ford	5	R	3
TOM PRYCE	Shadow-Ford	12	R	9
VITTORIO BRAMBILLA	March-Ford	9	R	R
JACQUES LAFFITE	Williams-Ford	R	11	17
RONNIE PETERSON	John Player Special	R	15	10
MARIO ANDRETTI	Vel's Parnelli-Ford	R	7	R
MARK DONOHUE†	Penske-Ford	7	R	8
JACKY ICKX	John Player Special	8	9	12
ALAN JONES	Hesketh-Ford and Hill-Ford	D.N.E.	D.N.E.	D.N.E.
JEAN-PIERRE JARIER	Shadow-Ford	D.N.S.P.	R.F.L.P.	R
TONY BRISE†	Williams-Ford and Hill-Ford	D.N.E.	D.N.E.	D.N.E.
GIJS VAN LENNEP	Ensign-Ford	D.N.E.	D.N.E.	D.N.E.
LELLA LOMBARDI	March-Ford	D.N.E.	D.N.E.	R

Season 75/World Drivers' Championship 1975

Spanish* G.P.	Monaco G.P.	Belgian G.P.	Swedish G.P.	Dutch G.P.	French G.P.	John Player G.P.	German G.P.	Austrian* G.P.	Italian G.P.	U.S. G.P.	Started	Finished	Won	World Championship Points
R.P.	1 P	1 P	1 F.L.	2 F.L.P.	1 P	8	3 P	6 P	3 P	1 P	14	13	5	64.5
D.N.Q	2	7	8	R	4	1	R	9	2	2 F.L.	13	11	2	45
3	9	3	2	4	14	R	1	14	4	R	14	12	1	37
R	R	R	R	1	2	4	R	2	5	4	14	8	1	33
N.C.	R	5 F.L.	3	3	R	13 F.L.	R.F.L.	7	1 F.L.	R	14	10	1	25
R	3	8	R	5	R	2	R	R	R	R	14	6	1	24
R	7	2	7	R	9	3	R	8	8	6	14	10	1	20
1	6	R	R	R	3 F.L.	7	R	4	R	3	14	9	1	20
R	5 F.L.	4	12	9	6	9	9	11	7	R	14	11	0	12
R	R	6	R	6	R	R.P.	4	3	6	11	14	8	0	8
5	R	R	R.P.	R	R	6	R	1 F.L.	R	7	14	5	1	6.5
D.N.E.	D.N.Q	R	D.N.E.	R	11	R	2	R	R	D.N.S.	10	4	0	6
R	4	R	9	R	10	R	R	5	R	5	14	7	0	6
R.F.L.	R	D.N.E.	4	D.N.E.	5	12	R	R	R	R	12	4	0	5
R	R	R	5	8	R	5	R	D.N.S.	—	—	11	5	0	4
2	8	R	15	R	R	D.N.E.	D.N.E.	D.N.E.	D.N.E.	D.N.E.	9	6	0	3
R	R	R	11	13	16	10	5	D.N.E.	D.N.E.	D.N.E.	8	5	0	2
4	R	R	R	R	8	14	R	R	R	R	13	3	0	1.5
7	D.N.E.	R	6	7	7	15	R	15	R	R	10	6	0	1
D.N.E.	D.N.E.	D.N.E.	D.N.E.	10	15	D.N.E.	6	D.N.E.	D.N.E.	D.N.E.	3	3	0	1
6	D.N.Q.	R	R	14	18	R	7	17	R	D.N.S.	10	5	0	0.5

KEY: *Race halted before two-thirds distance—only half-points awarded.

†Driver deceased.

P=started from pole position; F.L.=recorded fastest lap in race; R=retired from race; N.C.=not classified as finisher;

D.N.S.=did not start race, although qualified; D.N.Q.=did not qualify for race.

THE NON-CHAMPIONSHIP RACES—1975

Barrie Gill

96 DAILY MAIL

BRITISH AIRWAYS/ RACE OF CHAMPIONS Brands Hatch, March 16 40 laps—106 miles

There couldn't have been a chillier contrast for the teams returning from Kyalami than the bleakness of Brands Hatch. There are some of us old enough to remember when the Race of Champions somehow guaranteed sunshine, but winter was still hovering with a vengeance as the teams (and the patient crowds) endured wind, rain, and *snow*!

There had been pre-race storms about topping up the grid with Formula 5000 cars, but a compromise was reached when only Formula 5000 charioteers with Formula One experience were invited to the party. Emerson Fittipaldi had been the most vehement protester. He must have been doubly embarrassed when he qualified *seventeenth* on the grid—four rows and three seconds behind Tom Belso, the fastest of the Formula 5000 men.

Frank Williams' new boy, Italian Formula Two driver Maurizio Flammini made himself a non-starter—and very unpopular with Frank—by thumping his car into Clearways. We never heard of him again! Roelof Wunderink made a better impression, making his Formula One debut in the Mo Nunn Ensign, while Tony Trimmer qualified well up the grid in the Safir which we had once known as a Token.

Meanwhile, up at the front, Kyalami victor Jody Scheckter was having to give best in practice to Tom Pryce, who was, quite simply, superb in the Shadow in the appalling conditions. As James Hunt was absent, Tom must

have gladdened the organisers' hearts (and pockets) as he gave the Press a new home hero with which to urge the crowds to "roll up".

Despite the weather, they responded, and they stood patiently watching snow falling as the start was delayed while the teams made up their minds which tyres to use.

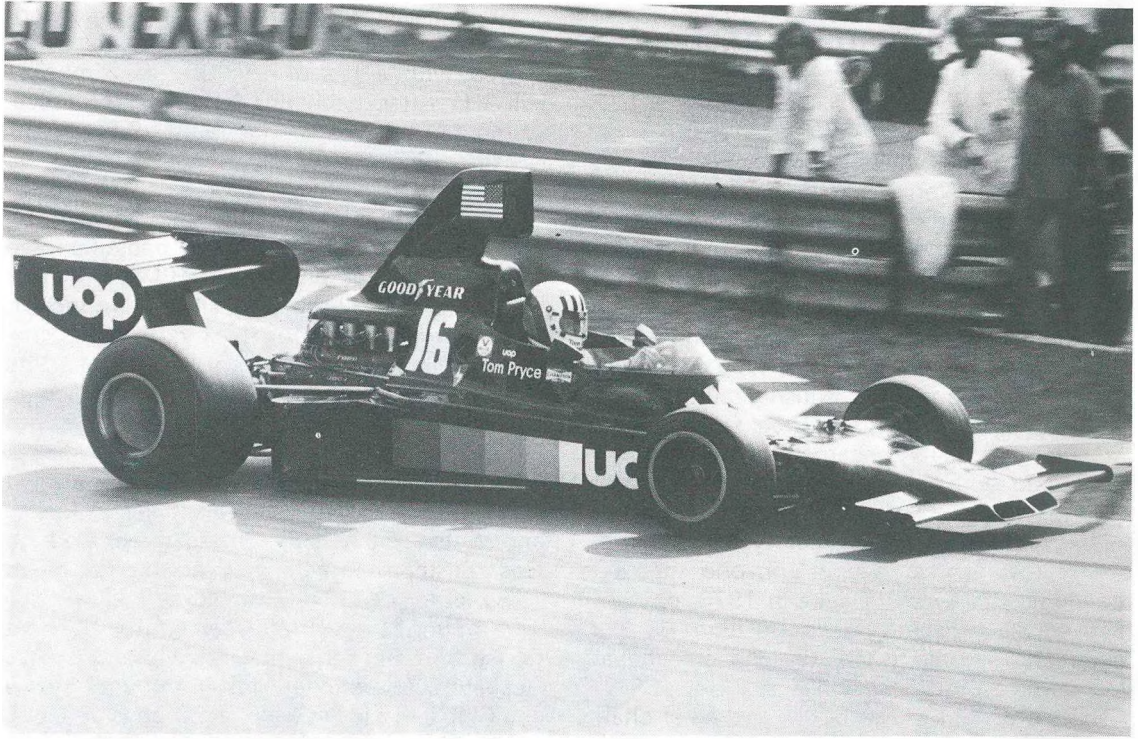
When the flag fell, it looked as if we were going to see an action-replay of the 1974 race as Jacky Ickx streaked through from the second row to lead the field away. Behind him, somebody nudged Tom Belso and his Formula 5000 car spun, taking Mass with it. For some strange reason, the German driver decided to call it a day and the incident was sufficient for the Formula One "temperamentals" to ban Formula 5000 cars for the future. Rough justice indeed, but typically elitist!

Jacky Ickx had a very near neighbour—one Jody Scheckter—who seemed about to remind everyone that he had won the Grand Prix here last year. He forced his way into the lead before the first lap had ended, and bravely slithered away into the distance on his dry tyres.

Behind him, Tom Pryce lost little time in disposing first of Peterson and then of Ickx, and was soon in pursuit of Scheckter, doubtless muttering rude Welsh words about the bad start he had made on the damper side of the track.

Another British hope, John Watson, was determined to show the home crowd a thing or two, and rapidly promoted his Surtees to third place. It was no easy task. Having taken Ickx, he needed all his cunning to pass Peterson—now third—finally outfumbling the Swede as they caught a backmarker at Druids.

Tom Pryce was in flying form, too. This was *one* circuit he wasn't visiting for the first



97

Home victory—Tom Pryce gave the Shadow team their first Formula One victory at a chilly Brands Hatch. For three years, Pryce lived only two miles from the circuit.

time, and he remorselessly started to gnaw at Scheckter's lead. Eight seconds became six, then four, then two. By lap 22, the cars were in a blue-and-black line. A lap later, Pryce tried desperately to zip by at Druids. To everyone's bitter disappointment, including, we suspect, Pryce's, the *coup-de grace* never came. Scheckter's engine burst under the strain, and he turned into the pit road. Pryce was alone, and in front.

There was no-one who could prevent him from winning his first Formula One race and giving the Shadow team their first taste of triumph, after waiting for over two years. The driver who had seemed to be a "reject" in South America had come good before his home crowd. John Watson was second, to

bring a smile to John Surtees' face, and Bob Evans was sixth for BRM. The British fans had something to warm their souls as they took their shivering bodies home.

RESULT

1st Tom Pryce	UOP Shadow DN5	55min 53.5sec 113.79mph
2nd John Watson	Surtees TS16	56min 24.0sec
3rd Ronnie Peterson	John Player Special 72E	56min 25.5sec
4th Jacky Ickx	John Player Special 72E	39 laps
5th Emerson Fittipaldi	Texaco-Marlboro- McLaren M23	39 laps
6th Bob Evans	Stanley-BRM P201	38 laps

Fastest lap: Pryce, 1min 21.1sec, 117.63mph (equals record)

DAILY EXPRESS
INTERNATIONAL TROPHY RACE
Silverstone, April 12
40 laps—117·08 miles

98 It was a right Royal Silverstone. For the first time since the World Championship opened at the famous Northants circuit, way back on May 13 1950, there was a 'top' Royal, none other than HRH the Duke of Edinburgh, in attendance. Prince Philip is, of course, President-in-Chief of the BRDC and he flew into Silverstone to open the brand new £125,000 pits which promoted the British circuit into the forefront of Championship tracks—as far as racing facilities are concerned, at any rate.

And, to add a little extra lustre to a very special occasion, it seemed very probable that there would be a British victory to celebrate. For James Hunt, whom no-one needed reminding had won the race in 1973, gave of his utmost to snatch pole position with a 1 min 17·3 sec lap (there was no chicane at Woodcote on this occasion!)

To the delight of the crowd, his chief challenge came from a scarlet car. Ferrari don't often turn out for non-Championship races, but in a bid to do some sorting for the forthcoming John Player Grand Prix at the same circuit, Ferrari not only sent Niki Lauda but also the new 312T with the transverse gearbox. Niki obliged with a 1 min 17·4 sec lap, and muttered cheerful threats about getting his own back on the British for the Brands Hatch botch-up in 1973.

It promised to be a stern duel indeed, with Fittipaldi and Peterson sitting on the second row just to make sure nobody took things easy.

Peterson's practice lappery was essential to cheer a John Player camp who saw their new boy Jim Crawford do his best to bury his car at Club Corner—his second major pile-up in a JPS at the same circuit in two weeks. Not an enviable way to begin a new career!

Graham Hill was starting a new career too. The break from Lola seemed complete as he arrived with a brand new car, the Embassy Hill GH1. After Brabham, McLaren, and Surtees, Graham Hill had joined the ranks of the driver/constructors.

There was a crowd of over 45,000 to see the Duke chat to every one of the aces, and sympathise with Ronnie Peterson who had an engine blow up in the morning only for the new one to fail to fire after all the mechanics' hard labour. So there was a gap on the grid which Fittipaldi swung into in a bold attempt to beat the front pair. Nothing doing! James Hunt made a perfect start, outgunning Lauda to Copse with Fittipaldi hanging on to Lauda.

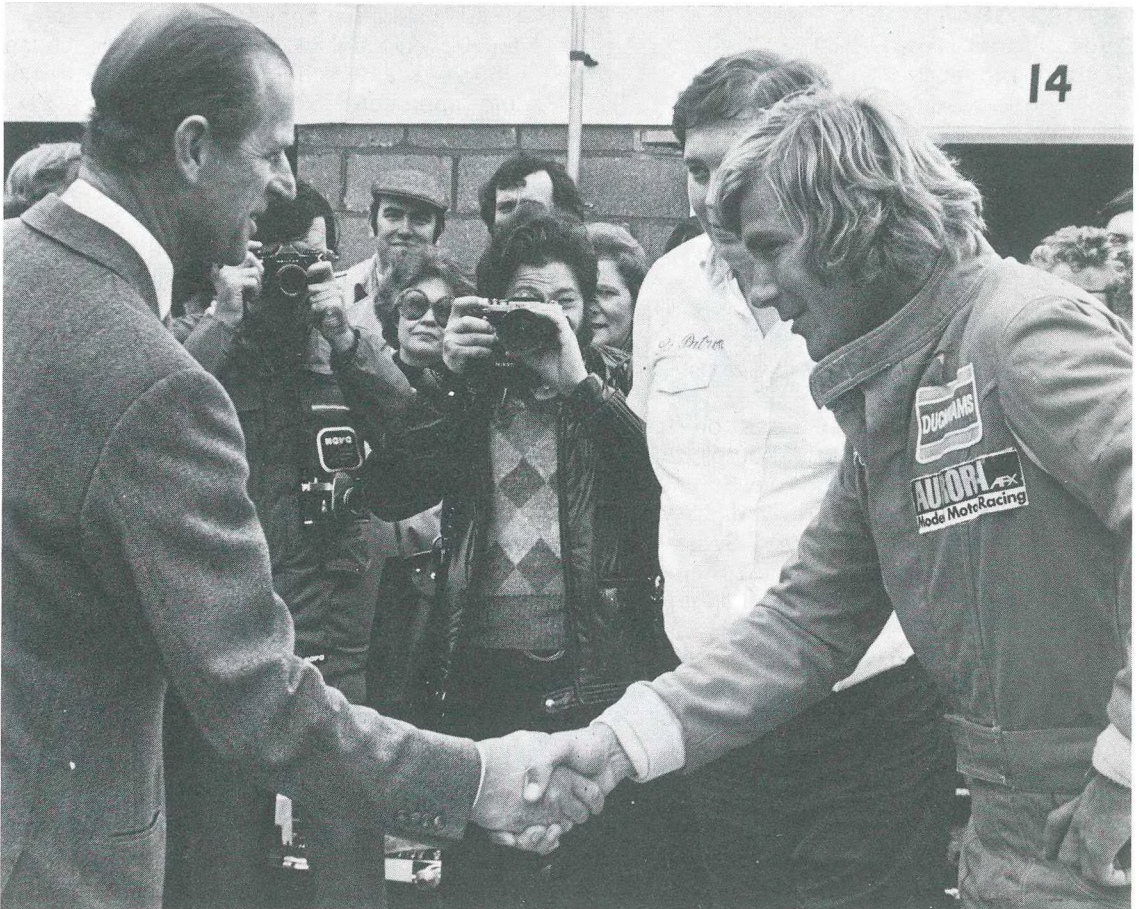
Lap one—and Britain's brightest hope led the Ferrari with Fittipaldi, Depailler, Andretti, and Watson in pursuit. By lap three, Andretti was fourth, but there was no promotion in prospect for Lauda or Fittipaldi.

Although the Ferrari seemed to close at Copse and Becketts, the red white and blue Hesketh was definitely faster through Stowe and Club and a joy to watch through Woodcote. Little did we know that it was our last chance to savour such a spectacle.

While Hunt seemed totally in command, another Briton, Tom Pryce, forfeited his chances to a deflating tyre; Alan Jones in a private Hesketh had finally to give best to a most determined Donohue, while Graham Hill was grimly determined not to let Lella Lombardi pass his new car.

With 25 laps completed, there was heart-break for the Hesketh camp. Said James, "The engine just let go with no warning at all. But at least we had proved who was fastest at Silverstone!"

Hunt's hapless departure was the signal for Fittipaldi to make up for his dismal display at Brands. Lauda had a vibration problem and the Brazilian was determined to get by. For ten laps they ran nose-to-tail. On the very last lap, Fittipaldi tried to force a way through at Abbey



CHARLES KNIGHT

Royal occasion—James Hunt is presented to HRH The Duke of Edinburgh before the start of the International Trophy race.

as Lauda slipped sideways, and the crowd were on their feet as they hit Woodcote together. Fittipaldi tried first the outside, then the inside. They flashed under the flag together. There was one tenth of a second in it—in the Ferrari's favour!

Niki Lauda had become the first Ferrari driver to win at Silverstone since Mike Parkes in 1967, and he had done it in a new car. The signs were ominous indeed. A long way behind, Graham Hill finished eleventh in his

new car. We didn't know at the time but it was to be his last race as a Championship driver.

RESULT

1st Niki Lauda	Ferrari 312T	52min 17.6sec 134.33mph
2nd Emerson Fittipaldi	Texaco-Marlboro-McLaren M23	52min 17.7sec
3rd Mario Andretti	Parnelli VPJ4	52min 42.2sec
4th John Watson	Surtees TS16	52min 49.9sec
5th Patrick Depailler	Elf-Tyrrell 007	52min 56.1sec
6th Mark Donohue	Penske PC1	52min 56.1sec
Fastest lap: Hunt and Fittipaldi, 1min 17.7sec, 135.61mph		

**“SWISS GRAND PRIX”
Dijon, France, August 24
60 laps—146 miles**

100 After Austria's accident-scarred aquashow, many of the teams were glad to head towards France for a lot of sunshine and an unruffled sporting diversion at Dijon.

Switzerland had been robbed of its traditional Grand Prix ever since motor racing was banned within its borders following the Le Mans disaster in 1955, but Swiss drivers and spectators had battled on—essaying over the mountains to pursue their sport on foreign fields. Now, by courtesy of Marlboro, who had spent many francs on the development of Dijon, the title was to be revived. It was, of course, a far cry from the last *real* Swiss Grand Prix—the 1954 Classic at Berne's Bremgarten circuit, which was won by Fangio in a Mercedes.

Nevertheless, it gave the loyal Swiss the opportunity to see their hero, Clay Regazzoni, in action just a car ride over the border, together with another Swiss, Formula Two driver Jo Vonlanthen in a Williams.

With the exception of Niki Lauda, the Marlboro-sponsored drivers were out in force, and there were two Frenchmen—Jarier and Depailler—for the *real* home crowd to cheer. Unfortunately, the Matra-engined Shadow had been sent home for repairs, so there wasn't a Gallic V12 to endear itself to local eardrums.

Without doubt, the most interesting car on parade was the new Hesketh 308C. The team *hadn't* brought their faithful 308 along, so this time the 308C *would* be raced. Or would it? In a hair-raising practice spin, a white-faced James Hunt somehow brought the precious new missile to a halt unscathed when a front brake failed. Tony Trimmer had his usual practice dramas, too, but at long last the patient and seemingly fearless Englishman qualified the Maki.

Pole position belonged to Frenchman Jean-Pierre Jarier, thanks to a blistering practice lap of 59.25 sec which only Emerson Fittipaldi could approach (59.27). Switzerland's very own Clay had to be content with a second-row position (59.76) next to Mass (59.92). Depailler was the only other driver to lap under a minute.

Emerson Fittipaldi's race would only last two laps, as his clutch began to slip on the line. It enabled Jarier to rocket away with Regazzoni tucked behind him. France v Switzerland. *There* was something to start arguments flowing amidst the sparse but contented crowd!

But it was soon obvious that the Shadow had the heels of the Ferrari. Jarier gradually pulled away from Regazzoni, Depailler, Mass, and Watson.

The more neutral spectators were able to concentrate on a truly Herculean effort from James Hunt. The new car really was handling in diabolical fashion but Hunt was wrestling it round, somehow holding sixth place ahead of Pace, Peterson, Pryce, Amon, Brambilla, Laffite, Trimmer, and Vonlanthen.

James managed to stay ahead on the straights, but was soon forced to give up the unequal struggle on the corners. First Pace and then Peterson zipped by, only for Pace to spin back down the field, narrowly missing Ronnie.

The Swede was obviously enjoying himself and soon forced his black-and-gold JPS past John Watson. Meanwhile Pace was starting all over again. He would re-take Amon, Hunt, and Pryce to finish sixth.

Meanwhile, Jarier looked certain to obtain that much-deserved, long-awaited, first Formula One win. Until lap 34. Suddenly, the Shadow ground to a halt. The drive from the gearbox had failed, and the Frenchman stepped bitterly and angrily from the car.

There was no more drama at the front of the field. Behind the leaders, Watson and Pace had a stock-car-style duel for fifth place which



LAT

Flying the flag—Chris Amon was a welcome addition to the Swiss Grand Prix grid with the new Ensign. He came home ninth, happy that the car had potential for the future, and was even more competitive at Monza.

the Irishman won with great determination. Tom Pryce finished seventh while James Hunt brought the new Hesketh home in eighth place ahead of Amon, Laffite, Brambilla, Stommelen, Trimmer (who *finished* in the Maki!), and Vonlanthen.

So there was a Swiss driver at each end of the results. Clay had made every Swiss spectator's journey worthwhile by finishing eight seconds ahead of Depailler. The "home" hero had won their "away" Grand Prix. After 21 years in the Grand Prix wilderness, surely that was worth a small yodel!

RESULTS

1st	Clay Regazzoni	Ferrari 312T	1 hr 1 min 25.34sec 120.602mph
2nd	Patrick Depailler	Elf-Tyrrell 007	1 hr 1 min 33.69sec
3rd	Jochen Mass	Texaco- Marlboro M23	1 hr 1 min 40.78sec
4th	Ronnie Peterson	John Player Special 72	1 hr 2 min 05.48sec
5th	John Watson	Surtees TS16	1 hr 2 min 10.89sec
6th	Carlos Pace	Martini- Brabham BT44B	1 hr 2 min 11.24sec
Fastest lap: Jarier (Shadow DN5)			1 min 00.44sec 121.726mph

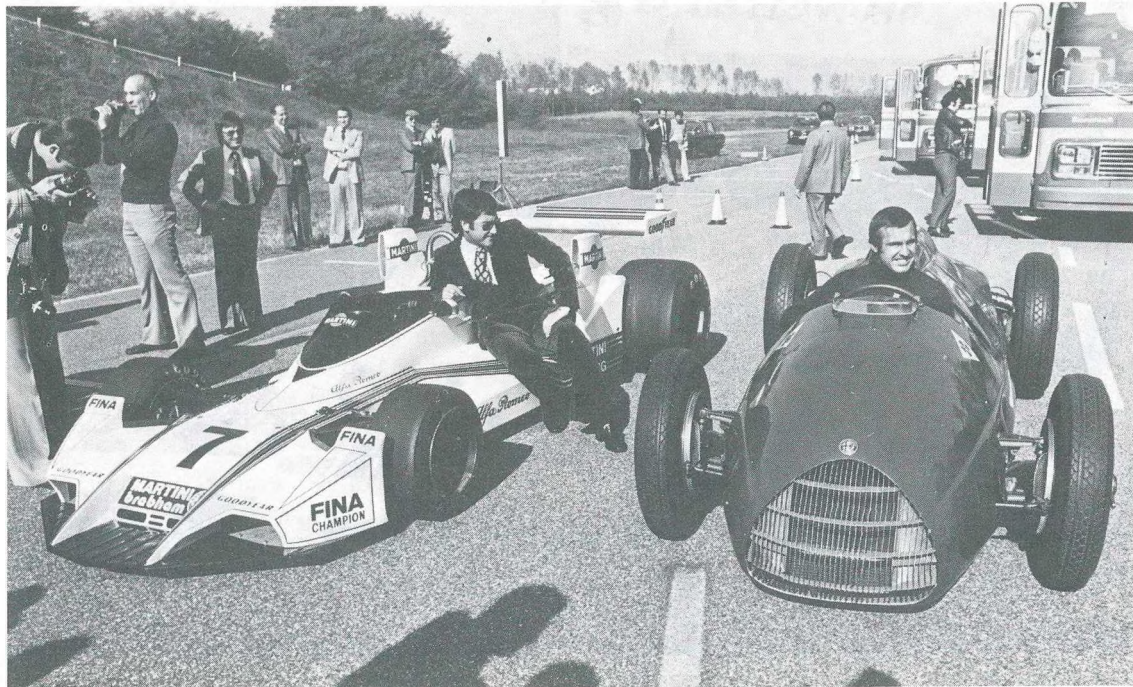
THE GRAND PRIX TEAMS 1975

Barrie Gill and Andrew Marriott

A summary of the history, the personnel, and the 1975 performances of the leading Championship equipes.

102 **Note:** Only drivers who qualified and actually

raced for a team are included in the listings. The positions of the various personnel are those held at the end of the 1975 season. Abbreviations are the same as for the Championship Challengers; key on page 284.



The Alfa image – the Brabham team is switching to Alfa Romeo power in 1976. Carlos Pace sits on the new flat 12 Alfa-powered Brabham BT 45 while Carlos Reutemann tries the unraced 1940 Alfa Romeo Tipo 512 for size.



MARTINI-BRABHAM

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

Year formed: 1961

First Formula One race: German GP 1962

Personnel:

1975 Drivers: Carlos Reutemann, *Argentina*, Carlos Pace, *Brazil*

Team Director: Bernie Ecclestone

Martini Racing Manager: David Yorke

Chief Designer: Gordon Murray

Team Manager: Mike Blash

Chief Mechanic: Bob Dance

Reutemann's senior mechanic: Derrick Walker

Pace's senior mechanic: Terry Day

Team's Major Successes :

1966: Drivers' World Championship (Jack Brabham) and Constructors' Championship

1967: Drivers' World Championship (Denny Hulme) and Constructors' Championship

Formula One victories :

1964: French and Mexican GPs (Gurney)

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

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

1969: German and Canadian GPs (Ickx)

1970: South African GP (Brabham)

1971: GKN International Trophy, Silverstone (Hill)

1972: Brazilian GP (non-championship) (Reutemann)

1974: South African, Austrian, and United States GPs (Reutemann)

1975: Brazilian GP (Pace), German GP (Reutemann)

Past and present Brabham drivers: Jack Brabham, Dan Gurney, Denny Hulme, Jochen Rindt, Frank Gardner, Jacky Ickx, Rolf Stommelen, Kurt Ahrens, Dave Charlton, Giancarlo Baghetti, Tim Schenken, Graham Hill, Carlos Reutemann, Wilson Fittipaldi, Andrea de Adamich, John Watson, Richard Robarts, Rikki von Opel, Carlos Pace.

Team Report

The Brabham team began the season with bright new Martini sponsorship and as favourites to win the title as far as many observers were concerned. They had ended the 1974 series in monopolistic form and, in Carlos Reutemann, had a driver whom many felt was a natural Champion-to-be. No one doubted that Carlos Pace would quickly take *his* place on the winner's rostrum, and January wasn't over before Carlos P. obliged—in his native Brazil. There were many (including some of his own team) who felt that Carlos Reutemann *should* have won in South Africa, if only he had shown the bite that gave the

team *both* front-row positions. But no, we had to wait until the Nurburgring for Carlos R's first win, although he was cruelly unlucky not to win in Sweden.

On this occasion, as on so many others, the team seemed to be plagued with tyre problems. Again and again, their tyres "went off". Perhaps the Brabham design makes the choice of tyres even more critical than with other teams, but it must have been a frustrating year.

Having said that, we must remind ourselves that the team won two Grands Prix, finished third in the Championship, and saw Carlos Reutemann placed third in the title table, with Carlos Pace sixth. The team has so much obvious talent, however, that a performance which would be deemed "superb" by some equipes must rank as "disappointing" when applied to the Brabham team.

Technical Report

During the winter months Gordon Murray worked on many subtle changes on his successful BT44 pyramid design, but when the 44B raced in South America, few observers could spot the difference, apart from minor bodywork changes. The narrow track Brabham is still most at home on fast circuits.

By mid-season the quietly spoken Murray was back at his drawing board and soon after the end of the championship series the team unveiled their BT45 Alfa-Romeo-engined car. It was even smaller than the BT44B, whilst retaining a similar shape, but had the addition of twin cold air boxes which doubled as "wind cheaters" for the rear tyres. Will Alfa Romeo power be the antidote to Ferrari? 1976 will provide the answer.

Team Record

28 RACES, 18 FINISHES

Carlos Reutemann

ARG/3rd BRA/8th ZA/2nd E/3rd MC/9th B/3rd S/2nd NL/4th F/14th GB (John Player)/r D/1st A/14th 1/4th USA/r 14 races, 12 finishes

Carlos Pace

ARG/r BRA/1st ZA/4th E/cr MC/3rd B/8th S/cr NL/5th F/r GB (John Player)/2nd D/r A/r 1/r USA/r 14 races, 6 finishes



BRM

STANLEY-BRM

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

Year formed: 1949 (became part of the Owen Organisation in 1953, reformed as independent company, Stanley-BRM, in 1974)

First Formula One race: *Daily Express* Trophy Race, Silverstone, 1950. (Failed to leave line—transmission failure)

Personnel:

1975 Drivers: Mike Wilds, *Great Britain*; Bob Evans, *Great Britain*

Chairman and Managing Director:

Louis Stanley

Joint Managing Director: Jean Stanley

Chief Designer: Aubrey Woods

Team Manager: Alan Challis

Chief Mechanic: Ben Casey

Team's Major successes:

1962: Drivers' World Championship (Graham Hill) and Constructors' Championship

Grand Prix victories:

1959: Dutch GP (Jo Bonnier)

1962: Dutch, German, Italian, S. African GPs

1963: Monaco and United States GPs

1964: Monaco and United States GPs

1965: Monaco, Italian and United States GPs

1966: Monaco GP

1970: Belgian GP

1971: Austrian and Italian GPs

1972: Monaco GP, John Player Challenge Trophy (Brands Hatch)

Past and Present BRM drivers (F1):

Ken Wharton, Reg Parnell, Froilan Gonzales, Ron Flockhart, Juan Manuel Fangio, Mike Hawthorn, Peter Collins, Roy Salvadori, Peter

Walker, Hans Stuck, Herbert Mackay-Fraser, Jack Fairman, Les Leston, Maurice Trintignant, Tony Brooks, Jean Behra, Harry Schell, Joachim Bonnier, Stirling Moss, Dan Gurney, Graham Hill, Richie Ginther, Jackie Stewart, John Surtees, Mike Spence, Jackie Oliver, Vic Elford, Pedro Rodriguez, Jo Siffert, Bobby Unser, Bill Brack, Jean-Pierre Beltoise, Peter Gethin, Howden Ganley, Helmut Marko, Alex Soler-Roig, Reine Wisell, Vern Schuppan, Clay Regazzoni, Niki Lauda, Henri Pescarolo, Francois Migault, Chris Amon, Mike Wilds, Bob Evans.

Team Report

No one with an ounce of nostalgia in their being could be anything but bitterly disappointed with BRM's showing in 1975. Mr Louis Stanley rescued the team from the financial doldrums, introduced a new patriotic livery, complete with British lion, and two new English drivers—Mike Wilds and Bob Evans. But it was all to no avail. The team failed to score a single point and memories of Graham Hill, Jackie Stewart, Jo Siffert, and Pedro Rodriguez faded into the very distant past.

No driver could have tried harder than Bob Evans. His practice performance at Monza was a tribute to sheer bravery, but his race lasted but six or seven yards. It was that sort of season, and there was little joy for the loyal and exceptionally hard-working mechanics or their single-minded "patron".

Technical Report

Under the new Stanley regime designer Mike Pilbeam left the team, as did team manager Tim Parnell. Pilbeam wasn't replaced, although his responsibilities landed on the desk of engine designer Aubrey Woods, who had recently rejoined BRM. The team carried on with Pilbeam's P201 and strengthening modifications were made to the front end.

But the main hope of a BRM revival seemed, as ever, to be in a revised version of the team's long-in-the-tooth V12 engine. Every so often, Stanley reported generous horse-power in-

creases that had been found on the test bed, but these were never apparent in the car. Running a racing team without a designer is rather like owning a restaurant without a chef.

Team Record

11 RACES, 3 FINISHES

Mike Wilds

ARG/r BRA/r 2 races 0 finishes

Bob Evans

**ZA/r E/r MC/dnq B/9th S/13th NL/r F/17th A/r I/r
9 races, 3 finishes**

105



LAT

Trying hard—Bob Evans tried valiantly to finish well in the BRM in its red, white, and blue Stanley livery, but to no avail.



EMBASSY RACING/GRAHAM HILL RACING

Graham Hill Racing Ltd., 12 Mount Road, Hampton Road West, Feltham, Middlesex, TW13 6AR, England. 01-898-5056

Year formed: 1972 (Formula Two team)

First Formula One race: Spanish GP, 1973 (with Shadow DN1). First with Hill designed and built car: South African GP, 1975

Personnel:

1975 Drivers: Graham Hill, *Great Britain*, Tony

Brise, *Great Britain*, Rolf Stommelen, *Germany*, Alan Jones, *Great Britain*, Vern Schuppan, *Australia*, Francois Migault, *France*

Managing Director: Graham Hill

Chief Designer: Andy Smallman

Team Manager: Ray Brimble

Chief Mechanic: Allan Turner

Brise's senior mechanic: Preston Anderson

No 2 car's senior mechanic: Steve Roby

Team's major successes:

1972: 1st Monza Lotteria F2 race (Hill)

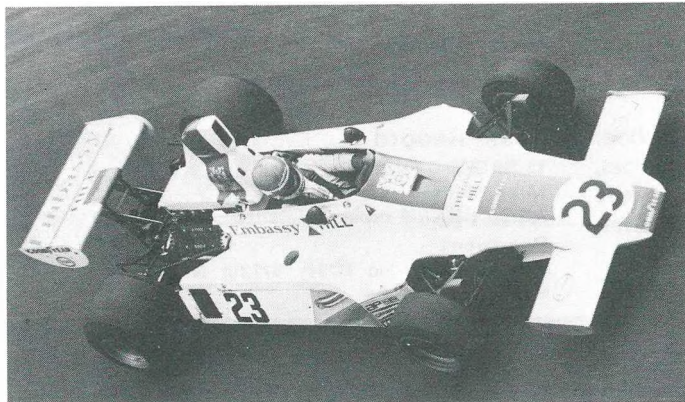
1974: 6th Swedish GP (Hill)

1975: 6th Swedish GP (Brise)

Past and present drivers: Graham Hill, Guy Edwards, Peter Gethin, Rolf Stommelen, Tony Brise, Alan Jones, Francois Migault

Team Report:

The Embassy Hill team bid to become a major



The Monza sensation – Tony Brise's practice performance at Monza was proof of his very real prowess.

force in motor sport came to a cruel and tragic end on a foggy November evening when the plane carrying Graham Hill, Tony Brise, and four other key team personnel crashed near Elstree. Graham Hill, Tony Brise, team manager Ray Brimble, designers Andy Smallman and Tony Alcock and mechanic Terry Richards all lost their lives. Two weeks later, Embassy announced that the team would be disbanded.

The tragedy occurred at a time when the equipe was showing signs of becoming a very potent force indeed. Despite the accident at Barcelona, when Rolf Stommelen seemed destined to score both his and the team's first Grand Prix victory, the team recovered with the same resilience shown by Stommelen himself.

In his absence, Graham gave drives to Francois Migault, Vern Schuppan, Alan Jones and, of course, Tony Brise, who joined the team in Belgium. Alan Jones gave the team their best result of the season when the Australian finished fifth at the Nurburgring, but it was Tony Brise—the man who had given Graham his first Constructors' point at the Swedish Grand Prix—on whom Graham was relying for the 1976 season. The former Champion was convinced that Tony Brise could become the next English World Champion. What a bitter tragedy that neither man was given the opportunity to fulfil this patriotic ambition.

Technical Report:

The team started the year with the 1974 Lola

T370s, but already had plans to build a new Alfa Romeo-engined car designed by Andy Smallman—at 25 the youngest Grand Prix racing car designer. However, the Alfa deal fell through and instead Hill had a copy of the Lola chassis built by sheet metal specialist John Thompson. Smallman made several modifications to the original design, and the car showed promise at the South African Grand Prix.

Smallman got the go-ahead to produce a further modified version, which was ready for the European season and which led the Spanish Grand Prix until the dramatic failure of a carbon fibre wing mount. The cars were the first to be called by the Hill name, though they continued to utilise various Lola parts. However, in October the team produced their first all-Hill car which both Brise and Jones were soon putting through its paces.

Team Record:

24 RACES, 15 FINISHES

Graham Hill

ARG/10th BRA/12th MC/dnq 2 races, 2 finishes

Rolf Stommelen

ARG/13th BRA/14th ZA/7th E/cr A/16th I/r 6 races, 4 finishes

Tony Brise

B/r S/6th NL/7th F/7th GB (John Player)/15th D/cr A/15th I/r USA/r 9 races, 5 finishes

Alan Jones

NL/13th F/16th GB (John Player)/10th D/5th 4 races, 4 finishes

Francois Migault

E/nc MC/dnq 2 races, 0 finishes

TEAM ENSIGN

TEAM ENSIGN

Ensign Cars, Queens Drive, Queens Street Industrial Estate, Chasetown, Staffs, England. 05436-71991

Year formed: 1971

First Formula One race: French GP 1973

Personnel:

1975 Drivers: Chris Amon, *New Zealand*, Roelof Wunderink, *Holland*, Gijs van Lennep, *Holland*

Managing Director: Morris Nunn

Chief Designer: Dave Baldwin

Chief Mechanic: Ron Bennett

Team's Major Successes:

1972: Forward Trust Formula Three Championship

1975: 6th German GP (van Lennep)

Team Report:

Despite some seemingly strange demands from their Dutch sponsor (particularly with regard to drivers), Mo Nunn's little group persevered and produced a very competitive car indeed. In Austria, Nunn made the inspired decision to bring Chris Amon back to the Grand Prix arena, and the two men seemed to establish an instant and fruitful rapport. After Monza, Chris was confident that Watkins Glen could see the team up amongst the leaders, but a freak road accident, temporarily robbed them of his services.

However, the partnership remains undaunted and very determined. The team gained its first Championship point when Gijs van Lennep finished sixth at the Nurburgring. Now that Mo Nunn has the freedom to run things his own way, there could be many more to come in 1976.

Technical Report:

While the Walsall-based team plugged on with their two-year-old design in the early

stages of the season, they were simultaneously building up the new car which was finally announced, though not raced, at the Dutch Grand Prix. The car was not designed by Mo Nunn himself, but by former Lotus man Dave Baldwin, who had been responsible for several successful Formula Two and Three designs. In fact, the car was quite radical and certainly looked the part, if a little McLaren-like in shape. It featured rising rate inboard suspension by coil springs at both the front and rear, plus inboard front brakes. If it had been painted black and gold it almost certainly would have been heralded as a great new Colin Chapman design.

While the inboard rising rate suspension idea had been discarded by most other designers, it seemed to be working well towards the end of the season and a lack of straight line speed was Amon's main criticism of the car. It would have been interesting to see what times Ronnie Peterson could have achieved in the car had he tested it, as was at one point mooted.

Team Record:

10 RACES, 6 FINISHES

Roelof Wunderink

E/r MC/dnq A/18th I/dnq USA/r 5 races, 1 finish

Gijs van Lennep

NL/10th F/16th D/6th 3 races, 3 finishes

Chris Amon

A/12th I/12th 2 races, 2 finishes



FERRARI

Scuderia Ferrari, Casella Postale 589, 41100 Modena, Italy. Maranello 941161 or 941188

Year formed: 1929 (to run a team of Alfa Romeos)

First Formula One race (with Ferrari cars): Turin 1948

Personnel:

108 1975 Drivers: Niki Lauda, *Austria*, Clay Regazzoni, *Switzerland*

Chairman: Enzo Ferrari

Chief Designer: Mauro Forghieri

Engineers: Franco Rocchi (*chassis*), Giancarlo Bussi (*engines*)

Team Co-ordinator: Luca di Montezemolo

Lauda's senior mechanic: Ermano Cuoghi

Regazzoni's senior mechanic: Giulio Borsari

Championship Grand Prix victories:

1951: British, German, and Italian GPs

1952: Swiss, Belgian, French, British, German, Dutch and Italian GPs (all F2)

1953: Argentine, Dutch, Belgian, French, British, German and Swiss GPs (all F2)

1954: British and Spanish GPs

1955: Monaco GP

1956: Argentine, Belgian, French, British and German GPs

1958: French and British GPs

1959: French and German GPs

1960: Italian GP

1961: Dutch, Belgian, French, British and Italian GPs

1963: German GP

1964: German, Austrian and Italian GPs

1966: Belgian and Italian GPs

1968: French GP

1970: Austrian, Italian, Canadian and Mexican GPs

1971: South African and Dutch GPs

1972: German GP

1974: Spanish and Dutch GPs (Lauda), German GP (Regazzoni)

1975: Monaco, Belgian, Swedish, French and US GPs (Lauda), Italian GP (Regazzoni)

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

Froilan Gonzales, Alberto Ascari, Piero Taruffi, Mike Hawthorn, Giuseppe Farina, Luigi Musso,

Juan-Manuel Fangio, Peter Collins, Tony Brooks, Phil Hill, Wolfgang von Trips, Giancarlo Baghetti, John Surtees, Lorenzo Bandini, Lodovico Scarfiotti, Jacky Ickx, Clay Regazzoni, Mario Andretti, Niki Lauda.

Team Report:

After eleven years, Ferrari roared back to the top of the world, taking both the Drivers' and the Constructors titles in a most monopolistic fashion. Between them, Niki Lauda and Clay Regazzoni won six Grands Prix, claimed nine pole-positions and six fastest laps, won two of the three non-Championship races, and took first and fifth places in the title table. Above all, the season was notable for the sheer reliability of the fastest cars on the circuits. Niki Lauda only failed to finish one race (when he and Regazzoni were involved in a first corner accident in Spain) and Clay only failed to finish four times.

The team seemed to be united. The teamwork in the pits was exemplary. Only in England (where Niki Lauda set off too soon from a pit stop) and in America (where both Clay and Luca di Montezemolo disgraced themselves) did the team seem anything less than perfect. Can anyone stop them from being equally dominant in 1976?

Technical Report:

Ferrari tackled the first two races of the year with their 1974 model, and dark rumours suggested that testing of the new car had not gone as well as expected. How wrong the rumour-mongers were! The new car, with its transversely mounted gearbox, won the Constructors' Championship in style. In fact the 312T followed the previous model fairly closely as far as the chassis was concerned, though there was the addition of the new, narrower nose. The main feature was the mating of the complicated gearbox to the back of the well-proven and powerful flat-12 engine. Complicated or not, the gearboxes worked extremely well, as did everything else about the cars. Lauda continued to insist that it was



LAT

Obviously delighted with the brand new 1976 Ferrari 312T2 are team drivers Niki Lauda and Clay Regazzoni.

superior handling rather than superior power that made the car a winner, although many would have disputed this statement.

No one in Mauro Forghieri's design team, nor even the loquacious Luca di Montezemolo, seemed willing to discuss details of the engine design. But it is known that Regazzoni's car was, on occasions, fitted with an engine featuring different cams and other "screamer" tweaks.

Even Ferrari weren't content to rest on their laurels and, at the end of the year, announced a brand new car for 1976. This featured some

exciting aerodynamic advances, plus a De Dion-type rear end.

Team Record :

28 RACES, 22 FINISHES

Niki Lauda

ARG/6th BRA/5th ZA/5th E/cr MC/1st B/1st S/1st
NL/2nd F/1st GB (John Player)/8th D/3rd A/6th I/3rd
USA/1st 14 races, 13 finishes

Clay Regazzoni

ARG/4th BRA/4th ZA/16th E/nc MC/cr B/5th S/3rd
NL/3rd F/r GB (John Player)/13th D/r A/7th I/1st
USA/r 14 races, 9 finishes



LAT

Brazilian newcomer—Ingo Hoffman's performances testing the 1975 Copersucar at Silverstone won him a place in the 1976 Brazilian Formula One team.



COPERSUCAR FITTIPALDI

47 Gosbrook Road, Caversham, Reading, Berks. Reading 470723

Year formed: 1974

First Formula One race: Argentinian GP 1975

Personnel:

1975 Drivers: Wilson Fittipaldi, *Brazil*, Arturo Merzario, *Italy*

Team Director: Wilson Fittipaldi

Chief Designer: Richard Divila

Team Manager: Jo Ramirez

Chief Mechanic: Yoshiatso Itoh

Past and present drivers: Wilson Fittipaldi, Arturo Merzario

Team Report:

Wilson Fittipaldi's new all-Brazilian team had plenty of problems during their first year, and were never anything other than back-markers. It is a very brave effort and, with a Brazilian driver, designer, and mechanics (except the chief, who is Japanese), and is a very nationalistic effort. In fact, the first car was entirely constructed in Brazil (except for the engine and the gearbox) and this was a major achievement in a country which doesn't have a racing car industry as such.

After a year's lay-off, Wilson Fittipaldi perhaps wasn't driving as well as in his Brabham days—and even then he was never a front-



Closed season sensation, Emerson Fittipaldi announced that he would be joining his brother's Copersucar team for 1976. Wilson will retire from racing to become team director. Emerson is obviously delighted, Wilson looks more thoughtful.

runner, so it is difficult to assess the potential of the team. Even when Merzario drove the car in Italy, he threw little additional light on the subject.

But in November, the team made a move which guaranteed that its future activities would be bathed in the very brightest publicity spotlight. They shattered the calm of the racing world by signing Emerson Fittipaldi. The brothers were together again, and the Brazilian team will have no one but themselves to blame if they fail to give their country their first taste of very real success.

Technical Report:

The Copersucar Fittipaldi, designed by former mechanic Richard Divila, was certainly a new shape on the circuits when it appeared at

Buenos Aires in January. But the unusual body-shape and the Spitfire-like side exhausts were soon dropped, as was the Lotus-inspired suspension. In fact, the chassis and suspension were modified several times throughout the year. For 1976, Divila had a much more conventional car on the stocks.

Team Record:

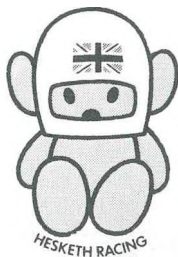
14 RACES, 6 FINISHES

Wilson Fittipaldi

ARG/cr **BRA**/13th **ZA**/dnq **E/r** **MC**/dnq **B**/12th **S**/17th
NL/11th **F/r** **GB** (John Player)/cr **D/r** **A**/pa **USA**/10th
13 races, 5 finishes

Arturo Merzario

I/11th **1 race, 1 finish**



HESKETH RACING

Hesketh Racing, Easton Neston, Towcester, Northants, England. Towcester 51253

Year formed: 1972

First Formula One race: 1973 Race of Champions

Personnel:

1975 Drivers: James Hunt, *Great Britain*, Torsten Palm, *Sweden*, Brett Lunger, *America*

Team Director: Lord Alexander Hesketh

Chief Designer: Dr Harvey Postlethwaite

Team Manager: Anthony "Bubbles" Horsley

Chief Mechanic: David Simms

Team's major successes:

1973: 2nd US Grand Prix (Hunt)

1974: 1st International Trophy meeting (Hunt)

1975: 1st Dutch GP (Hunt)

Past and present Hesketh drivers:

James Hunt, Torsten Palm, Brett Lunger

Team Report:

This was the year in which Hesketh racing came of age, and died. The frills, the camp followers, and the excesses were jettisoned. Amidst rumours of financial disaster, the whole team buckled down to the serious task of keeping afloat, and Lord Hesketh himself set a spartan example.

It is hard enough, in all conscience, for a complete works team to attempt to survive and to build a new car, but James, Bubbles, and the "Doc" drew on all their reserves of energy and enthusiasm and were rewarded with one of the finest victories in years. After five successive retirements, James beat the "man in form", Lauda, fair and square in an

epic Zandvoort battle and the team achieved the win for which Britain had waited two-and-a-half seasons.

The "old" 308 had proved itself the fastest of the Ford-powered cars on its day. The Doc's prescription of revolutionary Aeon rubber suspension had been very efficacious indeed, and yet the team had the nerve to jettison "old faithful", wheel their very exotic 308C into the arena, and score points on *both* its first, tentative outings!

Sadly, the team whose proudest boast had been to carry its country's colours without the aid of sponsorship, was forced to close its doors when, finally, sponsorship could not be found. Despite desperate last-minute manoeuvres by Lord Hesketh, the financial burden proved too great for one man to carry, and, amidst a flurry of jingoistic gestures, the team bowed off the centre of the stage in November 1975.

James Hunt went to McLaren, Dr Postlethwaite and the new 308Cs went to Frank Williams. "Bubbles" Horsley declared that he would continue to run the victorious 308s on occasions, but the most effervescent, enthusiastic and extrovert team to grace the sport in years was disbanded—at the very moment when they seemed capable of taking the biggest prize of all.

Technical Report:

Dr Harvey Postlethwaite was a busy man in 1975. For the start of the season he further developed the Hesketh 308, which had sprouted side-mounted radiators towards the end of 1974, by replacing metal coil front springs with rubber. The arrangement certainly worked well, for Hunt led the Argentine Grand Prix in the car in its new form.

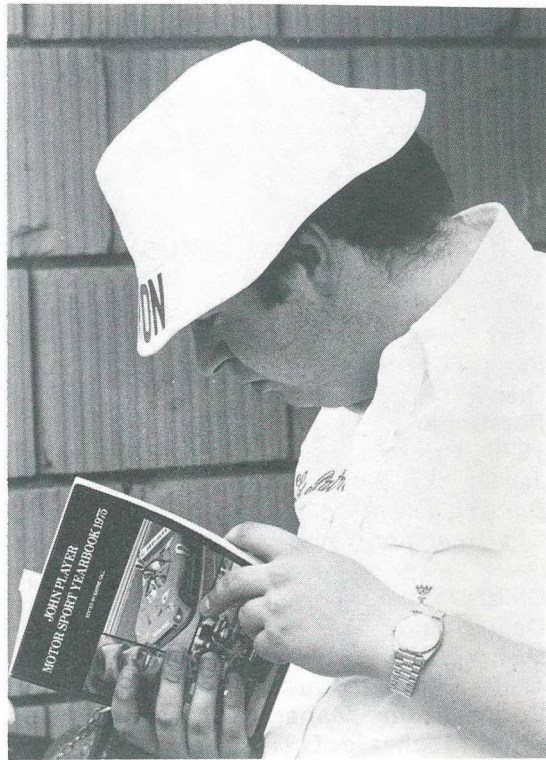
But the big surprise was yet to come. The 308C was announced at the John Player Grand Prix meeting. The Doc had made it known that he had been able to acquire various figures of tyre performance which, together with other known factors, he was able to feed



A stately newcomer — the 308C makes its bow at Easton Neston.

into a computer. The computer thus calculated for him literally thousands of alternatives. By interpreting the answers, he was able to come up with "the perfect" Grand Prix car.

Certainly when Lord Hesketh led us into the stable workshops we realised the car was very special. The monocoque was almost biscuit thin, the car didn't have an airbox, just slits in the side of an engine cover, and the suspension both front and rear was entirely on rubber. This time the rubber front springs were mounted inboard. There was no doubt that the car was a major advance in racing car design. It seems some of the computer answers weren't exactly right, and between



But now it's just history . . .

the non-championship Swiss Grand Prix (its racing debut) and the Italian race, the track was secretly widened. But by the US Grand Prix, the car was showing enormous potential, and the team had enough confidence to embark on building a second chassis.

Team Record :

19 RACES, 11 FINISHES

James Hunt

ARG/2nd BRA/6th ZA/r E/cr MC/cr B/r S/r NL/1st F/2nd GB (John Player)/4th D/r A/2nd I/5th USA/4th 14 races, 8 finishes

Torsten Palm

MC/dnq S/10th 2 races, 1 finish

Brett Lunger

A/13th I/11th USA/cr 3 races, 2 finishes



JOHN PLAYER TEAM LOTUS

Team Lotus Ltd, Hethel, Norwich, Norfolk
 NOR 92W, England. Wymondham 2016

Year formed: 1954

First Formula One race: 1958 Monaco
 Grand Prix

Personnel:

1975 Drivers: Ronnie Peterson, *Sweden*,
 Jacky Ickx, *Belgium*, Brian Henton, *Great
 Britain*, Jim Crawford, *Great Britain*

Chairman and Team Manager: Colin Chap-
 man

Chief Designer: Ralph Bellamy

Design Engineer: Nigel Bennett

Design Assistants: Geoff Aldridge (*chassis*)
 Martin Ogilvie (*suspension and brakes*)

Competitions Manager: Peter Warr

Chief Mechanic: Eddie Dennis

Peterson's senior mechanic: Keith Leighton

No 2 car's senior mechanic: Bobby Clark

Team's Major Successes:

1963: Drivers' World Championship (Jim
 Clark), Constructors' Championship

1965: Drivers' World Championship (Jim
 Clark), Constructors' Championship

1968: Drivers' World Championship (Graham
 Hill), Constructors' Championship

1970: Drivers' World Championship (Jochen
 Rindt), Constructors' Championship

1972: Drivers' World Championship (Emerson
 Fittipaldi), Constructors' Championship

1973: Constructors' Championship

Grand Prix victories:

1961: United States GP (Innes Ireland)

1962: Belgian and British GPs (Jim Clark)

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

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

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

1966: United States GP (Jim Clark)

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

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

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

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

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

1973: Argentine, Brazil, Spanish GPs (Emerson
 Fittipaldi), French, Austrian, Italian, United
 States GPs (Ronnie Peterson)

1974: Monaco, French, Italian (Peterson),
 Race of Champions, Brands Hatch (Ickx)

Past and Present Lotus drivers:

Cliff Allison, Graham Hill, Innes Ireland, Jim
 Clark, Trevor Taylor, Alan Stacey, John Surtees,
 Peter Arundell, Mike Spence, Pedro Rodriguez,
 Mario Andretti, Jochen Rindt, John Miles,
 Reine Wisell, Emerson Fittipaldi, Giancarlo
 Baghetti, "Geki" Russo, Jo Bonnier, Jackie
 Oliver, Moises Solana, Tony Trimmer, Bill
 Brack, Richard Attwood, Wilson Fittipaldi, Dan
 Gurney, Walt Hansgen, Jack Brabham, Dave
 Charlton, Dave Walker, Ronnie Peterson,
 Jacky Ickx, Tim Schenken, Brian Henton, Jim
 Crawford, John Watson.

Team Report:

This was, undoubtedly, the darkest year in
 Colin Chapman's distinguished career. For the
 first time since 1971, the team failed to win a
 single Grand Prix; Ronnie Peterson only scored
 six points, and Jacky Ickx decided to bow
 out until a new car was ready. Three British
 drivers were tried in his place—John Watson,
 Jim Crawford, and Brian Henton. All three
 had expensive crashes, though John Watson
 showed that he really is a very fine driver.

There *were* occasions when Ronnie Peterson really showed his old form—in Austria and Watkins Glen for example—but the whole team seemed to be waiting. Waiting for the new car which was unveiled in October. In the meantime, John Player showed that *they* hadn't lost faith in Lotus by pledging considerable support for three more years. Such loyalty is deserving of success.

Technical Report:

The team's new 1975 car, a third attempt to find a worthy successor to the 72 design, kept being put back. In fact, it wasn't finally unveiled to the public until just before the US Grand Prix, but, even then, it didn't make the Atlantic crossing. However, it was worth waiting for this new John Player Special. One cannot describe it as anything except spidery looking, with its pointed nose and vee-shaped chassis.

But Colin Chapman's most interesting design feature was the use of twin brake calipers for each of the four wheels. Furthermore, the calipers acted as the mounting points for the suspension—a novel idea. Another innovation was the fact that the calipers could be mounted to the chassis by a variety of "scaffoldings" which offered different characteristics (wide track, narrow track, anti-dive etc) to suit a particular racing circuit.

Thus Chapman had got over the problem of having to build a car which needed to be a compromise. Will the car restore Lotus to the forefront of racing in 1976? That's just another question in what promises to be a fascinating season.

But while the new car was being built, Chapman tried many different combinations on the existing 72 design. There was a coil spring rear end replacing the torsion bars, a cable suspension link, a long-wheelbase set-up, little slave coil springs on the front suspension, and various other tweaks. But amazingly, with a car back in virtually standard



"All I'm asking is that you repeat your performance of the last two years!" Colin Chapman asks Peterson for a third Monza win.

trim, Peterson showed the 72 to be remarkably competitive in the final race of the season.

Team Record:

29 RACES, 15 FINISHES

Ronnie Peterson

ARG/r BRA/15th ZA/10th E/r MC/4th B/r S/9th NL/r F/10th GB (John Player)/r D/r A/5th I/cr USA/5th
14 races, 7 finishes

Jacky Ickx

ARG/8th BRA/9th ZA/12th E/2nd MC/8th B/r S/15th NL/r F/r 9 races, 6 finishes

Brian Henton

GB (John Player)/16th A/pa USA/12th 3 races, 2 finishes

Jim Crawford

GB (John Player)/r I/cr 2 races, 0 finishes

John Watson

D/r 1 race, 0 finishes



MARCH

March Engineering Ltd., Murdock Road, Bicester, Oxfordshire, England. Bicester 3993

Year formed: 1969

First Formula One race: South African GP, 1970

Personnel:

1975 Drivers: Vittorio Brambilla, *Italy*, Lella Lombardi, *Italy*, Hans-Joachim Stuck, *Germany*

Team Director: Max Mosley

Chief Designer: Robin Herd

Chief Mechanic: Dave White

Brambilla's senior mechanic: Pete McKenzie

Stuck's senior mechanic: Bob Torrie

Team's Major successes:

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

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

1971: Ronnie Peterson: European Formula Two Champion

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

1973: Jean-Pierre Jarier: 1st European F2 Championship

1974: Patrick Depailler: 1st European F2 Championship

1975: 1st Austrian GP (Brambilla), March's first World Championship victory

Past and present March drivers (F1):

Chris Amon, Jo Siffert, Ronnie Peterson, Alex Soler-Roig, Andrea de Adamich, Niki Lauda, Nanni Galli, Jean-Pierre Jarier, Henri Pescarolo, Roger Williamson, David Purley, Hans-Joachim Stuck, Howden Ganley, Vittorio Brambilla, Lella Lombardi

Team Report:

The always controversial March team began the year by announcing their retirement from the Grand Prix scene, changed their mind within days, and then caused another shock by signing the lady driver, Lella Lombardi, with suitable financial inducements.

Lella earned more than her fair share of headlines and even earned half a point in Spain, but it was left to the hard-charging Brambilla to make March rejoice in the fact that they had changed their minds and carried on. In Austria, Vittorio scored the first works' victory since March first plunged into Grands Prix in 1970. To complete March's year of joy, they also scored a Formula 5000 victory (courtesy of Alan Jones and Ford) and became the first factory ever to score wins in every major single-seater formula.

Robin Herd's self-confessed "simple" design was capable of staggering turns of speed—witness Sweden, perhaps the team's finest hour, including Austria—but suffered an unreliability record which didn't equate with the "simple" tag. The team can't be happy with only ten finishes, and Brambilla is worthy of far more than a mere 6½ points!

Technical Report:

The 751 design which gave Robin Herd his first Formula One victory in five years was in reality little more than a Mk 2 version of the 741. Yet this narrow track car worked superbly on all the fast circuits and was good elsewhere, too. Some pundits suggested that the car was little more than a big go-kart, and that it worked well because the stiff suspension made the latest harder compound Goodyear tyres work well.

Herd denied this, and insisted his car was no more stiffly sprung than many others, that the speed was due to good aerodynamics, compactness and getting his suspension sums just right. March are unlikely to divert from this simple yet successful approach for 1976.



GEOFF GODDARD

"You do it this way, Lella." Advice for Lella Lombardi from Vittorio Brambilla.

Team Record :

29 RACES, 11 FINISHES

Vittorio Brambilla

ARG/9th BRA/r ZA/r E/5th MC/r B/r S/r NL/r F/r
GB (John Player)/6th D/r A/1st I/r USA/7th 14 races,
5 finishes

Lella Lombardi

ZA/r E/6th MC/dnq B/r S/r NL/14th F/18th GB (John
Player)/r D/7th A/17th I/r 11 races, 5 finishes

Hans Stuck

D/r A/cr I/r USA/8th 4 races, 1 finish



**MARLBORO TEAM TEXACO/
McLAREN RACING**

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

Year formed: 1963

First Formula One race: Monaco GP 1966

Personnel:

1975 Drivers: Emerson Fittipaldi, *Brazil*, Jochen Mass, *Germany*

Team Director: Teddy Mayer

Chief Designer: Gordon Coppuck

Team Manager: Alistair Caldwell

Chief Mechanic: Dave Luff

Fittipaldi's senior mechanic: Kevin Stone

Mass's senior mechanic: Kerry Adams

Team's Major successes:

Can-Am Champions 1967, 1968, 1969, 1970 and 1971. Second in F1 Constructors' Championship 1968. Third in F1 Constructors' Championship 1972. Winners of 1974 Indianapolis 500, World Drivers' and Constructors' Championships.

Formula One victories:

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

1969: Mexican GP (Denny Hulme)

1972: South African GP (Denny Hulme)

1973: Swedish GP (Denny Hulme), John Player GP, Canadian GP (Peter Revson)

1974: Argentine GP (Hulme), Brazilian, Belgian and Canadian GPs, Presidente Medici GP, Brasilia (Fittipaldi)

1975: Argentinian and John Player GPs (Fittipaldi), Spanish GP (Mass)

Past and present McLaren drivers (F1):

Bruce McLaren, Denny Hulme, Dan Gurney, Peter Gethin, Andrea de Adamich, Jackie Oliver, Peter Revson, Brian Redman, Jody Scheckter, Jacky Ickx, Emerson Fittipaldi, Mike Hailwood, David Hobbs, Jochen Mass

Team Report:

The Champion team caused many raised eyebrows when they selected Jochen Mass as Denny Hulme's replacement, but the likeable German more than repaid their faith with a win, seven other placings, and a fastest lap. On more than one occasion he finished ahead of his distinguished team-mate, and the will to win was plain for all to see. Emerson started the season in flying form, suffered a seeming slump in fortunes mid-way, and then roared back to form to prove to Niki Lauda that "Champion is as Champion does" at Monza and Watkins Glen.

Amazingly, and totally without warning, he telephoned Teddy Mayer to announce that he was leaving the team in November—to join his brother's all-Brazilian team. Within 24 hours, the resilient Mayer was talking to James Hunt, and the British driver stepped gratefully into Fittipaldi's place just four weeks later. It could be a dynamic new combination.

Technical Report:

The Gordon Coppuck-designed McLaren M23 entered its third year of service with the team much as it had finished the previous year. It had a revised rear wing, airbox, and nose section, plus a new front suspension, but was otherwise as before. Just as in the previous year, the team sank to a low point at the Swedish Grand Prix and then staged a revival. In 1974, the cars regained their competitiveness through a re-design of the rear suspension, while in 1975 a re-design of the front suspension made all the difference. In fact, several front suspensions were tried throughout the year and, by mid-season, not only was the front suspension inboard, but it had lost all trace of rising rate characteristics.

In fact, by the end of the third season the car was simpler than at any time throughout its three years of racing. Marlboro-Team Texaco had yet to announce their 1976 car as we closed for press.

Team Record:

28 RACES, 19 FINISHES

Emerson Fittipaldi

**ARG/1st BRA/2nd ZA/nc E/dns MC/2nd B/7th S/8th
NL/r F/4th GB (John Player)/1st D/r A/9th I/2nd
USA/2nd 14 races, 10 finishes**

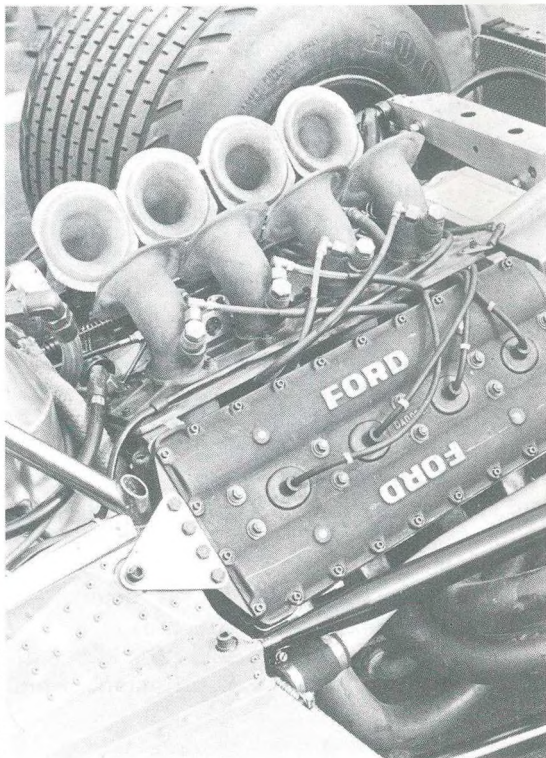
Jochen Mass

**ARG/14th BRA/3rd ZA/6th E/1st MC/6th B/r S/r NL/r
F/3rd GB (John Player)/7th D/cr A/4th I/cr USA/3rd
14 races, 9 finishes**



CHARLES KNIGHT

A light-hearted interlude at Silverstone as Eric Morecambe meets Emerson Fittipaldi.



GEOFF GODDARD

The McLaren tweak – fibreglass injection trumpets single out the McLaren version of the famous Ford-Cosworth engine.



Parnelli Jones
RACING

VEL'S PARNELLI JONES RACING TEAM

Vel's Parnelli Jones Racing Team, 20555 Earl Street, Torrance, California 90503 USA. Tel (203) 370 3636, and Church Road, Griston, Norfolk 8. Tel. Watton (0953) 881666

Year formed: 1961

First Formula One race: Canadian GP, 1974

Personnel:

1975 Driver: Mario Andretti, USA

President: Vel Miletich

Vice President: Parnelli Jones

Managing Director: Andrew Ferguson

Chief Designer: John Barnard

Team Manager: Dick Scammell

Chief Mechanic: Rex Hart

Team's Major successes:

1963: 1st Indianapolis 500 (Jones)

1970: 1st Indianapolis 500 (Al Unser), 1st USAC Championship (Al Unser)

1971: 1st Indianapolis 500 (Al Unser), 1st USAC Championship (Joe Leonard)

1972: 1st USAC Championship (Joe Leonard)

1973: 1st USAC National Dirt Championship (Al Unser)

1974: 7th Canadian GP (Andretti)

1975: 4th Swedish GP (Andretti)

Past and present driver (F1): Mario Andretti

Team Report:

The strongest of the new American teams didn't make the impact anticipated by admirers on both sides of the Atlantic. There was no doubting Mario Andretti's determination, and he *could* have won his second Grand Prix in Spain, but the team suffered not only from inexperience but from internal upheavals.

Certainly lack of finance hampered the equipe, although you would not have thought so after the way they spent their money in the early part of the year. Later there was a cut-back in staff at Griston, and designer Maurice Phillippe and Manager Andrew Ferguson both left.

But the team suffered most from lack of continuity. In our opinion, it was a great mistake not to run two cars, with the second one driven by a British-based driver who could have worked on a continuing testing programme between races. Instead, the team missed a couple of races when Andretti had US commitments, and he was hardly ever available to test in Britain.

Technical Report:

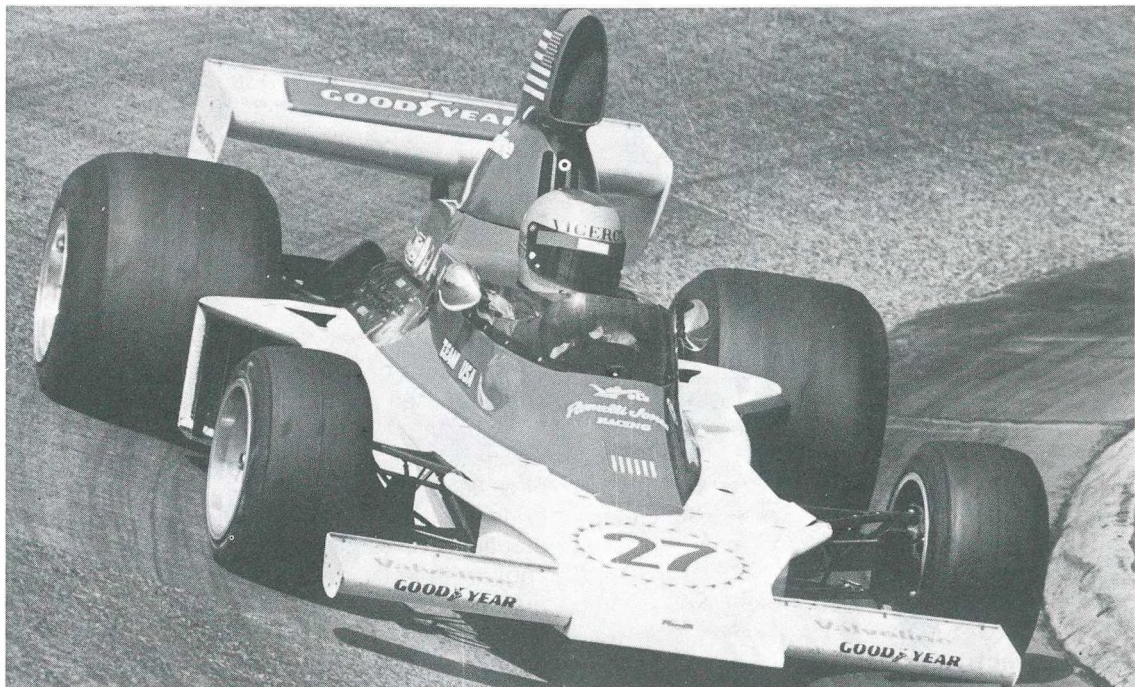
As mentioned, the team suffered a good deal from lack of testing, something it desperately needed. It had, after all, been designed for the characteristics of Firestone tyres and, indeed, ran on them at the Argentine Grand Prix, but after Firestone's total withdrawal from racing, the Parnelli was forced to switch to Goodyears for which it was hardly suited. Then, before mid-season, Maurice Phillippe and his assistant John Baldwin surprisingly left the team. Later John Barnard, Gordon Coppuck's assistant at McLaren, joined the outfit and designed a totally new coil-spring rear suspension in time for Watkins Glen. This apparently transformed the car.

Team Record:

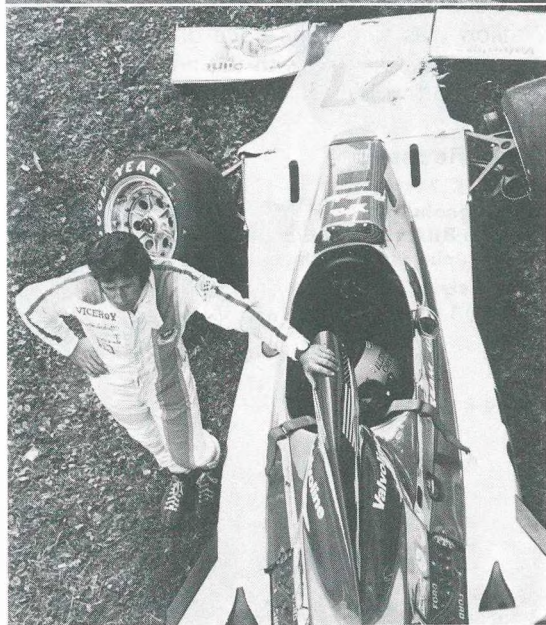
12 RACES, 4 FINISHES

Mario Andretti

ARG/r BRA/7th ZA/r E/cr MC/r S/4th F/5th GB (John Player)/12th D/r A/r I/cr USA/r 12 races, 4 finishes



LAT



GEOFF GODDARD



GEOFF GODDARD

The ups and downs of Mario Andretti and the philosophical attitude of Vel Miletich.



ROGER PENSKE RACING

Roger Penske Racing, Penske Plaza, Reading, Pennsylvania, USA or Balena Close, Creekmoor Trading Estate, Poole, Dorset

Year formed: 1966

First Formula One race: Canadian GP, 1971 (with McLaren). First with Penske built car: Canadian GP, 1974

Personnel:

1975 Drivers: Mark Donohue, *USA*, John Watson, *Great Britain*

Team Director: Roger Penske

Chief Designer: Geoff Ferris

Team Manager: Heinz Hofer

Chief Mechanic: Karl Keinhofer

Team's Major successes:

1968: USRRC Champions (Donohue)

1969: USRRC Champions (Donohue)

1970: 2nd Indianapolis 500 (Donohue)

1971: 3rd Canadian GP (Donohue), 1st Pocono 500, Michigan 200

1972: 1st Can-Am Championship (Follmer), 1st Indianapolis 500 (Donohue)

1973: 1st Can-Am Championship (Donohue)

Past and present drivers (F1):

Mark Donohue, David Hobbs, John Watson

Team Report:

The all-powerful Penske team arrived in the Grand Prix arena without that notorious advantage which had seen them conquer the US world of racing. They had the considerable courage to change horses in mid-stream, buying an off-the-shelf March to replace their own car, but were dealt a tragic blow when

Mark Donohue died from injuries sustained in a practice crash in Austria.

They returned to the scene in America with John Watson at the wheel. Both the team and the talented Ulsterman deserve a change of luck.

Technical Report:

Penske's first attempt at building their own racing car was remarkably unsuccessful. Designer Geoff Ferris and development engineer Don Cox certainly didn't have the right answers—that was plain for all to see. But by the end of the season, and despite the strain caused by the sad loss of Donohue, they had not only purchased a March and raced that, but also designed a completely new car which closely followed the March's principles. This showed a lot of potential in practice at Watkins Glen, but suffered from engine trouble on the warm-up lap. New team driver Watson had to switch at the last minute to the old car which had been on display at the circuit until race morning. And it finished, too. But during the closed months Watson was to set the pace during the "Test Session Grand Prix" with the new car. Penske could start winning Formula One races in 1976.

Team Record:

13 RACES, 7 FINISHES

Mark Donohue

ARG/7th BRA/r ZA/8th E/cr MC/cr B/11th S/5th NL/8th F/r GB (John Player)/5th D/r A/pa 12 races, 6 finishes

John Watson

USA/9th 1 race, 1 finish

Captain Nice — Mark Donohue pictured minutes before his fatal crash during practice at the Osterreichring.



28

GOODYEAR

SUNOCO

DieHard

FIRST NATIONAL CITY

11

FIRST NATIONAL CITY

USP

TEAM SURTEES

124

TEAM SURTEES

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

Year formed: 1965

First Formula One race: British Grand Prix 1970

Personnel:

1975 Drivers: John Watson, *Great Britain*, Dave Morgan, *Great Britain*

Team Director: John Surtees

Chief Designer: John Surtees

Team Manager: George Thornton

Chief Mechanic: Albert Strasser

Team's Major successes:

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

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

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

Past and present Team Surtees drivers:

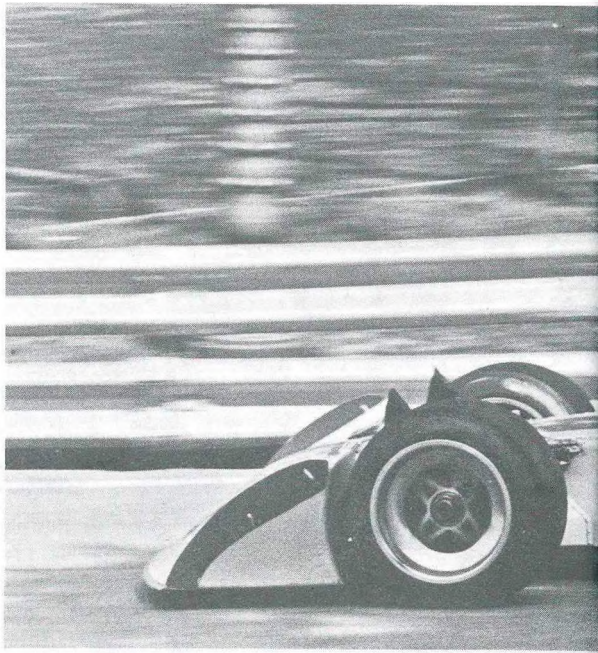
John Surtees, Rolf Stommelen, Tim Schenken, Mike Hailwood, Andrea de Adamich, David Hobbs, Derek Bell, Sam Posey, Carlos Pace, Jochen Mass, Dieter Quester, Helmuth Koinigg, John Watson, Dave Morgan

Team Report:

John Surtees suffered a bitter year, despite the promise shown by John Watson and the team's fine showing in the Race of Champions. The team was beset with financial problems—a hangover from 1974—and didn't really find its feet.

After the Austrian race, "Big John" gave up the unequal struggle and sensibly settled down to putting his house in order for 1976. Work progressed on a very exciting new car, there were many, very searching driver trials, and a new sponsor was found.

John still has a very special place in the



GEOFF GODDARD

Above: John Watson during his luckless drive at Barcelona, and (right) in conversation with "Big John".

affections of the British public. Here's hoping his fortunes change in his new colours.

Technical Report:

Team Surtees continued in 1975 with their existing model, the TS16, with little modification except for a new nose and a few minor changes. The team desperately needed a new car, but John had various problems on his plate which precluded this. It has been rumoured that the new car has been designed with help from the Concorde design team. The result could be interesting.

Team Record:

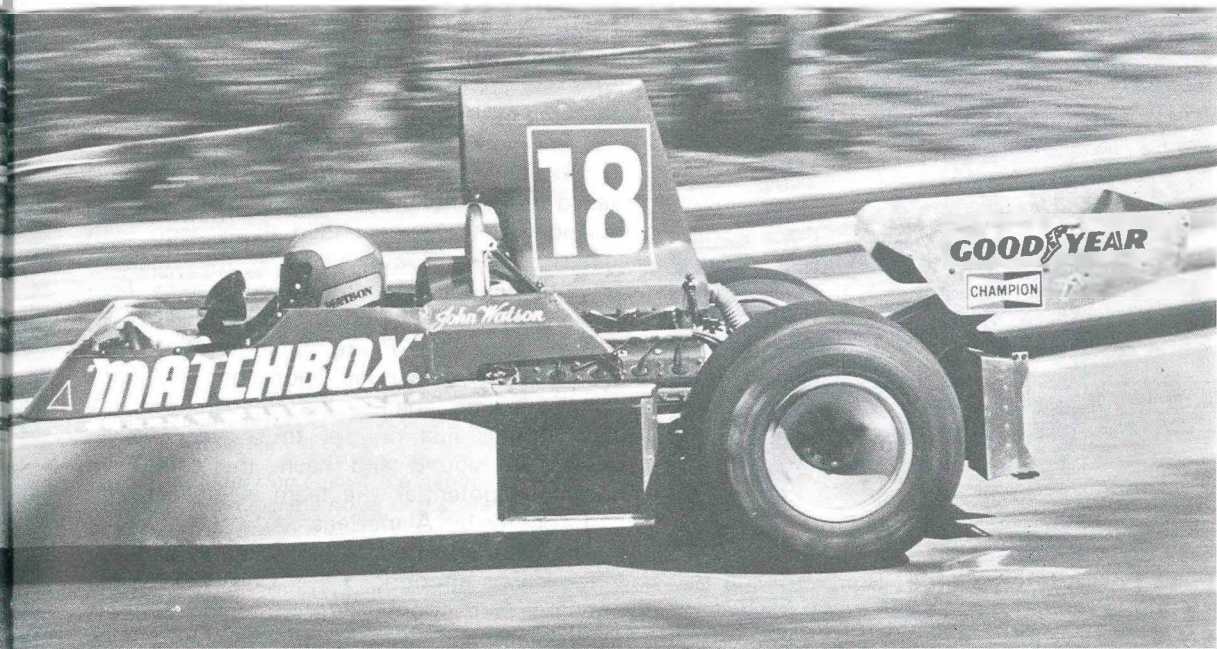
13 RACES, 8 FINISHES

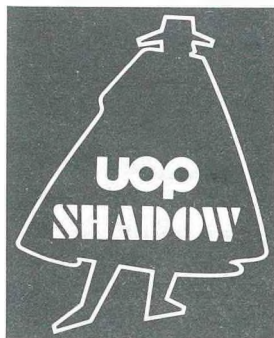
John Watson

ARG/r BRA/10th ZA/r E/8th MC/r B/10th S/16th NL/r F/13th GB (John Player)/11th D/r A/10th 12 races, 7 finishes

Dave Morgan

GB (John Player)/19th 1 race, 1 finish





UOP SHADOW RACING TEAM

Advanced Vehicle Systems Inc/Shadow Cars,
Weedon Road Industrial Estate, Northampton
NN5 5AJ, England. Northants 54351

Year formed: 1968

First Formula One race: South African GP
1973

Personnel:

1975 Drivers: Tom Pryce, *Great Britain*,
Jean-Pierre Jarier, *France*

Team Director: Don Nichols

Team Manager: Alan Rees

Chief Designer: Tony Southgate

Chief Mechanic: Peter Kerr

Jarier's senior mechanic: Paul Pimlock

Pryce's senior mechanic: Dave Luckitt

Team's Major successes:

(Can-Am series)

1971: 3rd Edmonton (Oliver)

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

(Formula 1)

1973: 3rd Spanish GP (George Follmer), 3rd
Canadian GP (Jackie Oliver)

1974: Can-Am Champions (Oliver) 3rd
Monaco GP (Jarier)

1975: 1st Race of Champions (Pryce)

Past and present drivers (F1):

Jackie Oliver, George Follmer, Brian Redman,
Peter Revson, Jean-Pierre Jarier, Bertil Roos,
Tom Pryce

Team Report:

In South America, it seemed that Shadow were about to rule the world as Jean-Pierre Jarier romped away with both pole positions and was cruelly robbed of a runaway victory in Brazil. Tony Southgate's new DN5 was hailed as a world-beater.

And yet, the team ended the season with just one win—Tom Pryce's in the Race of Champions—despite all the rich promise. Tom Pryce gained pole position *and* led the race in Britain, and Jean-Pierre Jarier should have scored a home win at Dijon, but no. Luck seemed to be against the handsome black cars. It was just one of those years. Both drivers are young and keen; the cars have enormous potential; the team is run sensibly and soberly by Alan Rees.

The team was dealt a bodyblow in October when it was announced that UOP were withdrawing their sponsorship. But Don Nichols was determined to carry on, whether a new backer was found or not. Let's hope that such single-mindedness earns its deserved reward.

Technical Report:

The biggest mystery of the 1975 season was the way the new DN5 from the drawing board of Tony Southgate flattered in South America only to deceive for the rest of the year. Why did the car go so well in those first two races? No one will ever know. There are theories, of course, one suggesting it was simply Jarier driving like never before to keep Ronnie Peterson out of the team. The Shadow did seem particularly good on very fast corners and very slow ones, but not so good at the in-between ones. Even so, Shadow deserved to win more than the Race of Champions and the inexperience of the two drivers is surely a decisive factor.

Later in the year the team diversified their effort by building a special car to accommodate the Matra V12 engine, although things turned rather sour and the car raced only at Monza, with a notable lack of success. The Matra car

was basically a DN5 with the radiators mounted differently, and a rear end to accommodate the French power unit. There was also a Formula 5000 version of the car which, like the Formula One car, never quite gained the success expected of it.

Team Record:

28 RACES, 10 FINISHES

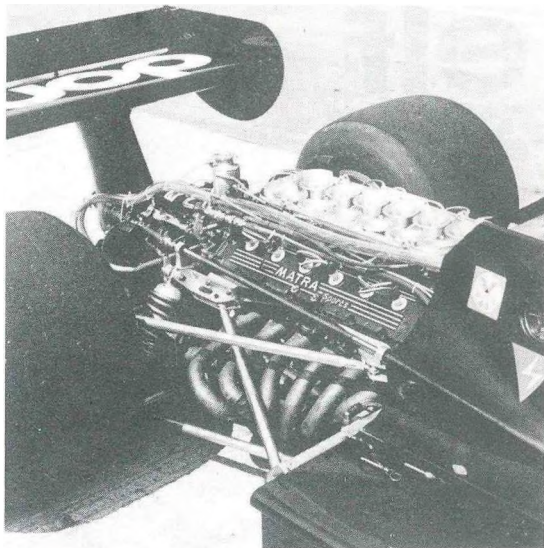
Jean-Pierre Jarier

ARG/dns BRA/r ZA/r E/4th MC/cr B/r S/r NL/r F/8th GB (John Player)/cr D/r A/r I/r USA/r 14 races, 2 finishes

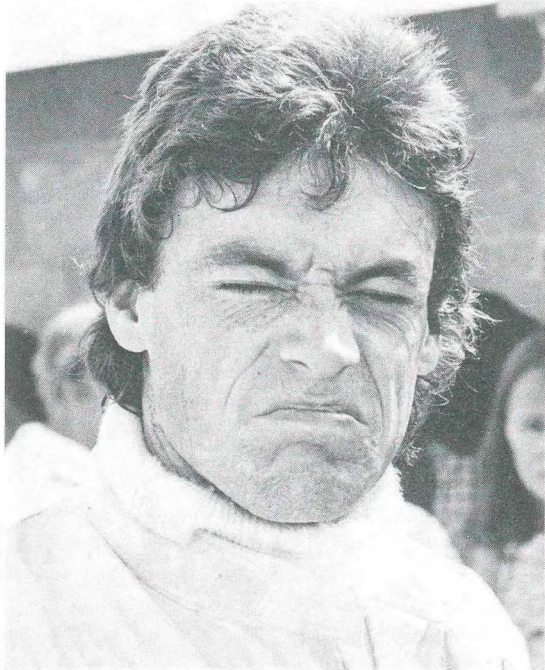
Tom Pryce

ARG/12th BRA/cr ZA/9th E/r MC/cr B/6th S/r NL/6th F/r GB (John Player)/cr D/4th A/3rd I/6th USA/11th 14 races, 8 finishes

Pryce and Jarier don't seem too happy. Perhaps they couldn't stand the noise of the Matra V12 engine (right) which was tried briefly in 1975.



127



GEOFF GODDARD



GEOFF GODDARD



128

ELF TEAM TYRRELL

Tyrrell Racing Organisation Ltd., Long Reach, Ockham, nr Ripley, Surrey, Ripley 2526

Year formed: 1960

First Formula One race: South African GP 1968 (with Matra Ford). First with Tyrrell car: Canadian GP, 1970

Personnel:

1975 Drivers: Jody Scheckter, *South Africa*, Patrick Depailler, *France*, Jean-Pierre Jabouille, *France*, Michel Leclere, *France*

Team Director: Ken Tyrrell

Asst. Team Manager: Frank Faulkner

Chief Designer: Derek Gardner

Chief Mechanic: Roger Hill

Scheckter's senior mechanic: Roy Topp

Depailler's senior mechanic: Robin Coleman

Team's Major successes:

Jackie Stewart: Drivers' World Championship 1969, 1971, 1973

Constructors' Championship 1971

Grand Prix victories:

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

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

1970: Spanish GP

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

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

1973: South African, Belgian, Monaco, Dutch, German GPs (Jackie Stewart)

1974: Swedish and John Player GPs (Scheckter)

1975: South African GP (Scheckter)

Past and present Tyrrell drivers (F1):

Jackie Stewart, François Cevert, Jean-Pierre Beltoise, Johnny Servoz-Gavin, Peter Revson, Chris Amon, Jody Scheckter, Patrick Depailler, Jean-Pierre Jabouille, Michel Leclere

Team Report:

Judged by Ken Tyrrell's own, hypercritical, success-weaned standards, 1975 must be condemned as a dismal year for the blue cars. Jody Scheckter—favourite to take the title according to some pundits—demonstrated new-found racecraft in South Africa and won a most mature victory. But that was that!

Patrick Depailler was the star of Nurburgring, and must surely win a Grand Prix soon. The team had a very strong finishing record, with only seven retirements all season, but there was only one success to cheer. Still there were cheers—after the gasps of disbelief—when the team unveiled Derek Gardner's revolutionary six-wheeler in October.

The winter testing programme exceeded wildest expectations and many observers (who should have known better) may be forced to eat their silly, ill-informed words in public. Let us hope so. A six-wheel success would earn headlines right round the world, and the Tyrrell team *need* a boost for their morale.

Technical Report:

Derek Gardner's 1974 mid-season 007 design was retained for 1975, although tests at the Argentine Grand Prix quickly confirmed that the car worked better on a coil spring set-up rather than the torsion bars at the rear with which it was originally designed. It was likewise decided to continue with outboard front brakes. During the year, Gardner progressively reduced the size of the air intake, but quite obviously he had other things on his mind. As we were later to find out, his thoughts were on six wheels!

Team Record:

30 RACES, 22 FINISHES

Jody Scheckter

ARG/11th BRA/r ZA/1st E/r MC/7th B/2nd S/7th NL/r
F/9th GB (John Player)/3rd D/cr A/8th I/8th USA/6th
14 races, 10 finishes

Patrick Depailler

ARG/5th BRA/cr ZA/3rd E/cr MC/5th B/4th S/7th
NL/9th F/6th GB (John Player)/9th D/9th A/11th I/7th
USA/cr 14 races, 11 finishes

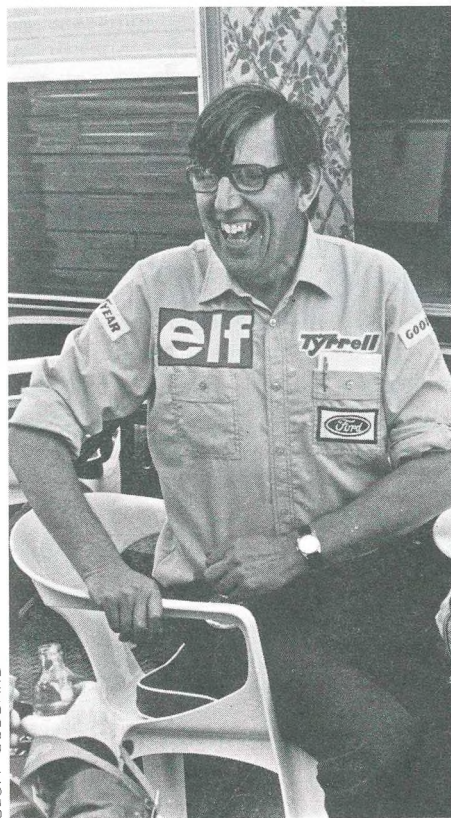
Jean-Pierre Jabouille

F/12th 1 race, 1 finish

Michel Leclère

USA/r 1 race, 0 finishes

The shape of the future and the smile of '76? Ken Tyrrell seems happy with the prospects for the new six-wheel 'Project 34'.





130

FRANK WILLIAMS RACING/ISO MARLBORO

Frank Williams (Racing Cars) Ltd., 36 Bennet Rd., Reading, Berks, England. Reading 85955

Year formed: 1968

First Formula One race: *Daily Express* International Trophy meeting, 1969. First with Williams built car: John Player GP, 1972

Personnel:

1975 Drivers: Jacques Laffite, *France*, Arturo Merzario, *Italy*, Tony Brise, *Great Britain*, Ian Scheckter, *South Africa*, Damien Magee, *Great Britain*, Renzo Zorzi, *Italy*

Team Director: Frank Williams

Chief Designer: Ray Stokoe

Chief Mechanic: Tony Fox

Laffite's senior mechanic: Pat Palmer

2nd Car's senior mechanic: Mike Coyte

Team's Major successes:

2nd Monaco GP 1969

2nd US GP 1969

4th British GP 1971

6th Dutch GP 1973 (first championship point with Williams built car)

2nd German GP 1975 (Laffite)

Past and present drivers:

Piers Courage, Tim Schenken, Henry Pescarolo, Carlos Pace, Brian Redman, Chris Amon, Nanni Galli, Jackie Pretorius, Gijs van Lennep, Jackie Ickx, Graham McRae, Tom Belso, Jacques Laffite, Tony Brise, Ian Scheckter, Damien Magee, Renzo Zorzi

Team Report:

1975 will be remembered as the season that Frank Williams finally began to race cars under his own name, and for Jacques Laffite's superb second place at the Nurburgring. For the rest of the season, the story was more familiar.

Frank gave Tony Brise his first Grand Prix drive, and lost him to Graham Hill. Frank gave driver after driver a chance to make a name, and was disappointed with everyone but Laffite.

But still he refuses to give up. "I want to win the World Championship," he says. And he'll move heaven, earth, and bank managers to do it!

Technical Report

Frank Williams started the season buying cast-off Hesketh nose-cones to modify his own chassis, and finished the year by buying two new 308Cs and the services of Doc Postlethwaite. But for most of the season Frank had to work on a tight budget. He started the year with two of his 1974 cars, but a new Ray Stokoe-designed car appeared mid-season. However, this followed the previous John Clarke model very closely, as many of the older parts had to be adapted to fit the new design. With new cars and new backing, Williams could win his first GP in 1976.

Team Record:

25 RACES, 6 FINISHES

Jacques Laffite

ARG/r BRA/11th ZA/nc MC/dnq B/r NL/r F/11th GB (John Player)/r D/2nd A/r I/r USA/dns 12 races, 3 finishes

Arturo Merzario

ARG/nc BRA/r ZA/r E/r MC/dnq B/r 6 races, 0 finishes

Ian Scheckter

S/r NL/12th 2 races, 1 finish

Damien Magee

S/11th 1 race, 1 finish

Jo Vonlanthen

A/r 1 race, 0 finishes

Ian Ashley

D/pa 1 race, 0 finishes

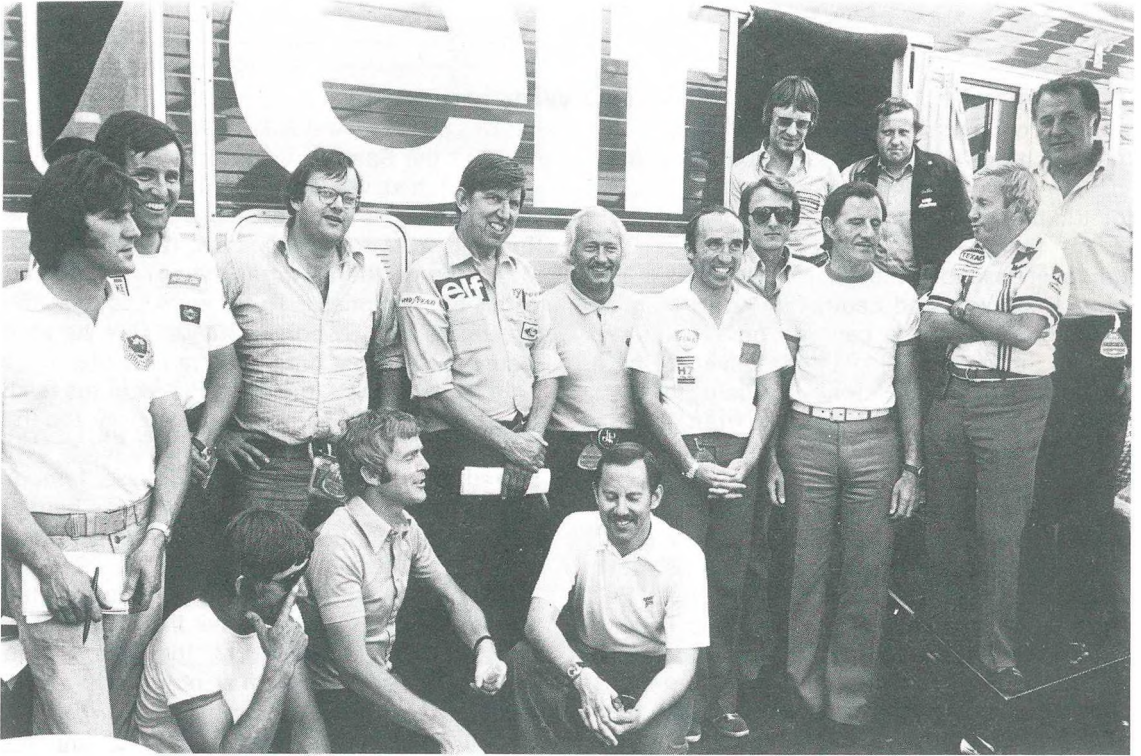
Renzo Zorzi

I/14th 1 race, 1 finish

Lella Lombardi

USA/dns 1 race, 0 finishes

The Managers . . .



GEOFF GODDARD

131

Would you buy a used car from these men? The team managers on parade in Germany. (l-r) Jim Diamarter (Parnelli), Heinz Hofer (Penske), Bubbles Horsley (Hesketh), Ken Tyrrell (Tyrrell), Colin Chapman (John Player), Frank Williams (Williams), Luca di Montezemolo (Ferrari), Bernie Ecclestone (Brabham), Graham Hill (Embassy Hill), Alan Rees (Shadow), Teddy Mayer (McLaren), Vel Miletich (Parnelli); (seated) Ray Brimble (Embassy Hill), Max Mosley (March), Peter Mackintosh (Secretary, F1 Constructors' Association).

THE CONSTRUCTORS' CHAMPIONSHIP

132 The manufacturers who made the winning cars

It was, of course, Ferrari's year. From the moment the Italian team rolled out their new "T"-car—"T" for transverse gearbox or "T" for triumphant—the writing was on the wall.

Not that we all saw it immediately. One journalist described the new car as "uninspired" when Regazzoni and Lauda first raced them at Kyalami. How wrong can you be? Next time out, at Silverstone, Niki Lauda gave the new car its first taste of victory. In Spain, the two Ferraris sat side-by-side on the front row of the grid, only to join in a mutual destruction derby at the first corner.

It was to be the last time in a sensational season that both Ferraris would fail to score points! Niki Lauda suddenly ripped off four victories and a second place in the next five races, and the cars were to prove as reliable as they were quick. In its first season, the 312T earned Italy six Grand Prix wins, two non-Championship wins, six fastest laps, and nine pole positions. In modern competition, that's impressive! The team only suffered four technical retirements during the whole season,

out of 28 starts. And Niki Lauda finished every race but the Spanish GP!

Ferrari had waited since 1964 to take the Constructors' Championship again. This time they did it with a vengeance, rocketing back to the top of the *all-time* Championship chart with 58 victories. They even added the American and Swedish Grands Prix to their record for the first time in Ferrari history.

In stark contrast, the John Player Lotus team failed to score a Formula One victory for the first time since 1971. The Tyrrell team only scored one victory, and both these famous names had to be content with placings behind one of the youngest teams in the Championship—Lord Hesketh's.

Sharing the good Lord's glee must be the March team, who scored their first Championship win with a works car, the little Ensign Team who scored *their* first point, and a very familiar name indeed—Graham Hill. The man who notched a personal total of 289 Championship points in the *Drivers'* Championship had begun to start counting Constructors' points.

1958	1st Vanwall	48	Points
	2nd Ferrari	40	
	3rd Cooper	31	

1959	1st Cooper	40	Points
	2nd Ferrari	32	
	3rd BRM	19	

1960	1st Cooper	40	Points
	2nd Lotus	32	
	3rd Ferrari	24	

1961	1st Ferrari	40	Points
	2nd Lotus	32	
	3rd Porsche	22	

1962	1st BRM	42	Points
	2nd Lotus	36	
	3rd Cooper	29	

1963	1st Lotus	54	Points
	2nd BRM	36	
	3rd Brabham	28	

1964	1st Ferrari	45	Points
	2nd BRM	42	
	3rd Lotus	38	

1965	1st Lotus	54	Points
	2nd BRM	45	
	3rd Brabham	27	

1966	1st Brabham	42	Points
	2nd Ferrari	31	
	3rd Cooper	30	

1967	1st Brabham	67	Points
	2nd Lotus	44	
	3rd Cooper	28	

1968	1st Lotus	64	Points
	2nd Matra	47	
	3rd McLaren	46	
1969	1st Matra	66	Points
	2nd Brabham	51	
	3rd Lotus	44	
1970	1st Lotus	59	Points
	2nd Ferrari	51	
	3rd March	48	
1971	1st Tyrrell	73	Points
	2nd BRM	36	
	3rd Ferrari	33	
1972	1st John Player Special	61	Points
	2nd Tyrrell	51	
	3rd McLaren	49	

1973	1st John Player Special	92	Points
	2nd Tyrrell-Ford	82*	
	3rd McLaren-Ford	58	
*JPS actually scored 96 points and Tyrrell 86, but they dropped their lowest scores from the first half of the year.			
1974	1st McLaren*	73	Points
	2nd Ferrari	64	
	3rd Tyrrell	52	
* Under the name Texaco-Marlboro-McLaren			
1975	1st Ferrari	72½	Points
	2nd Brabham-Ford	54	
	3rd McLaren-Ford	53	
	4th Hesketh-Ford	33	
	5th Tyrrell-Ford	25	
	6th Shadow-Ford	9½	

133

WINNERS SUMMARISED

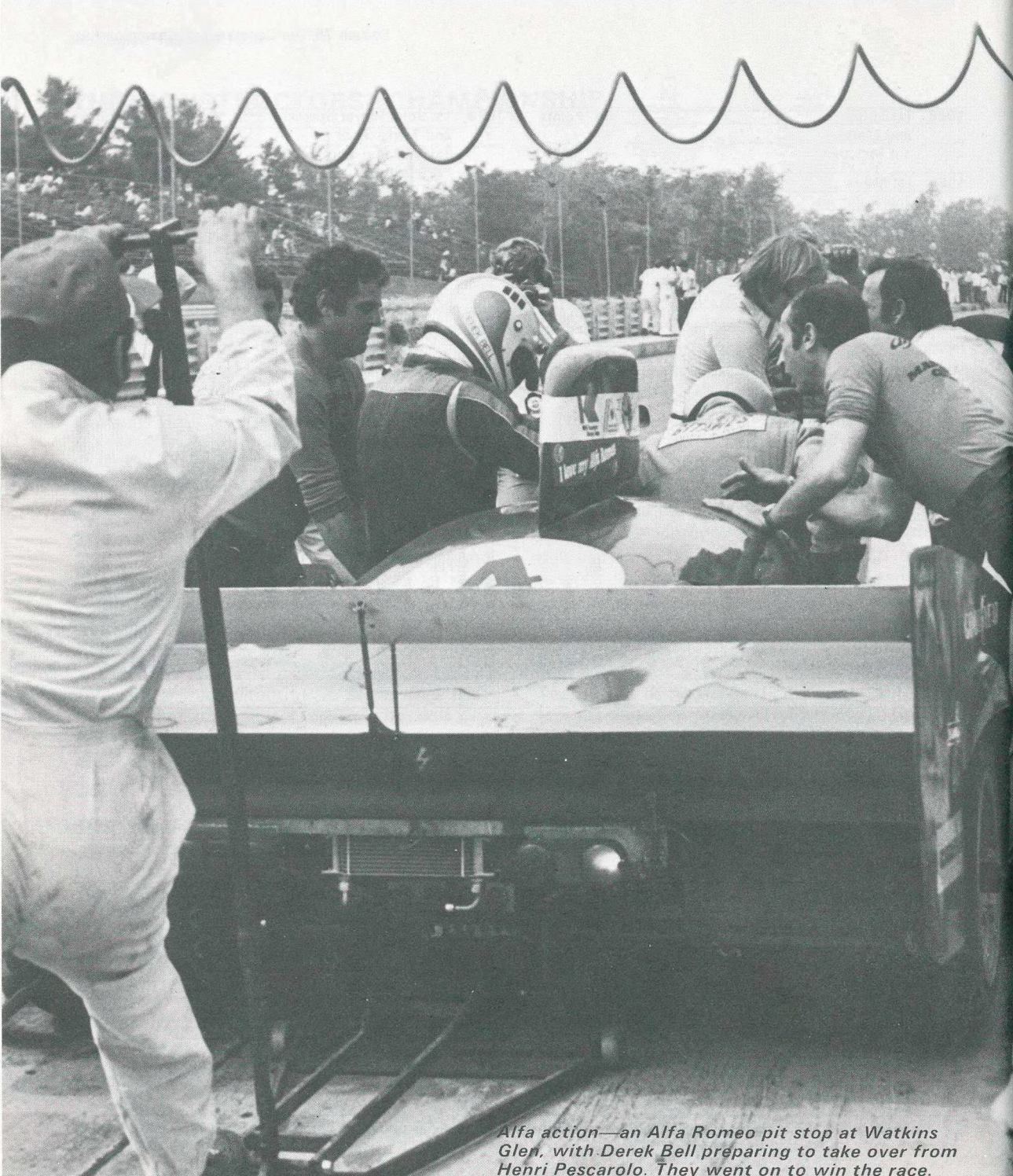
Lotus 6*; Ferrari 3; Cooper 2; Brabham 2; BRM 1; Vanwall 1; Matra 1; Tyrrell 1; McLaren 1.

*Including 1972, 1973, and 1974 Championships under the name John Player Special.

Who has won the most?

	M/C	Dutch	G.B.	Belgian	French	German	Italian	U.S.	Canadian	Mexican	Argentine	Austrian	Swiss	Portuguese	Spanish	S. African	Moroccan	Brazilian	Swedish	Pescara	TOTAL
FERRARI	2	5	7	6	8	9	8	1	1	1	2	2	2	-	2	1	-	-	1	-	58
LOTUS*	6	5	8	5	5	3	4	8	-	3	1	2	-	-	3	3	-	1	-	-	57
TYRRELL	2	1	2	1	2	2	-	2	2	-	1	-	-	-	1	2	-	-	1	-	19
BRABHAM	1	1	1	-	3	4	-	1	2	1	-	-	-	-	-	2	-	1	-	-	17
BRM	5	2	-	1	-	1	3	3	-	-	-	1	-	-	-	1	-	-	-	-	17
COOPER	3	1	2	1	1	-	1	1	-	1	2	-	-	2	-	1	-	-	-	-	16
McLAREN	-	-	2	2	-	-	1	-	3	1	2	-	-	-	1	1	-	1	1	-	15
ALFA-ROMEO	1	-	1	2	2	-	1	-	-	-	-	-	-	2	-	1	-	-	-	-	10
MASERATI	2	-	-	1	1	1	2	-	-	-	2	-	-	-	-	-	-	-	-	-	9
MERCEDES	-	1	1	1	1	1	2	-	-	-	1	-	1	-	-	-	-	-	-	-	9
VANWALL	-	1	1	1	-	1	2	-	-	-	-	-	-	-	1	-	1	-	-	1	9
MATRA	-	2	1	-	1	1	1	1	-	-	-	-	-	-	1	1	-	-	-	-	9
HONDA	-	-	-	-	-	-	1	-	-	1	-	-	-	-	-	-	-	-	-	-	2
MARCH	-	-	-	-	-	-	-	-	-	-	-	1	-	-	1	-	-	-	-	-	2
PORSCHE	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
EAGLE	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
HESKETH	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1

*Including five 1972 victories+seven 1973 victories+three 1974 victories under the name John Player Special.



Alfa action—an Alfa Romeo pit stop at Watkins Glen, with Derek Bell preparing to take over from Henri Pescarolo. They went on to win the race.

THE WORLD SPORTS CAR CHAMPIONSHIP 1975

Doug Nye

World Championship sports car racing slumped during 1974, looked all set to be even worse in 1975, but, in fact, proved quite good in an unimportant, parochial kind of way.

The CSI really put the cat among the pigeons by delaying their final decision on regulations for the new year until well into December 1974. All the interested teams and manufacturers had attended an "advisory" discussion with the CSI technocrats in Zurich, and had left that meeting satisfied that the new year was to see a long-awaited World sports car Formula, which would combine 3-litre racing engines with 5-litre stock-block units. This would cater for chassis on a sliding-scale of weights to compensate between the real racers, and the envelope-bodied "Formula 5000s". Suitable bits and pieces were well-known and widely used all over the racing World—in Europe, the States, South Africa, Australia, South America—but it just didn't happen.

The CSI Technical Committee decided that such a Formula, although tailored to a time of economic depression, would not form sufficient impetus "for technological endeavour", so they cast aside all ideas of trying to attract large fields of near-equal cars and, with them, went most of the prospects of really crowd-pleasing racing. Instead, they announced blandly to a dumbfounded sports car community that they would admit normally-aspirated racing engines of up to 3000 cc displacement; and up to 5000 cc stock-blocks, and that turbocharged engines would be admitted on a 1.4 equivalency factor.

This meant that anyone with the technological expertise (and the capital) to indulge in turbocharging would be allowed an engine displacement of $\frac{3000}{1.4}$ cc to fill with their pressurised charges. This meant 2142.857

cc, facing 2998 cc or thereabouts unsupercharged, and the established manufacturers who were hoping for a vital Formula to stimulate demand could do nothing but *scream!*

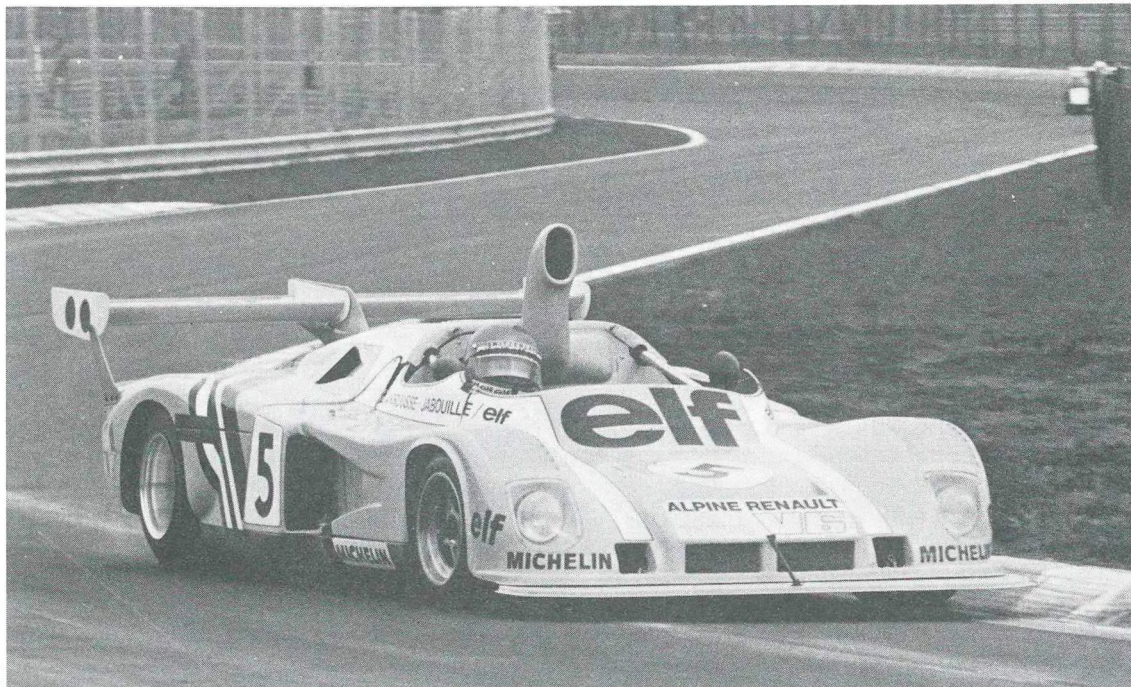
The whole thing was desperately unfair. The CSI saw fit to match 1½-litres "blown" against 3-litres "unblown" in Formula one, yet here they figured 2.1-litres turbocharged would be a fair match for 3-litre racing engines on atmospheric induction. It was obviously going to be no-contest if the turbocharger-teams did a good job, and nobody even bothered to build a 5-litre stock-block car.

Curiously enough, within days of this shock announcement, Alpine-Renault unveiled their new, 2-litre, V6 turbocharged sports car in Paris. Dependent virtually upon your nationality, this car was tailormade to the new regulations, or they were tailormade to it.

But if there *was* pressure placed on the CSI, the French were not alone. Porsche have more experience of road-racing turbocharged cars than any other manufacturer and, sure enough, they were developing their own 2-litre air-cooled flat-six, *mit turbolader*, on their Weissach test-track outside Stuttgart.

Understandably, with Matra out of the running after their years of dominance, the French did not want to lose their sports car grip. But Porsche were very interested in trying to prise it free.

Then there came the opposition, *without* turbocharging, which included Guy Ligier's now Cosworth V8-powered, Gitanes-backed JS2 coupes from France; Georg Loos' ex-works Gulf-Mirages with similar power-packs from Germany; and then, the retired 1974 Alfa Romeo 33TT12s from Italy—revived by the former German driver, Willi Kauhsen. Somehow



LAT

Turbo-success—Alpine's turbo-charged A442 won the first European round of the World Championship, but hit problems for the rest of the year. Seen here at the wheel is the great sports car driver Gerard Larousse, who retired at the end of the season to become Renault's Competitions Manager.

the bearded little entrepreneur amassed sufficient backing (from Redlefsen sausages and Campari) to take on the running of Alfa's team, with the cars maintained, prepared, and still developed by Carlo Chiti's Autodelta organisation.

The Championship didn't so much get under way as just materialise. Daytona's 24-Hours *should* have been the opening round, but the organising International Motor Sports Association refused to run a 3-litre prototype Group 5 class if fewer than eight entries appeared. They didn't. So IMSA didn't. And the race lost its Championship status. "Urgent discussions" followed, and as Mugello, Dijon, and Monza took place as rounds 1, 2, and 3, the CSI decided in their wisdom that IMSA had slotted some vague home entries into a Championship

class in the Floridan "24". And so it became a retro-active "World title opener". It was that kind of season—at first.

Porsche Carreras packed the places in that race, but it was at the youthful Mugello Autodrome that the Championship proper got under way. The bulky Alfa Romeo 33TT12 driven by Merzario/Ickx narrowly bettered Larousse/Jabouille's practice time in the brand-new turbocharged Alpine A442, and the Willi Kauhsen Racing Team car led the Frenchmen for half the race until a long pit-stop, caused by a brake-pad welding itself into a caliper, allowed the Alpine home to its maiden victory.

Alfa got their own back on Alpine's home ground at Dijon, where Jabouille led for most of the first hour until the A442 lost all its water



137

Alfas ahead—the start at Spa, and the two Alfa Romeos shoot into an immediate lead with Ickx and Pescarolo driving. They finished an unchallenged first and second.

and retired. This left the Alfas running 1–2 until the Bell/Pescarolo car was delayed while a wheel bearing had to be replaced. The Dr Dannesbuerger/Martini Racing Porsche 908/4 looked set for second place, but Muller/Van Lennep went out in the last half-hour when the turbocharged engine blew. The Migault/Laffosse Ligier took over briefly, hit more trouble, and allowed the Jost/Casoni 908/4 to tread consistently home second behind Frank Williams' Formula One pair, Merzario/Laffite, in the scarlet Alfa.

At Monza, the series flared into life as Merzario/Laffite fought with the very fast Larrousse/Jabouille Alpine and Loos' Mass/Schenken-driven yellow Mirage for much of the distance. The Alpine led to the first pit-stops, then slowed both with punctures and

an engine which went off tune. The Mirage harried the big Alfa for three hours until first its wing-mounts failed and then the gearbox ran dry—leaving Alfa to take another supremely popular win on their home ground, where Merzario/Andretti had led a 1–2–3 the previous year.

So many "aces" refuse to face the challenge of Spa, that the Belgian race saw a sorry entry. Ickx joined Merzario for his home event, and led brilliantly through pouring rain. But little Art proved woefully inadequate as his partner. Bell/Pescarolo had good luck with them at last, and they led their team-mates home by a lap, splashing through torrential rain showers which saw race distance hacked back from 1,000 to 750 km.

With the demise of the Targa Florio, the

Sicilians revised the Coppa Florio, thus stealing the RAC Tourist Trophy's glory as the World's oldest surviving motor race. Once more, Alpine and the Loos Mirage were missing, and the Kauhsen Alfa finished 1–2 out of only 16 starters. The Tebernum Racing Porsche Carreras shared three drivers to place fourth and fifth, and after this five-hour bore the full circus assembled at Nurburgring and finally put on a *real* motor race.

The revised Larrousse/Jabouille Alpine with a higher-revving turbocharger took pole-position with a 7:12.1 practice lap, compared to Pescarolo's best Alfa time of 7:26.0. A third Alfa appeared (with Kauhsen's Redlefsen sausage backing) for Mass/Scheckter, but the race saw the Alpine overhauling Mass' exciting initial lead, and rushing round gaily until a boost-pipe splintered. The Redlefsen Alfa was delayed by brake troubles; Pescarolo crashed on the opening lap on a wet patch and Merzario/Laffite just staved off the Ganley/Schenken Mirage which lost the lead in a final pit-stop.

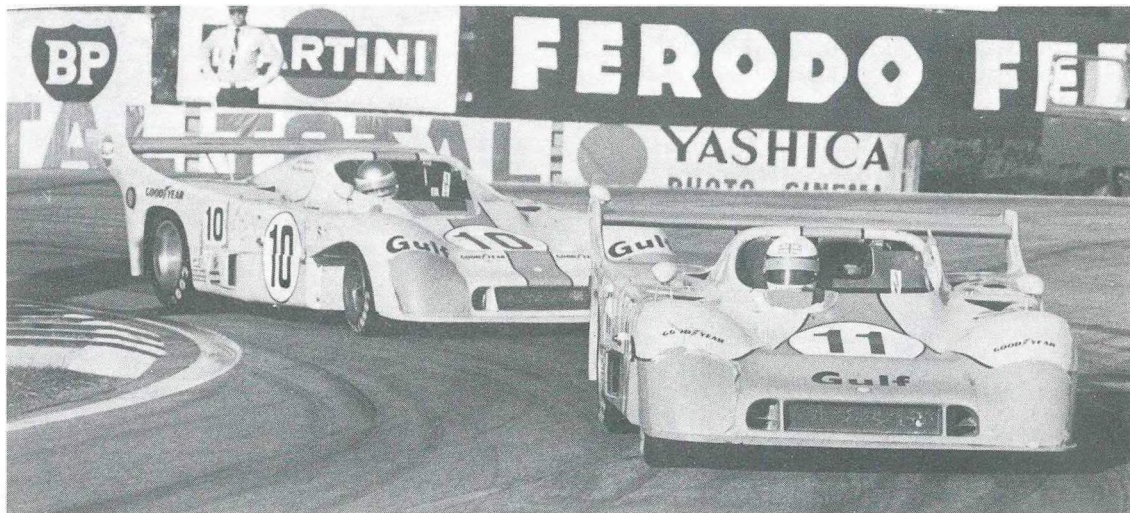
Then to Le Mans, where the ACO's *own* fuel consumption regulations took the prestigious 24-Hours out of the World Championship for the first time since 1956. This cut down the prototype entry drastically, but Gulf Racing turned out with their latest GR8-Cosworths—running engines detuned from 475 bhp at 10,000 rpm to 375 bhp at 8000 rpm, but sporting the John Horsman/John Wyer-designed aerodynamic bodysells which still yielded 194 mph down Mulsanne! The object of running at least 20 laps on 26 gallons of fuel was achieved, and Ickx/Bell were not pushed through most of the 24-Hours to win from the Laffosse/Chasseuil Ligier JS2, and the sister GR8 of Schuppan/Jaussaud. Both Gulfs broke their lower engine-mounts in the closing stages but 8:11 mpg was the key to a good—if not great—success. Unfortunately, the ACO's handling of their own regulations left a lot to be desired. Their

official consumption figures, for example, were ludicrous. They took meter readings from the pit pumps, rather than tank readings from the cars. Since it was vital to cover 20 laps between stops without running out of fuel, Gulf were just one of the teams using an overflow bottle, pumping fuel until the bottle was full and every vestige of air had been purged from the tanks. While Gulf then subtracted the contents of the overflow bottle from *their* totals, the ACO just blandly accepted the meter readings, and *their* resulting figures would have seen almost every car floundering dry after 12–15 laps of the Sarthe circuit.

The whole idea of an "economy" 24-Hours seemed alien to Joe Public as well, for he imagined he would be seeing a going-slow race, with all the drivers pussy-footing round. In fact, the economy in such a race was achieved by fine settings and painstaking preparation in the workshop before the cars were delivered to the course. In Gulf's case this even extended to making their own metering-unit parts, to prevent internal wear which saw their cars stopping mid-way through the 1974 race for progressively richening mixture to be corrected.

Le Mans was the *big* one which really mattered to the only proper works team other than Alpine left in sports car racing and, once Gulf had won it on their limited budget, it was back to Austria for the eighth Championship round.

The weather starred at the Osterreichring. In an ominous precedent for the Grand Prix, the race distance was slashed to 609 kms amid savage thunder-storms. Two Alpines appeared, Jarier joining Larrousse and Scheckter/Depailler making their debut in the turbocharged machines. Brambilla joined Merzario in his regular, Campari-backed WKRT Alfa and, after only five laps, Larrousse lost the lead with a puncture, and soon retired on circuit with a broken fuel-pump belt. Depailler led by miles, sufficient, in fact, for Scheckter



139

Gulf's glory—Derek Bell and Vern Schuppan round the Mulsanne Corner in convoy in the early stages of the Le Mans 24 Hours. Bell, with co-driver Ickx, won the event, with the Schuppan/Jaussaud car third.

to coast to the pits for a replacement fuel-pump belt and rejoin still in the lead! Rain in the electrics and fuel-system maladies finally put out the Tyrrell Twins' Alpine, and left the two fat, smug Alfas booming round through driving rain to win, despite a last-minute spin by Bell.

At Watkins Glen, when all the main contenders should have been as well-sorted as they ever would be, Scheckter's best-time in the Alpine was slower than the Matra speeds of 1974, but nearly two seconds faster than the best the Alfas could manage. It was a sign of sports car racing's Great Leap Backwards.

Within the first hour, Scheckter missed a gear, over-revved the leading car, and damaged the Renault-Gordini engine too badly to continue, while the sister car of Larrousse/Jarier was delayed by leaks in its boost-system and further troubles which kept it back in third place. At exactly half-distance (three hours) a torrential thunderstorm of Silverstone and Osterreiching proportions deluged the Seneca Lakeland circuit, several cars aquaplaned off, and the organisers abruptly red-flagged the

whole affair!

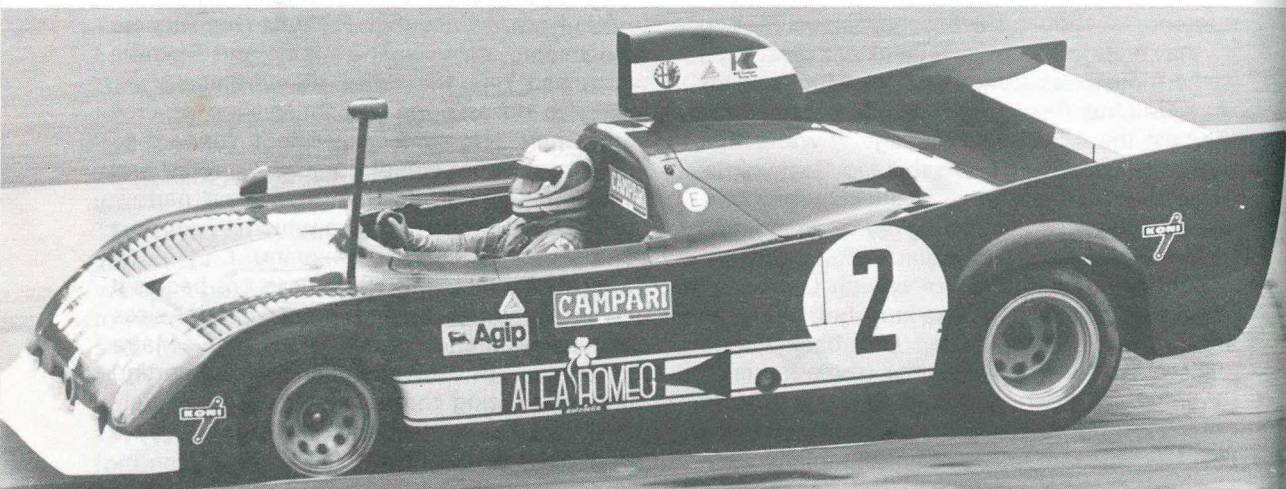
After a 65 minute hiatus, the race was restarted, and Jarier rushed away on wet tyres only for the track to dry. Casoni took over with his Porsche on intermediates but, as the circuit dried totally, the two Alfas paced ahead to their final 1-2 finish of the season.

It was the first World Championship to fall to Alfa Romeo since their Formula One success with Fangio in 1951. The Alpine and Porsche works had kept the series alive, ironically, by failing to do as good a technical job as they had hoped. Now we can all look forward to 600 bhp turbocharged Porsche-Carreras and Dino 308 Ferraris, rushing around on narrow tyres in the Silhouette racing which is next on a confused—and confusing—menu.

Sports car racing in 1975 wasn't as bad as it has been painted. Indeed, it was certainly less predictable than the years of the Matra monopoly. But with Ferrari supporting Silhouette racing through their dealers, surely it will get better still. And that's got to be a good way to start a New Year.



Winners—Henri Pescarolo drove to victory at Spa, Osterreichring, and Watkins Glen. The Alfa Romeo 33TT12, pictured in the Nurburgring's famous Karusel with Derek Bell at the wheel, won the World Championship with ease.



WORLD CHAMPIONSHIP OF MAKES—RESULTS— CARS AND FIGURES

Daytona 24-Hours, February 1-2

- 1 Peter Gregg/Hurley Haywood (3-0 Porsche Carrera), 684 laps, 108-531mph.
Fastest lap: John Greenwood/Carl Shafer/Vince Muzzin (7-0 Chevrolet Corvette), 1min 57-3sec. No speed given.

Mondiale Marche Mugello, March 23

- 1 Jean-Pierre Jabouille/Gerard Larrousse (2-0 Alpine-Renault A442 t/c), 150 laps, 784km, in 4hr 34-7sec, 164-15kph.
Fastest lap: Larrousse, 1min 49-8sec, 171-97kph (new sportscar record).

Dijon 1000Km, April 6

- 1 Arturo Merzario/Jacques Laffite (3-0 Alfa Romeo 33TT12), 245 laps, 806km, in 4hr 27min 28-8sec, 180-75kph.
Fastest lap: Merzario, 1min 1-5sec, 192-527kph.
Race shortened at organisers' discretion.

Monza 1000Km, April 20

- 1 Arturo Merzario/Jacques Laffite (3-0 Alfa Romeo 33TT12), 174 laps, 1004km, in 4hr 43min 21-8sec, 212-58kph.
Fastest lap: Gerard Larrousse (2-0 Alpine-Renault A442 t/c), lap 29, 1min 30-2sec, 230-29kph (outright record for this circuit configuration).

Spa 1000Km, May 4

- 1 Henri Pescarolo/Derek Bell (3-0 Alfa Romeo 33TT12), 54 laps, 750km, in 3hr 32min 58-4sec, 214-81kph.
Fastest lap: Jacky Ickx (3-0 Alfa Romeo 33TT12), 3min 25-05sec, 247-36kph.
Race shortened (weather).

Coppa Florio, Enna, May 18

- 1 Arturo Merzario/Jochen Mass (3-0 Alfa Romeo 33TT12), 207 laps, 1002-9km, in 5hr 5min 25-7sec, 197-018 kph.
Fastest lap: Merzario/Mass, 1min 24-1sec, 207-396kph.

ADAC 1000Km, Nurburgring, June 1

- 1 Arturo Merzario/Jacques Laffite (3-0 Alfa Romeo 33TT12), 44 laps, 1004km, in 5hr 41min 14-1sec, 176-7kph.
Fastest lap: Merzario, lap 6, 7min 20-8sec, 186-5kph.

Le Mans 24-Hours, June 15

- 1 Derek Bell/Jacky Ickx (3-0 Gulf-Cosworth DFV GR8), 336 laps, 4595-6km, 2853-9km, at 191-48kph.
Fastest lap: Chris Craft (3-0 Lola-Cosworth DFV T380), 3min 53-8sec, 210-026kph.

Osterreichring 1000Km, June 29

- 1 Derek Bell/Henri Pescarolo (3-0 Alfa Romeo 33TT12), 103 laps, 609km, in 3hr 34min 50-88sec, 170-02kph.
Fastest lap: Jody Scheckter (2-0 Alpine-Renault A442 t/c), 1min 41-21sec, 210-25kph.
Race shortened (weather).

Watkins Glen 6-Hours, July 13

- 1 Henri Pescarolo/Derek Bell (3-0 Alfa Romeo 33TT12), 152 laps, 826km, in 6hr 1min 23-9sec, 137-15kph.
Fastest lap: Gerard Larrousse (2-0 Alpine-Renault A442 t/c), 1min 45-96sec, 184-66kph.
Race run as "Double-3 Hours" due to storms.

FORMULA TWO

Murray Taylor

142 **Vive la France!**

He stormed on to the stage in a shower of glory, winning five of the first six races, then limped out with a string of engine blow-ups which meant he only finished in two of the remaining eight races. But by that time Jacques Laffite aged 32 and in only his second season of Formula Two racing—had won the 1975 European Championship.

In fact, the confident Parisian had it comfortably wrapped up by mid-season. Driving the one-off Mk 16 Martini, he started five races from pole position, set the fastest lap in three and, by the end of the year, had notched up six outright wins and a single second place. After 14 championship races he had piled up nearly twice as many points as his nearest challengers and, but for an appallingly bad run of engine failures with his Schnitzer BMW engine, would undoubtedly have won more.

Just as his fellow countrymen, Jean-Pierre Jarier and Patrick Depailler, had done in the two previous years, Laffite so dominated the racing in the early part of the season that by the time his troubles began he was searching for just one elusive last win to tie up the title. Once again, the French had dominated the Formula Two scene. French drivers, backed by the giant Elf petroleum company, filled the top five places in the championship while Italians figured prominently in the minor placings. The British were usually conspicuous by their absence!

The surprise of 1975 was the rapid rise of Laffite in the new Martini. Jacques had campaigned a March-BMW during his first European season in 1974, finishing a very close third behind the works cars of Depailler and Stuck after a steady season. The former French Formula Three champion returned to

his home near the Magny-Cours circuit in central France during the winter and worked with Tico Martini on a new car. Martini had, of course, built the spaceframe cars which Laffite took to victory in the French Formule Renault championship in 1972, and the national Formula Three series in 1973, but the Mk 16 was his first monocoque chassis.

Laffite was expected to have a hard time against the factory March-BMW team that had walked away with the title the two previous years. March hadn't been headed in the points since the end of 1972! For 1975, the Elf-March team had Michel Leclère and young Patrick Tambay who both had their first season in Formula Two during 1974 driving Schnitzer BMW-engined Alpines. Also ranged against Laffite were a pair of very seasoned drivers — Jean-Pierre Jabouille in a new spaceframe Elf 2, and the experienced sports car driver Gerard Larrousse. But Laffite had the upper hand right from the start, and it took the combined talents of all four of his countrymen even to equal his number of wins. Laffite may often have had luck on his side, but he drove forcefully and rarely can there have been a more deserving champion.

To complete a most memorable year, he again drove in Formula One for Frank Williams (surviving to take second place in the German Grand Prix) and shared the winning Alfa Romeo 33TT12 in three World Championship of Makes events.

The Championship

The season rumbled away to a shaky start amidst the political turmoil in Portugal during early March yet, in spite of fears for their safety, 16 cars arrived including seven new March-



LAT

The winning way—Jacques Laffite in his Martini-BMW ran away with the championship. Here he cocks a wheel over the Thruxton chicane kerbing.

BMW 752 models. The Estoril race was about as unpredictable as the state of the country. Leclère's March snatched pole position from Laffite by 0.2 sec with Tambay and Jabouille on the second row. But the race was thrown into turmoil by a sudden shower of rain just before the start. The works Marches had set a cracking pace in the opening laps, but unfortunately they were both out soon after most of the field stopped to change tyres. Two little-known Swiss drivers looked set to cause the upset of the year as they braved on with wet tyres and it was only a broken gearbox in the dying stages that prevented Loris Kessel from winning! Laffite had charged back through the field after his pit stop to haul in Jo Vonlanthen's slowing March, but there was no way he would have caught the unlucky Kessel but for that technical trauma. Laffite had been lucky but Estoril had set the scene for the races to come. Young Italian drivers filled the minor placings behind Vonlanthen, newcomer

Lamberto Leoni taking third place in a new March ahead of Giorgio Francia's Osella and the Marches of Diulio Truffo and Giancarlo Martini. It was an uneasy start to a hard year—a feeling not enhanced by the news that many people had slipped away from Lisbon airport only hours before it was bombed by political extremists!

In contrast, the race at Hampshire's Thruxton circuit three weeks later was a lot more civilised. It was the first Formula Two race in Britain for two years, and the BARC attracted a field of 30 cars for the two heats. In spite of clutch problems, Laffite was fastest in practice and snatched an overall win after others struck trouble. Vittorio Brambilla drove Ron Dennis' Schnitzer-engined March and was well to the fore before spinning off and delaying Leclère's March and the Ford-engined cars of Brian Henton (March) and American Ted Wentz (Lola) which had all been showing well. Ronnie Peterson drove another of Dennis' cars,

but he was involved in a controversial five-car pile-up at the chicane in the early stages, so it was left for Tambay to pick his way through to second place overall. Martini was third and the young Mexican, Hector Rebaque, took fourth place in a Chevron-Ford. Jabouille's sleek new Elf 2 had troubles yet still managed to fight back into fifth place.

Laffite's domination was halted at the first Hockenheim race when his engine failed. Both works Marches were also in trouble and the victory went to Larrousse—a sensational result for the 38-year-old Frenchman who was having his first Formula Two drive in a three-year-old Alpine! Hans Stuck had been invited back into the works March team, but the best he could manage was a lucky second after spinning wildly a couple of times in the packed stadium. Britain's Brian Henton drove to a good third place in his prototype March, although he, too, spun and actually got out of the car in the closing stages of the second heat, while Kessel and Francia headed the Belgian Claude Bourgoignie for the other points.

Laffite avoided the troubled Grand Prix weekend in Barcelona at the end of April, further to consolidate his handsome lead at the Nurburgring. He was on pole position for the third time and simply romped home in the first heat once Stuck's March had retired from second place. The following day he was content to be towed round behind the German for a safe second place. The opposition were left dumbfounded as Laffite gathered yet another win. Tambay scrambled home third in each of the 7-lap heats round the daunting 'Ring circuit to give him yet another second place, while Austrian Harald Ertl took third position with a fourth placing in each heat in his ex-Tom Pryce Chevron. Jabouille was a lowly ninth and fifth in the heats yet still took fifth on aggregate, a mere second ahead of the March of Italian Sandro Cinotti.

The next championship confrontation was the challenging road race through the winding

streets of Pau, and it was here that Laffite staged one of his finest demonstrations of the year. The season had hardly got into its stride and he had already amassed three times as many points as any other driver. He was again on pole position, with Jabouille, who had emerged as probably his biggest rival, alongside. Ironically Jacques had got into racing working as a mechanic on Jean-Pierre's Formula Three car! In the race, Jabouille led for sixty wearying laps with Laffite tucked right in behind, then, with just a dozen laps to go, the little Martini pulled out of the slipstream and darted ahead. It all looked so easy.

Patrick Depailler brought his March through to third place ahead of Larrousse's Alpine, and Leclère trundled into fifth place to gain his first points of the year. Tambay was out because of "someone else's accident" and only ten cars finished. German engine builder Joseph Schnitzer continued his early season domination by powering the first four cars home.

Just before Pau, there was a non-championship race at Laffite's home circuit at Magny-Cours, and as the Jarama championship round had been axed in the aftermath of the Spanish Grand Prix, there was a good entry. Victory went to Jabouille with Depailler, driving Henton's March-Ford, chasing hard to second place. Laffite was delayed with engine trouble and both the works March cars retired.

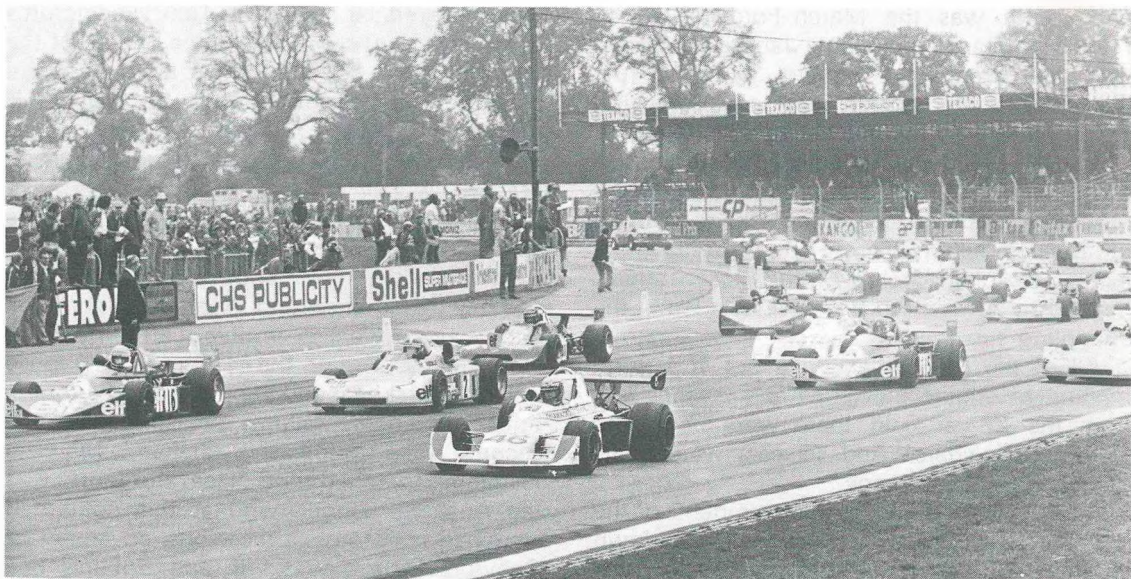
It looked as if Jabouille would emerge as the man to tackle Laffite as the teams headed back to Hockenheim in mid-June for round six, but not on this occasion. Laffite notched up his fifth win, albeit amidst chaos. In spite of continuing clutch troubles he survived again. Leclere spun while leading the first heat. Jabouille had an engine fail while leading. Stuck, who also led, had an engine fail, and Tambay crashed. Bourgoignie came up to second place in the Bang & Olufsen March ahead of Maurizio Flammini, Kessel, Francia, and Duilio Truffo in the second Osella.

That was the beginning of the end! Laffite



France v Italy—at Rouen's famous cobbled hairpin, Michel Leclère leads Lele Serblin, Jacques Laffite, and Maurizio Flammini. The race provided Leclère with his first win of the year.

They're back—Silverstone hosted its first Formula Two race for eight years. Accelerating from the front row are Leclère and Brian Henton, with the Wheatcroft. Also prominent are Jean-Pierre Jabouille in the Elf 2, Jim Crawford's Chevron, and Patrick Tambay's March.



had 32 points more than anyone else, but it was to be a long hard slog to the end as Hockenheim proved to be the turning point in Laffite's luck.

The Salzburgring race in Austria produced a win for Jabouille in the sleek Elf 2 with local man Hans Binder taking second spot in his March-Schnitzer from Gabriele Serblin's March and the persistent Bourgoignie. It was another tough race. Leclere started from pole and was shadowed by Jabouille and Laffite until his engine gave out and Laffite too had an engine failure. Brambilla, Tambay, and Ertl joined the list of retirements, leaving Jabouille to race on alone.

It was back to France and the splendid Rouen-les-Essarts circuit in Normandy for the eighth race which, at last, saw March out in front. Leclère and Tambay romped in for a 1-2 finish but, ironically, there wasn't much opposition to their first win in five months. Only five other cars were left running at the end of 40 gruelling laps round the hilly road course. Thirteen cars had fallen by the wayside!

Claude Bourgoignie crawled into third place and fourth was the March-Ford driven by French veteran Jean-Pierre Jaussaud. Rouen was the beginning of a bad patch for the European championship and the following two races in Italy were to slump even lower.

At the modern Mugello Autodrome, a combination of searing heat and a badly broken-up track surface, turned the race into a nightmare. The winner was Maurizio Flammini in his year-old March 742 and Italian drivers headed by Alessandro Pesenti Rossi led in the straggling survivors.

All of the Frenchmen were out in a crazy mixture of engine blow-ups and crashes and from the 27-car field there were only *nine* classified finishers! And six cars were badly damaged in the carnage.

A fortnight later, the battered remnants of the Formula Two circus had made their way down to Sicily for the notoriously hard Enna race.

As expected, the toll was high but for a different reason. March Grand Prix driver Brambilla started from the second row behind the works cars of Leclere and Tambay and, as they crowded into the first, tight left-hander, he came sliding through on the inside with his wheels locked.

It was all over in five hundred yards! Brambilla skated across the front of the grid wiping out both works cars and also eliminating Flammini and Jabouille. Laffite started from the third row and picked his way through the wreckage and cruised steadily on to his *sixth* win of the year. It was the end of July and the championship was decided!

Larrousse spun his car four times on a badly broken up track yet still went on to take second place followed by Serblin's March. Behind him came the inevitable trail of Italians.

The BRDC meeting at Silverstone was a return to sanity and the race developed into a fine dice between the front runners in the early stages. Laffite was delayed at the start and it was Leclère who, starting from pole position, set the pace and went on to win. The opening laps were led by Henton in Tom Wheatcroft's modified Atlantic car and, to the delight of the English crowd, he hung on grimly to take third place behind Larrousse, who was having his first outing in one of the new Elf 2 cars. Tambay was fourth ahead of Serblin and Martini.

Leclère scooped up his third win of the season at the wind-swept Zolder circuit in Belgium and it was another works 1-2 as Tambay trailed in second. Again the Schnitzer-engine users were in trouble. Laffite qualified alongside Leclère on the front row, only to go out in the first heat and Jabouille and Larrousse both had engine failures whilst leading the second. The impressive Italian, Maurizio Flammini, snatched third place, and fourth was the Austrian, Binder, who at this point had switched over to drive the works development Chevron. Francia was fifth and Britain's Ray

Mallock took sixth in his March-Ford.

March gained their third 1-2 finish of the season at the French Nogaro circuit north of Pau. The penultimate round went to Tambay, who had also won the non-championship race at the same circuit in 1974, and he put in the drive of his life to lead all the way. The Elf 2s of Jabouille and Larrousse did their best to stay with young Patrick, only to be overhauled by Leclère. Laffite was in engine trouble yet again and, in the closing stages, Larrousse was sidelined so that Jaussaud, who had a Schnitzer-engined March for this race, claimed fourth place.

The finale in Rome looked like being a walkover for the works cars with their factory BMW engines—especially when one considered the bad Schnitzer record during the latter half of the year. However, in a complete switch around, Schnitzer bounced right back to claim his ninth victory of the year. Vittorio Brambilla dominated both heats to score the most convincing win of the year and Laffite rounded off his tally with a scorching second place. Flammini, who was the find of the 1975 season, was third while the works Marches both crashed. Leclère slid off on a damp track as he was chasing Brambilla in the first heat, and Tambay flipped end-over-end when, he claimed, something broke in the rear suspension during the second heat. Pesenti Rossi and Martini followed Flammini across the line and Larrousse was sixth after starting from the rear of the grid.

The engines

It was a straight two-way battle on the engine front with Schnitzer, the privateer, against the Munich works-BMW engines. In the end, Schnitzer came out on top but it was a troubled year. After wrapping up the title by mid-season, Joseph Schnitzer began experimenting with new ideas in his BMW engines and this is where he went wrong. He also found he was trying to service too many

customers and, although he cut back drastically, the end of the season was a tough time. Engine reliability for both the works and the Schnitzer engines was erratic and, just as last season, the cost of running and rebuilding the German engines was crippling.

The couple of British runners who ventured out ran Ford engines and, on occasions, they showed they could match the power of the BMWs. But by the end of the season, the Fords had slipped behind on development.

The cars

It was very much a "them and us" situation between the five leading French drivers and the "others", who were mainly Italians. With Elf providing backing for two Marches, Jabouille's pair of Elf 2 cars and Laffite's Martini, the rest usually lined up in Marches.

Chevron had their works car later in the year and there were a couple of unreliable Simca-engined French Chevrons. Apart from the Italian Osellas, a few private Chevrons and a few older Surtees cars the field was invariably made up of British Marches.

The future

Without the British drivers, the European championship had another shaky year. However, the prospects for this year look very good with the introduction of all-out racing engines. Until now, the Formula Two teams have been restricted to production based units. The new season should see the Renault V6, the Brian Hart 420R engine and, possibly, other engines from Japan and Italy. The success of the formula will largely depend on luring the British-based drivers back into the series, for without them it can never be a truly international championship.

FORMULA 5000

Hilary G. Weatherley

148 From the dizzy heights of Long Beach California to the depths of despair at Zolder, the 1975 Formula 5000 season soared and plunged like a schizoid roller coaster as it rumbled its way through the year.

In America it continued to be the premier form of road racing and, although the eight-race series was unsponsored, it continued to attract record crowds. At Road Atlanta the largest audience in its history watched Al Unser beat Mario Andretti and Brian Redman, whilst at the Long Beach California circuit Brian Redman won the race in front of the largest crowd ever to attend a Formula 5000 event anywhere in the World.

On our side of the Atlantic it was an entirely different story. The many promises of more continental races were never realised and only two races were run outside the British Isles. Shellsport took over where Rothmans left off as the series sponsor, and although the prize money was increased, the formula suffered badly from almost non-existent publicity and promotion. Thus the paying audiences were regrettably small.

The Formula promised much in 1974, and the 1975 season was heralded as a vintage year following some pretty mediocre seasons since its inception in 1969. Alas, it was not to be, as the ghost of unreliability became reality and the dwindling crowds witnessed engine failure after engine failure. A typical race was Thruxton, which was won by Ian Ashley's Lola, cruising over the finish line with a blown engine. At the Zolder circuit in Belgium, only *four* cars were classified as finishers.

A major new sponsor was introduced to motor racing via Formula 5000 in 1975, and even they were destined to finish the season on a sour note despite their earlier sweet taste of

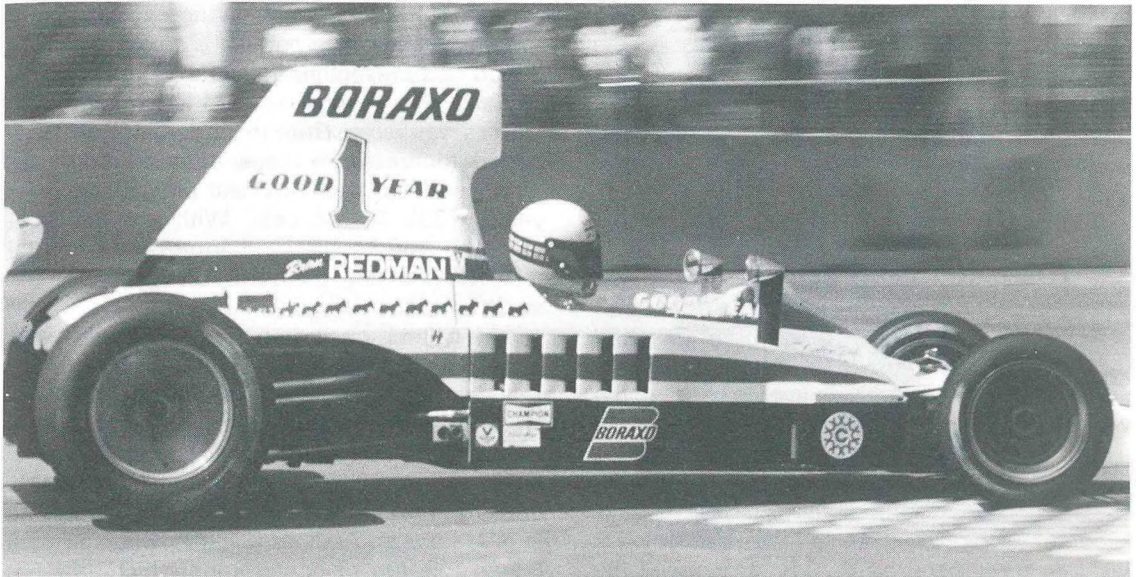
success. But the real hammer-blow was delivered in mid-season, and it virtually sentenced the Formula to death.

Motor Circuit Developments announced there would be no European Championship in 1976, but in its place Shellsport would be sponsoring a "Super Libre" series of races catering for single seaters not exceeding five litres engine capacity. Thus Belgian driver Teddy Pilette became 1975 Champion of a formula regrettably doomed to near certain obscurity in Europe.

Lola Cars, by far the most successful manufacturer of Formula 5000 cars, announced their 1975 challenger at the end of the preceding season, and the new T400 model was ordered by the leading teams on both sides of the Atlantic. Whereas in the European Championship the model won 8 out of 16 races, the Americans, despite intensive and thorough testing, could not come to terms with the T400, which featured inboard rising rate suspension.

The design, somewhat sophisticated for Formula 5000, was thus sidelined in the States in favour of the well-tryed and highly successful T332 model, which in the hands of 1975 Champion Brian Redman and the two-car Viceroy team of Mario Andretti/Al Unser swept the board, winning each of the eight races. Such was the confidence shown in the T332 model that Andretti reckoned his Formula 5000 Lola was quicker than his Formula One car on any circuit! Perhaps that's why the F1 Parnelli never won anything.

The leading British-based team to remain loyal to the T400 was wealthy Belgian Count van der Straeten's Racing Team VDS. They ran a pair of the latest machines for 1973 Champion Teddy Pilette and for Peter Gethin, who won



ANDREW MARRIOTT

Brian's in charge—most successful driver in Formula 5000 was Brian Redman, who won the US series for the second year running in the Hall/Haas Lola T332, pictured here at Long Beach.

the very first British Formula 5000 race in 1969. The former Formula One driver also won the first-ever Championship that same year, won it again the next, and has now scored more victories in the formula than any other driver. How apt that he should win the very last British race.

Count van der Straeten had won the entrant's Championship the previous year and seemed intent on retaining his title with the help of his new cars plus some thirteen Morand engines and close co-operation from Lola boss Eric Broadley. The inevitable "motor racing moaners" were quick to write off the somewhat heavy and complicated T400s, and the early season races seemed to confirm their opinions as Pilette and Gethin both struggled to attain reasonable results. During the first four races, the best the team could boast was Gethin's fourth place at the Silverstone International Trophy meeting, but at least the critics were dumfounded as Richard Scott in the Durex Lola T400 won the big race amidst a storm of

television anti-advertising tantrums.

Scott's victory marked the turning point for the T400 as Gethin won both the continental races at Zolder and Zandvoort. Pilette was second in Holland and again at the first Thruxton meeting. Lady Luck was certainly distributing her favours in a typically fickle, feminine fashion—bestowing her affection firstly on Gethin and then Pilette, whose turn it was to win two races in quick succession at Mallory Park and Thruxton. Gethin was aiding his team-mate well with good placings and, at the three-quarter stage of the season, Racing Team VDS were cantering away with the entrant's Championship. Gethin lay just four points behind the series leader, Ashley, with Pilette a further point in arrears in third place.

Both Gethin and Pilette had cursed their fair share of engine failures but, in the main, both drivers were totally sympathetic with their machinery, and only once during the season did a chassis need repairing at the Lola factory.

With four Championship races remaining,

the race for the title was as close as the preceding season's, with any one of four drivers capable of claiming it. Ian Ashley had marginally led for most of the year but, in the run-in to the final race, he had a disastrous succession of engine failures which precluded him from the reckoning.

Gethin's luck deserted him at Silverstone and Snetterton where he failed to finish but the ever affable Pilette added two more wins to his tally by taking the races at Snetterton and Mallory Park. Thus the wheel of fortune had turned full circle, and the Brands Hatch circuit which had hosted the first-ever race, was the venue for the last.

The often under-rated Pilette had only to finish in the points to win his second Championship, with the Count already assured of his second entrant's title. In true story-book fashion, the pair of red VDS Lolas claimed the premier positions on the starting grid and it was Gethin who roared off into the distance from pole. It had been agreed prior to the race that Gethin should be allowed to win as this result would guarantee the drivers finishing 1-2 in the Championship.

Gethin dominated the race from start to finish, slowing at the end to allow his team-mate to catch him and, as if pre-ordained by the Heavenly five-litre Father, the VDS Lolas crossed the line mere inches apart. Between them, Gethin and Pilette had won *seven* of the sixteen races, had successfully held off the expected Cosworth V6 challenge and had also proved beyond all doubt that, at least on this side of the Atlantic, the Lola T400 was a winner.

The gritty little Belgian proved a most popular winner and, of course, Peter Gethin was one of the great favourites with the British crowds. This much respected equipe will be our loss and America's gain in 1976.

By finishing in third place in the Championship, Guy Edwards proved that a vast sum of money is not necessarily a guaranteed pre-

requisite for success and, although the silver-tongued former Liverpoolian is a past master at the art of sponsorship go-getting, fundamental reliability was to prove a more vital factor.

Encyclopaedia Britannica could not have hoped for better exposure through Edwards, who retained the services of his previous year's T332 model Lola. With engines prepared by Roy Fewkes and an able and faithful team behind him, Edwards proved to be the most consistent driver in the series, failing to score Championship points on only four occasions. He did not win a race but finished second four times, third three times, and scored enough points to put him in with a chance of winning the title at the very last race.

He scored 19 points in the first two races, but the next four yielded only six, due to engine failures. A slight lull was followed by a remarkable run of consistency which saw the psychology degree holder score 60 points in five races and the stage was set for a dramatic finale to his season. Alas, the cards were stacked against him for, at Brands Hatch, his Championship chances disappeared in a cloud of steam as a piston gave up the ghost. But at least, *Encyclopaedia Britannica* finished runner-up in the entrant's stakes.

Richard Oaten Racing purchased a Lola T400 for their driver Ian Ashley, but this was quickly discarded in favour of their older updated T330 model, which won the first race of the season at Brands Hatch. Ashley did, in fact, race the T400 on a couple of occasions, but then wrote it off during testing at Silverstone.

The Lincolnshire driver started the season well at the sodden Brands Hatch race in March, but had to wait until the Spring Bank Holiday meeting at Thruxton in May before he scored his second win. This meeting exemplified the somewhat sorry state the formula found itself in as Ashley cruised over the line to win the race with the major part of his engine residing on the track at the final corner!

By mid-season, Ashley was in a commanding

position in the Championship, but his accident at the German Grand Prix seriously dented his ambitions. The brave driver soldiered on despite having a steel pin in his broken ankle, but his season finished on a low key following three comprehensive engine failures and political wrangles within the team which saw him miss the final race.

The much-publicised Ford V6 v Chevrolet V8 confrontation resulted in a resounding victory for the 5-litre engine with the "rumbler" winning twelve races and the "screamer" four. The 3.4 litre Ford Cosworth V6 engine was some 75 bhp down on its American rival, but this deficiency was expected to be redressed by its lightness, in conjunction with the more nimble and agile Chevron and March chassis.

David Purley GM was the first regular runner to use the V6 engine in his Lec Refrigeration Chevron B30 and, following a second place at Brands Hatch in the season opener and a third at Oulton Park, Purley created history at the Kentish circuit by winning the race and thus becoming the first driver to win a 5000 race using the Ford engine.

The Bognor Regis driver's ability was undoubted but was allied to a certain amount of ill-luck which often saw him sidelined when in a challenging position. His early season promise was short-lived for, after the Brands Hatch win, "Pearls" recorded six consecutive DNFs before winning in fine style at Oulton Park. He also scored a second and two fifth placings and finished in fifth place in the Championship.

One of the highlights of the 1975 season was the introduction of a major new sponsor to the sport. The Aberdonian driver Richard Scott secured sponsorship from L. R. Industries Ltd. who promoted their contraceptive, Durex, via his Lola T400, run by McKechnie Racing. It was Scott's first taste of five-litre power but it soon became evident that the Durex Lola, as well as providing a source for humour, was a force to be reckoned with.

After just two races, Scott and Durex took



LAT

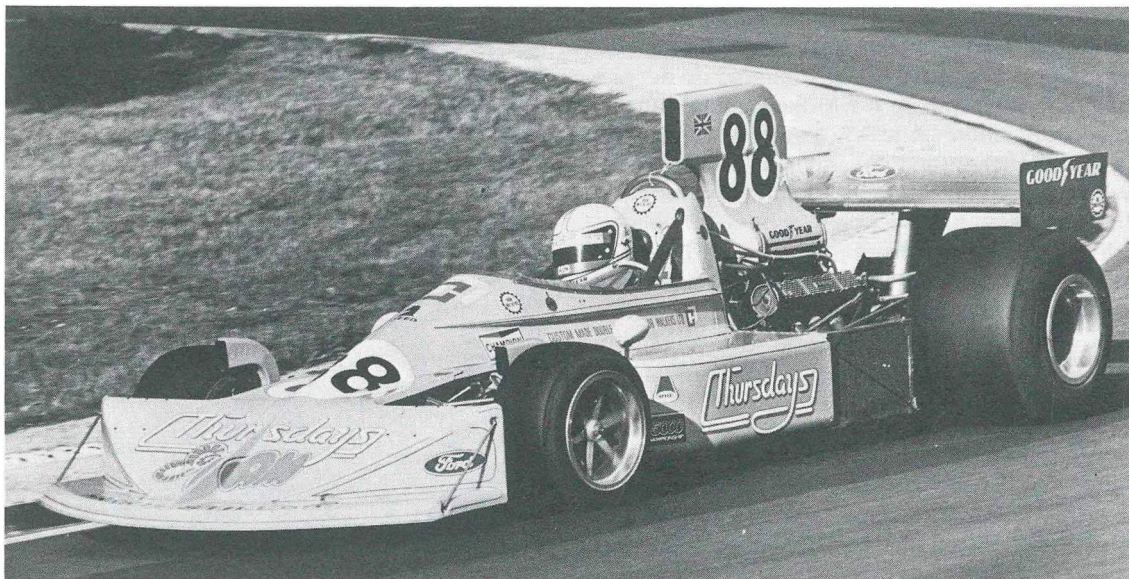
Great Scott—Richard Scott hit the headlines when he won the Formula 5000 race at the Silverstone International Trophy meeting.

the F5000 World by storm, winning the most prestigious race of the season at Silverstone during the International Trophy meeting.

Scott had arrived, and through the BBC's refusal to allow the Lola to display its sponsorship decals, Durex gained more front-page publicity in the National Press than any sporting sponsor could ever have hoped for.

The rising rate suspension on the Lola was replaced by the more traditional concepts of the T332 model and, after nine races, Scott was lying in fourth place in the Championship ratings. Certain internal disputes within the team caused Scott to suffer loss of confidence towards the end of the season and this, coupled with the inevitable engine failures, resulted in sixth place in the series. Nevertheless, Scott became one of eight drivers to win a Championship race during the season.

A new team to the F5000 scene in 1975 quickly established themselves as one of the most professional and popular of the leading equipes, giving the formula a much needed



Ford on form—Alan Jones in the Cosworth V6 March, sponsored by Thursdays night club, really turned the Formula 5000 scene in Britain upside down. Here he is setting the lap record at Brands Hatch.

fillip in the areas of promotion and publicity. Former saloon car racer John MacDonald together with Mick Ralph obtained sponsorship from the Goodhews-owned discotheque, Thursdays, to form Thursdays/RAM Racing, running their V8-engined Chevron B28 for Dave Walker.

The powder-blue Chevron had little success in the early season races, and Walker was released by mutual consent from the team. Both Derek Bell and Irishman Damien Magee drove for the team following Walker's departure and, midway through the season, MacDonald and Ralph established the quickest car/driver/engine combination yet seen in the formula. The Chevron was replaced by a Formula One March chassis into which was slotted both a Ford V6 power unit and the up-and-coming Australian driver Alan Jones.

The Formula One pilot was soon amongst the points, finishing third at Thruxton after comfortably leading the race, and winning

next time out at Brands Hatch. This was followed by yet another victory at Silverstone, but engine problems intervened during the final events and the team deserved much better than their equal seventh place in the Championship.

The other two drivers to score victories during the season were Gordon Spice in his Reed Racing Lola T332, and BRM Formula One driver Bob Evans. Spice scored his somewhat unexpected 20 points at Oulton Park, whilst the ever-popular Evans finished equal seventh in the Championship. His achievement was all the more remarkable when one considers he drove in just five races, alternating between the Sid Taylor and Durex Lolas.

Young Tony Brise caused a sensation on both sides of the Atlantic, leading the Long Beach race in California and the Brands Hatch meeting in August before problems forced him into fourth place in both races. His natural ability made the established stars look silly, as

he came to the fore in both Formula One and Formula 5000.

Vern Schuppan commuted between the UK and America together with Tony Dean, although both drivers found points very hard to come by, whilst "Geordie" Brian Robinson drove his aged McLaren to ninth place in the European series, by dint of many minor placings.

Of the other drivers competing in Europe, Tom Walkinshaw, in the Hermetite-sponsored March-Ford V6 proved he is better in saloon cars, whilst the young Dutch driver Boy Hayje in the ex-Hesketh March showed some remarkable turns of speed, providing his V6 engine remained intact. Tom Belso kept smiling through thick and mainly thin and both Mick Hill and Mike Wilds performed well in the former's March.

Although Formula 5000 racing in Europe suffered badly, the reverse situation was prevalent Stateside where the SCCA/USAC sanctioned series commenced in June at the Pocono International Raceway. Lancashire's favourite son, Brian Redman, had won the Championship in 1974 and was back in the Jim Hall/Carl Haas Lola T332. Brian was soon raking in the dollars in the much-modified car, beating the Viceroy Lola T332 of Al Unser in the first race, finishing second to Mario Andretti's Viceroy Lola in the second, and beating Unser again at Watkins Glen.

The eight-race series developed into a three-

cornered fight between Redman, Andretti, and Unser, and featured superb racing at each venue, thrilling the huge crowds.

Although Lola cars accounted for the lion's share of the competing teams, there were some notable exceptions. UOP Shadow mounted a huge operation for Jackie Oliver to drive one of the DN6 models, and the British driver rewarded them with some stirring drives and good placings behind the top trio. Oliver commenced the season using the traditional Chevrolet engines, but switched midway to Chrysler units.

The Australian driver Warwick Brown put up some impressive performances in the McCormack/Burke Racing Talon, as did Jon Woodner in the Interscope sponsored version. An Eagle flew relatively well in the hands of Vern Schuppan, but earlier in the year Bobby Unser could not show the same skill as brother Al. A trio of Chevrons were used by Tony Dean, James Dunkel, and Roger Bighouse, but there was nothing to halt the mighty Lola steamroller as it crushed the opposition into submission.

Redman won both Mid-Ohio and the fabulous Long Beach race to clinch the title for the second year, beating the Viceroy Lola team of Andretti and Unser, and "Our man in America" pocketed close on \$100,000 in prize money. That very significant factor might just account for the reason he declined to race in the European series, which in 1975 died a sad and totally unnecessary death.

Shellsport 5000 European Championship (Final Positions)

Driver	Car	Points	Hometown
1 Teddy Pilette	Lola T400-Chevrolet V8	174	Brussels
2 Peter Gethin	Lola T400-Chevrolet V8	143	London
3 Guy Edwards	Lola T332-Chevrolet V8	122	Fulham
4 Ian Ashley	Lola T332-Chevrolet V8	101	Lincoln
5 David Purley	Chevron B30-Ford V6	98	Bognor Regis
6 Richard Scott	Lola T400-Chevrolet V8	85	Aberdeen
7 { Alan Jones	March 751-Ford V6	64	Highgate
	Lola T400-Chevrolet V8	64	Newent
9 Brian Robinson	McLaren M19-Chevrolet V8	49	Newcastle
10 Gordon Spice	Lola T332-Chevrolet V8	30	Virginia Water

FORMULA THREE

Andrew Marriott

154 The Renaissance

What a difference a year makes! Just twelve months ago, Formula Three was in the doldrums. The 1974 season had ended with a series of poorly supported races and, apart from Brian Henton, little talent to show the world. Into the bargain, the sponsors of the two British championships, both finance houses, had withdrawn their support and everyone's attention had turned to Formula Atlantic.

But there was a light on the horizon. The Formula One Constructors' Association made it known that they, at least, still thought Formula Three was motor racing's top training ground. They put their money where their mouths were by pledging their sponsorship of a Formula Three race to support the John Player Grand Prix. The top constructors also hoped that they could encourage other national Grands Prix to put on Formula Three supporting events. In fact, only Sweden and Monaco did so—the classic Monte Carlo Formula Three round-the-houses race again attracting enormous attention and a most unlikely winner.

Nevertheless, the seed was sown around the world. If British drivers couldn't get the wherewithal to race in the hotbed of British-based Formula Three, then there were plenty of foreign drivers who were able to do so. In fact, there wasn't a more international class of racing, apart from Formula One. In the paddock—even for a club Formula Three race—was a Brazilian contingent (though smaller than in the past), a Swede spurning his own national championship, several Americans and Belgians, plus the inevitable Australians and New Zealanders, and even an Antiguan!

BP, thanks mainly to the enthusiastic support of their motor sports co-ordinator Les Thacker, filled the breach and backed the one big

Championship, which was run mainly at BARC meetings but also reached as far afield as Monaco, and to the new Scottish circuit of Knockhill.

March Engineering were again determined to dominate the series with a works team, as befits the only team in Grand Prix racing who regularly build cars for other formulae. The two works places went to Gunnar Nilsson from Sweden and Alex Dias-Ribeiro from Brazil, both bringing sponsorship from their home countries. Gunnar had raced a March the previous year while the diminutive Alex, with his well known "Jesus Saves" banners, had shown exceptional promise with the works GRD. The new March 753 was basically a re-bodied version of the successful 743, and both works cars were powered by Novamotor-tuned Toyota engines. During the winter months, BMW announced a Formula Three engine, and March customers were offered these as an alternative power unit.

Customers included the Bang & Olufsen team, who had two March-BMWs run for them by Brian Lewis Racing. But the two drivers, Belgians Hervé Regout and Pierre Dieudonne, rarely produced the form one would expect from such a well-run and well-furnished equipe. Also driving a March-BMW was the 18-year-old star of 1974 Super Vee racing, Chris Barnett, but disappointingly he never looked a winner in Formula Three.

In contrast, one March newcomer who soon found form was Ingo Hoffman, runner-up in the Brazilian Super Vee Championship in 1974. The famous Ecurie Ecosse name was revived to run a new March for Graham Hamilton from Scotland. Secondhand Marches moved into the hands of several potentially

fast drivers, including Rupert Keegen, who bought the successful Henton car with help from his father's British Air Ferries, New Zealander Richard Hawkins, the experienced Antiguan Mike Tyrrell (continuing with the 1973 model he raced successfully in 1974), and former European FF Champion Bob Arnott, making a come-back to racing after a year's lay-off.

The main challenge to total March supremacy came from the Modus factory. Towards the end of 1974 the Jo Marquart machines were looking as good in Formula Three as they had in Formula Atlantic in the hands of Tony Brise. The lucky man picked to lead the Modus team for 1975 was the Kentucky driver, Danny Sullivan, while amongst the customers were the hard-trying Dick Parsons and Northern FF ace Pete Clark. In mid-season, of course, a new Modus appeared in the hands of an American youngster by the name of Eddie Cheever.

But from a chassis point of view a good deal of interest focused on a new make by the name of Ralt. The interest was natural because the Ralt was the creation of former Brabham Grand Prix team owner and designer Ron Tauranac, who was responsible for a long line of ultra-successful Formula Three cars in the past. The wide-nosed Ralts were to be driven by two of Australia's Perkins brothers (there are more of them back in Cowangie) Larry and Terry. Larry, of course, was a top Formula Three driver in 1973 but spent most of the next year working as a mechanic for Chris Amon. But Terry was new to Britain and joined the Formula Three circus after the start of the season.

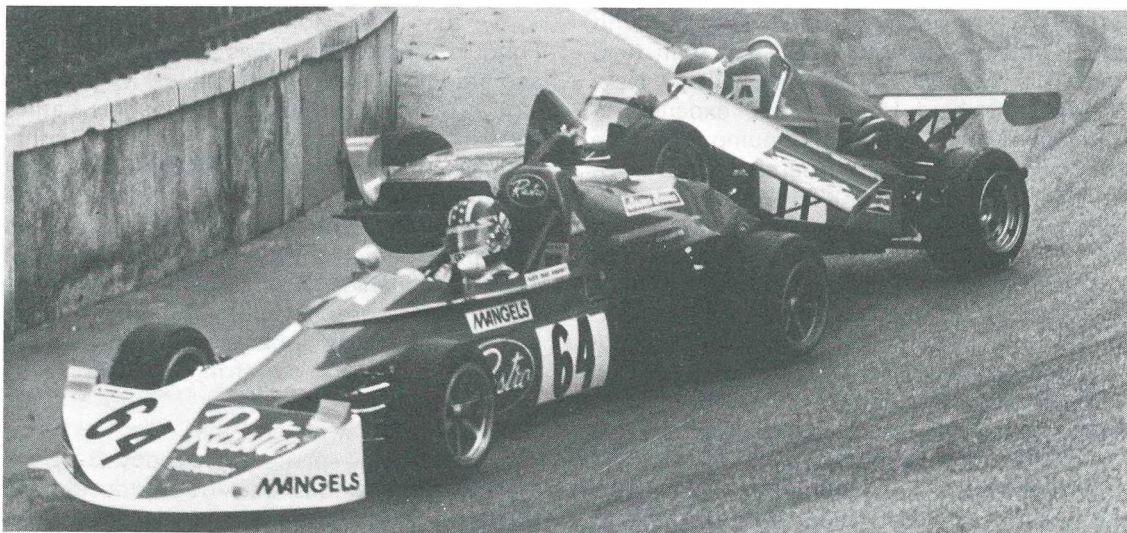
The scene was completed by GRD whose new car, driven occasionally by Tim Brise and then Don McLeod, was something of a failure (although Monaco did fall to a year-old GRD) plus the one-off machines from Safir and Ray. The Safir was driven by the very talented Belgian, Patrick Neve, and the Ray by former top Formula Ford man Stephen South, who switched to a March for the last few races.

By the time Monaco came around, the Formula Three season was well into its stride and attracting plenty of headlines. Most of the stories centred around the fraught battles between the two March works drivers. Gunnar and Alex seemed equally matched at the front but did manage, on several occasions to run into each other with a regularity which seemed unfunny, particularly for the hard-worked March mechanics. At this early stage in the season, the bespectacled Antiguan driver, Mike Tyrrell, was looking good in his old March (he later ran out of money) and so too was Neve.

Then came Monaco, the race everyone wanted to win—particularly Teddy Savoury, the owner of Modus Cars. Teddy decided to install a Formula Three engine in Tony Brise's Atlantic Modus in the hope that his man Brise would do a Tom Pryce. There was a mammoth turn-out of cars and several failed to qualify for the heats, which also took their toll, eliminating amongst others, Nilsson. Brise made a pit stop in his heat to have a loose plug-lead re-connected and stormed back through the field to qualify for the final.

The final proved an extraordinary affair. It was led from start to finish by the ultra-experienced Swede Conny Andersson in his smart Rotel hi-fi sponsored, March-Toyota. But Andersson had definitely jumped the start and was penalised a full minute. Even so, he was placed fourth for his efforts and certainly his over-anxious start won him no more than a couple of seconds. The penalty was quickly announced and it looked as if Larry Perkins had the whole thing sewn up for Ralt. But he crashed whilst in a handsome lead. This left Ribeiro in front, but with Brise chasing him hard. The little Brazilian tried everything he knew to keep Brise behind and, almost inevitably, the two had a mammoth coming-together at the famous Mirabeau corner.

This left a virtually unknown Italian in the lead. The name was Renzo Zorzi, and his main



The crunch of the year—Tony Brise's Modus climbs up the back of Alex Ribeiro's March during their epic duel at Monaco. This accident allowed the unknown Renzo Zorzi to win the most important F3 race of the year.

claim to fame seemed to be the fact that he was born on the same day as Emerson Fittipaldi! His car was an unusual combination—a year-old GRD powered by a Lancia Beta engine tuned by the Italian Repetto establishment.

Zorzi went on to victory and to join the distinguished roster of winners of this race. But afterwards in the paddock there were dramas. In post-race scrutineering Zorzi's rear wing was found to be a couple of centimetres too high. However he wasn't disqualified and Patrick Neve had to be content with second place. Zorzi later appeared in a Grand Prix, driving one of Frank Williams' cars at Monza.

But in fact, Zorzi wasn't one of the leading contenders in the well-supported Italian Formula Three Championship. This proved to be a three-way battle between Gianfranco Brancatelli (who finished fifth at Monaco), Alessandro Pesenti-Rossi in March-Novas, and Luigi Pavesi in an old Brabham BT41. At the final round, Brancatelli just snatched the title.

The Swedish Championship was won by the son of a famous racing father, Conny Ljungfelt. Conny drove a 1974 March, formerly raced by Conny Andersson, and towards the end of the season was adopted into Andersson's very successful Rotel team. Andersson himself missed some of the Swedish rounds as he raced where the money was best.

Back in England, Formula Three continued to thrive. At the John Player Grand Prix there was another classic duel between the two works March stars and this time the Brazilian managed to spin off two corners from home whilst attempting to pass Nilsson. It should be said that, despite their various clashes on the track, (including another at the Swedish GP) the two remained the best of friends. Alex usually got the worst of the publicity and cheap-jack columnists naturally jibed at his religious beliefs.

Making his debut at that Silverstone race was an 18-year-old Rome-based American by the name of Eddie Cheever. Hardly anyone

noticed when he spun his brand new Modus at the chicane and retired. But they noticed the reigning European Karting Champion just over a month later at the Silverstone Club circuit. On August Bank Holiday, he won spectacularly by overtaking Ribeiro around the outside of Woodcote on the very last lap. A week later, he won again—this time on the full Silverstone circuit in the race supporting the Formula Two International. Suddenly everyone was talking about Cheever, a dedicated young man who will surely hit the top, if not quite as quickly as some predict.

In fact while Cheever was hitting the headlines, his fellow countryman, Danny Sullivan, was putting together some very workmanlike races, which boosted him to second place behind Nilsson in the BP Viscostatic Championship. In fact, Sullivan won three BP rounds in fine style at Cadwell, Oulton, and Silverstone during the summer.

Others who took the chequered flag in BP rounds included Ingo Hoffman, who worked away quietly, efficiently, and methodically thanks to astute management by former F5000 driver Clive Santo. Right from the start Ingo was watched closely by the Fittipaldi family—particularly Wilson—and, by the end of the year, seemed assured of the second seat in the Copersucar Fittipaldi Grand Prix team. Patrick Neve, a much under-rated driver and certainly as good as anyone in the Formula, was always competitive in the Safir and won twice.

The Perkins brothers didn't concentrate entirely on the BP series and wandered abroad picking up success in France, Sweden, and Denmark. It was usually Larry who won, but Terry was never far behind and showed enormous promise in his first European year. Unfortunately dicing wheel-to-wheel against each other didn't exactly enhance the Perkins' brotherly love. Amongst other successes, Larry won the non-championship Polydor Records Formula Three race at Brands Hatch, which featured a substantially larger pot of money

than the paltry prize fund at most of the BP races. That Brands race also featured a start line accident which would have done justice to the old hectic days of 1-litre Formula Three.

But where were the British drivers in the winning circle? Basically, there weren't any! The top two Englishmen were undoubtedly Dick Parsons and Stephen South.

But the man who got the last laugh was definitely Gunnar Nilsson. The popular and intelligent Swede managed to pull away at the top of the BP series and finally won by an appreciable margin over his nearest rivals. But late in the season he also picked up a drive in the Rapid Movements Formula Atlantic Chevron. He promptly won five races in a row and everyone forgot about Cheever and started talking about Nilsson.

All this merely served to confuse the Formula Three v Formula Atlantic argument. Some said it took the more powerful Atlantics to make Nilsson a big name. The Formula Three lobby retorted that it just proved that the standard of driving in Atlantic was low and naturally one of the top Formula Three campaigners could clean up! This season, the Atlantic brigade are hoping to make all the news with the new style Indylantic racing. Meanwhile, Formula Three pundits are confident that their category will attract the embryonic stars from all round the world who really matter. It should be an interesting battle.

BP Visco-Static Championship

		Points	Wins
1st	Gunnar Nilsson (<i>March 753-Toyota</i>)	74	5
2nd	Alex Dias-Ribeiro (<i>March 753-Toyota</i>)	59	3
3rd	Danny Sullivan (<i>Modus M1-Toyota</i>)	59	3
4th	Patrick Neve (<i>Safir RJ-Ford</i>)	50	1
5th	Larry Perkins (<i>Ralt RT1-Toyota</i>)	40	2
6th	Ingo Hoffman (<i>March 753-Toyota</i>)	34	1
7th	Eddie Cheever (<i>Modus M1-Toyota</i>)	21	2
8th	Richard Hawkins (<i>March 743-Ford</i>)	20	0

FORMULA ATLANTIC

Andrew Marriott

158 Stars born amongst politics and problems

Despite the success stories of Brise and Nilsson, several memorable battles which had crowds shouting for more, and a growing international acceptance, Formula Atlantic went terribly, perhaps irretrievably, wrong in 1975. The cause? Politics and greed.

Last year's Formula Atlantic correspondent concluded his chapter under the heading "The Future" thus: "The efforts of Peter Wardle and David Mills, whose Formula Atlantic International Association was formalised late in the 1974 season, should keep the Formula progressing in the right direction."

In fact the Association got themselves embroiled in various political squabbles during the season, disagreements which culminated in a major confrontation with the various circuit owners over prize funds for 1976. Spiralling costs there may be in motor racing, but the demands the Association made were totally unrealistic considering the crowd-raging potential of the 1600cc racers.

The circuit owners went away, smarted when the Association issued press statements criticising their lack of professionalism, and began to scratch out the Atlantic dates from their 1976 programmes. Perhaps the negotiations could have been better timed, for while the politicking was in progress, Formula Three was rapidly regaining lost stature.

By the end of the year, with Atlantic races still thrilling the meagre audiences that attended them, a spark of hope came out of the ashes. Three of the category's drivers—Wardle, Nick May, and Stephen Prior—announced plans for a new series to be known as Indylantic. The name isn't important, but what was important was that the trio were brim full of ideas to promote Atlantic's flagging

reputation, and were willing to take a gamble on future success. They had come to an agreement to stage a series of ten races for Atlantic cars with the prize money based entirely on gate receipts. John Webb described it as something of a breakthrough and, although "being on the gate" is common in other fields of entertainment, it is a new and daring departure for motor racing.

But what of the racing itself in Britain during 1975? There are really two stories to tell. One concerns an orange Modus driven by Tony Brise. The other a yellow Chevron, taken over for the last third of the season by a Swede, Gunnar Nilsson.

The previous year had finished with New Zealander John Nicholson as the series champion but Tony Brise as the man who made all the late season running. Brise and the Jo Marquart-designed Modus were definitely going to be *the* combination to beat in 1975.

Who was going to provide the opposition? Not Nicholson—he had decided to concentrate on racing in America. But there was a powerful new combination. Donington Collection owner Tom Wheatcroft had decided to return to racing. The driver he selected was Richard Morgan, the 22-year-old star of 1974 Formula Ford, winner of 33 races. The plans were ambitious. The team would start the season with the latest Chevron B29 but only as a stop-gap until they had built their own car, designed by Mike Pilbeam, who had just left the flagging BRM concern. Wheatcroft Racing had won a lot of races in the past in the days of the late Roger Williamson, and there seemed to be no reason why the success couldn't be repeated.

Who else could challenge Brise? Stephen



159

Rapid Swedish Movements—Gunnar Nilsson heads Ted Wentz and the rest of the Atlantic field around Lodge Corner at Oulton Park.

Choularton's SDC Racing had a pair of new Chevrons to replace the Marches run the previous year, and again the drivers were Stephen himself and Jim Crawford, runner-up to Nicholson in the 1974 Championship and a hard charger who had a lot to prove and a John Player Team Lotus apprentice contract to maintain. Then there was Ted Wentz, the fast if erratic American who retained sponsorship from hair care people Wella and who was sticking to the new Lola he had run in the final race of the 1974 season.

As for the rest, they had to be optimists. There was, of course, the very experienced Australian, Bobby Muir, who arrived on these shores with a car called a Birrana, owned and sponsored by Bob and Marj Brown. There was a second car for the little known Dean Hoskins, but Brown's experience and success in Formula 5000 racing in both Australia and the States might just turn him into the dark horse of the series.

There were others, of course, including names like Tony Trimmer and Cyd Williams, who used to win races in the past but who somehow now seemed to lack the right equipment. Although the line-up looked good on paper, it somehow lacked depth and, sadly, there were a number of pathetically slow make-weights at the rear of the grids.

Strangely, only Ray Mallock, stuntman Val Musetti, and garage owner Derek Cook had plumped for the latest March 75A, despite the fact that the car was a direct descendant of the machine which had cleaned up the previous year's Formula Two Championship. If March hadn't had a full order book perhaps they might have fielded a works or at least works-supported car in the category for 1975.

The regulations remained much the same—1600cc engines, all Ford BDAs with carburettor aspiration only allowed and valves of the regular size. John Nicholson and Dave Whitehurst prepared most of the engines and

they developed just over 200 bhp. As with Formula 5000 it was decided that only one compound and width of tyre would be allowed and the rubber would be provided exclusively by Goodyear. It wasn't a decision that raised any kind of adverse comment.

For the second year running John Player chipped in with the sponsorship of the main Championship, while John Webb had little problem in persuading Sidney Miller, the disappearing organ man, to continue backing the secondary championship, which he had adopted towards the end of 1974.

The Player series didn't spring any major surprises on the waiting public. Tony Brise won, rather as expected, although by the time he reached the end of the championship trail, at a disastrously wet meeting at Brands Hatch, he had become an established member of the Grand Prix set.

But, as it happened, Brise only clinched the title in the final race. Jim Crawford put in a healthy challenge once he had sorted his at first troublesome Chevron, and had he found the car to his liking at the start of the year might well have snatched the Championship, instead of the runner-up spot for the second year in succession.

This cannot detract from Brise's performance however, because, by mid-season, the Atlantic programme was not his main priority. He missed the John Player Grand Prix meeting round as a result of an injury sustained in the main race, and there were a couple of other dates which clashed with those on the Grand Prix calendar.

Brise impressed everyone at the start of the season with a runaway win in the second race of the series at the Race of Champions meeting. Other victories quickly followed and soon Formula One team managers were asking for his phone number. After an impressive debut for Frank Williams at the Spanish Grand Prix and a storming display in the Monaco F3 race, he joined Graham Hill's Embassy

team for the Belgian Grand Prix. Modus boss Teddy Savoury, who had Brise under contract did not stand in his way and encouraged him, despite knowing that his sudden elevation might prejudice the Modus team's chances of championship victory.

But Brise kept his side of the bargain too. He rushed back from the Belgian Grand Prix to compete in the Whit Monday Oulton Park John Player race the following day, and won in fine style despite his tiredness. But, towards the end of the season, the problems of divided loyalties began to tell. The car seemed to lose its winning edge and Tony complained of various handling and engine problems. He was beaten by several drivers who obviously lacked his innate driving skill but who nevertheless were able to challenge with impunity in the lesser formula.

But the championship finally belonged to Brise and Modus. Tony scored a total of 150 points and took the John Player title by a margin of 25 points over Crawford. But above all Brise assured the Formula of continued credibility—in the end it needed him far more than he needed it—and his tragic death must resurrect all sorts of question marks.

For Jim Crawford it was a rather different story. His Formula One exploits with Team Lotus were not only inconclusive, they bordered on the disastrous. Jim needed continued success at Atlantic level to keep his name and reputation to the fore, and the formula served him well. He started unhappily with the Chevron, freely admitting at the beginning of the season that he would much rather be at the wheel of his old March. But neither he nor Chevron lost hope. Front suspension changes transformed the B29 and soon Crawford was back on his winning way. Amongst other victories, he won a tough 40-lapper at Mallory Park on Fordsport day. But then, in the closing stages of the year, Jim was again over-shadowed, just as he had been over-shadowed by Brise earlier in the

season, this time by Gunnar Nilsson.

Amazingly, little Cyd Williams, a stalwart of Formula Atlantic since the year it began, finished third in the championship without ever looking like winning a championship round. Cyd started 1975 in Graham Eden's Brabham and the team gained momentum when a sponsor arrived. But the BT40 was hardly competitive and the Graham Eden team a less than full-time professional outfit. However, experience and consistency helped beat many more experienced runners.

It helped to keep the Wheatcroft equipe from third place in the series by just one point. Although, by the last race of the Championship, Richard Morgan had left the team and been replaced by Brian Henton. The team certainly started the year well, with Morgan quickly getting to grips with full width racing tyres and 200bhp. He won the first round of the series on a damp March day at Mallory and when the Pilbeam designed car came along it soon showed a fine turn of speed. Morgan won with the neat little machine in run-away fashion at Snetterton in June, and it looked very much as if Brise was going to have a tough task on his hands.

But it seemed the stars weren't right, and from that point the relationship between Morgan and Tom Wheatcroft rapidly deteriorated. They didn't really speak the same language; Wheatcroft the bluff, cheerful Midlander and Morgan the thoughtful, shy Londoner. Wheatcroft had the car converted to Formula Two specification for the Silverstone race in September and gave Brian Henton the drive. Morgan expected to return to the seat once the car was converted back to Atlantic specification, but he never drove it again. Henton finished third in the final John Player round and later in a Southern Organs series race at Brands Hatch set up a sensational new Atlantic lap record after a pit stop.

Fifth equal in the John Player series were

the American Ted Wentz with the Wella Lola and Peter Wardle in his venerable Surtees, both scoring 53 points. Wardle did it by application and reliability, plus an uncanny turn of speed every time he got to Brands Hatch.

The unluckiest driver of the year award definitely goes to Bobby Muir, who failed to finish amongst the top ten final positions in the Player series. Yet he led several of the races, including one at Mallory Park where he ran out of fuel when in an impressive lead with five laps to go. On another occasion, at the same circuit he seemed to have the race tied up when a suspension link broke. Muir deserved much better luck.

But the man who made all the headlines as the season drew to a close was the Swede, Gunnar Nilsson. Gunnar took over the Rapid Movements Chevron from American Matt Spitzley in August. He finished third in his first race with the car behind Crawford and Brise and then totally dominated the final rain-soaked John Player round at Brands. He went on to win the next four rounds of the Southern Organs series. Because he was beating Brise, Henton, and Crawford—all drivers with Grand Prix experience—his name was soon on the lips of several Formula One team managers, although he had previously been winning Formula Three races regularly.

If, under the new Indylantic regime, this class of racing can continue to provide drivers with a worthwhile platform from which to display their potential skills, then it will be successful. But it will be a tough battle.

John Player Championship (Final positions)

	Points
1st Tony Brise (<i>Modus M1</i>)	150
2nd Jim Crawford (<i>Chevron B29</i>)	125
3rd Cyd Williams (<i>Brabham BT40</i>)	59
4th Richard Morgan (<i>Wheatcroft 001</i> & <i>Chevron B29</i>)	58
5th Ted Wentz (<i>Lola T360</i>)	53
5th Pete Wardle (<i>Surtees TS15</i>)	53

FORMULA FORD

Andrew Marriott

162 Lees leads the new wave

In contrast to 1974, last season was a remarkably tranquil one for Formula Ford—especially when one considers the multitude of changes that took place. The new year saw the full scale introduction of a senior category—Formula Ford 2000—complete with its own national championship, the more regular Formula Fords swapped onto racing tyres amongst controversy, and the great majority of the winning names moved up a Formula—to FF2000, Atlantic, or Formula Three. In their wake came a wave of new stars in the making—most of whom had been hovering in the wings for two or three years.

A prime example was a young 24-year-old motor mechanic from Atherstone, Warwickshire, by the name of Geoff Lees. He had been around the Formula Ford scene for three years and first made his mark in an elderly Alexis, usually at Silverstone. He was at one time embroiled in the middle of an illegal engine squabble. But in 1974 he showed a good deal of maturity and, for 1975, he put together a winning combination. He chose a Royale chassis (for the second year running), a David Minister engine, and decided to pack in as many races as possible, travelling far further afield than in past seasons. Help came from Rob Roy Racing and D. J. Bond.

Everything clicked into place and Lees took the chequered flag on more than 25 occasions and, despite various date-clashes, he managed to pick up no fewer than *three* Formula Ford titles! Pride of place went to the **National Organs Championship** which had taken over the mantle from British Oxygen who, for so long, backed MCD's main series. As is now history, the series' sponsor, the amazing disappearing Mr Miller, wasn't around to see Lees just clinch the title from South African driver Kenny Gray



LAT

Triple Champion Lees.

at Brands in October. The **British Air Ferries Championship**, run at BARC meetings, also lasted right to the final round, with Lees picking up the title ahead of Rick Morris, with Jim Walsh also in with a slim chance until the very last race. To complete his trio of victories, Lees also picked up the mainly Silverstone-based **Brush Fusegear Championship** ahead of Matthew Argenti and Walsh.

Over the seasons, Lees has undoubtedly picked up plenty of experience to blend with his natural talent. It remains to be seen if the quiet Midlander can force his way to the very top, following in the footsteps of so many other Formula Forders (like Fittipaldi and Scheckter) into the top echelons of racing. But Lees' victories have been acquired quietly, and it wasn't until the last two months of the season that talent-spotters like Frank Williams started to ask "Who is this Geoff Lees?" It took a

spectacular series of helicopter hops between Mallory Park and Thruxton to fit in two championship meetings in a day and attract plenty of attention. Geoff managed to win his heat at Mallory, then the main race at Thruxton and then lead the final at Mallory until ignition trouble intervened.

As mentioned in the introduction, most of the leading names, even Formula Ford perennial Syd Fox, moved out of the category, leaving the way open for new names, or at least those waiting on the sidelines. It was Lees of course who took the major share of success but rarely were his victories easily won. The man who gave him the hardest time was undoubtedly the equally experienced Kenny Gray, a top name in South African Formula Ford racing before he came to Britain two years ago to win the Scottish title in 1974. For the 1975 season, Gray switched to a Van Diemen chassis and spent most of the season wheel-to-wheel with Lees. Gray used a Scholar engine and, in fact, engine sales amongst the successful drivers were equally shared between Scholar and Minister. The latter company, is of course, run by a former Formula Ford racer. It is pleasant to record that the season passed with hardly a mention of "bent" engines or other illegal practises!

But Gray wasn't the only South African to feature prominently in British FF racing. Two former Springbok Formula Vee aces, Rad Dougall and Geoff Smailes, arrived on the scene. They ran as a team with a pair of very smart Royale RP21s, as did Lees. Dougall, in particular, was one of the fastest men in the category once he learned the new circuits. He eventually finished third in the National Organs series—no mean effort for any FF newcomer. Dougall is the man to watch.

Down at Brands Hatch, the **Townsend-Thoresen** title went to another hard trier who has been in the wings a little too long—Tiff Needell. Tiff, a civil engineer with an engaging manner, earned his start in racing by winning

a Formula Ford car in an "Autosport" competition four years ago. He has been in the category ever since, started to look good in 1974, and really got it together in 1975. A string of wins brought him to the attention of car owner "Mac" Mackinstry, who promptly promoted Tiff to FF2000. Since then, he has been the man to beat in that category and has had to miss several major FF races, although he has continued to feature prominently in them. Also mixing the junior and senior FF categories was former Team Lotus Formula Three driver Bernard Vermilio, who proved in both classes that he is still a winner.

Amongst the other names who have looked good in the National Organs Championship one mustn't forget the little Jerseyman, Mike Blanchett, who traded his old Lotus 61 for a Crossle in 1975. Canadian Rod Bremner, British Airways 707 pilot Peter White, Dulon driver David McPherson—something of a late season sensation—or Phil Dowsett, the lad who entered Formula Ford from money earned serving in the Marlboro Grand Prix hospitality unit. Phil would certainly have finished higher in the championship table had he not divided his time between single-seaters and a Group One Capri.

One man who seemed to have a knack of winning those Formula Ford races which supported the main Silverstone meetings was Hawke driver Jim Walsh. Jim *did* win elsewhere but he always seemed happier at Silverstone where, in the early stages of the Brush Championship, another diminutive Jerseyman, Lee Wroe-Johnson, gave him a hard time until money ran short. Eventually, Walsh had to be content with third place in the series behind Lees and Mathew Argenti, a young driver with all the credentials for winning a lot of races in 1975, who somehow didn't quite click.

As in past years and with the category in such a healthy state, there were plenty of localised championships. Up at Ingliston, for instance, Stu Lawson won the Scottish title

and his backers' carpet company, McDonald Shand, look like taking the talented driver in Formula Three in 1976. The **Tate Championship**, held at various Northern circuits, became the property of Kelvin Hesketh, a former top karter whose impact on full-scale racing hasn't been quite as marked as some expected. John Simpson, driving a Nike, was runner-up in that series and Stu Baird was another successful competitor who stuck mainly to the North.

Hesketh and Baird also had some good dust-ups at Aintree, the Liverpool track which still jogs along. Their battles at the circuit were often enlivened by the antics of an Irish Formula Ford invader by the name of "Mad" Eddie Jordan. Although he looks like the Assistant Bank Manager that he is Jordan certainly threw caution to the wind on the tracks and, on the occasions that he stayed on the track long enough to take the chequered flag, he would celebrate with an Irish jig in the victory circle. Sadly, Jordan's season finished with a leg in plaster—the result of an accident on the track when driving rather than dancing! Mallory Park also had its specialists too. John Bright, from nearby Leicester, won several non-championship races at the track, usually chased home by Graham Tilley. If Tilley's driving was a little hairy, so too were some of the photographs in the magazine that sponsored him—the glamour publication, *Game!*

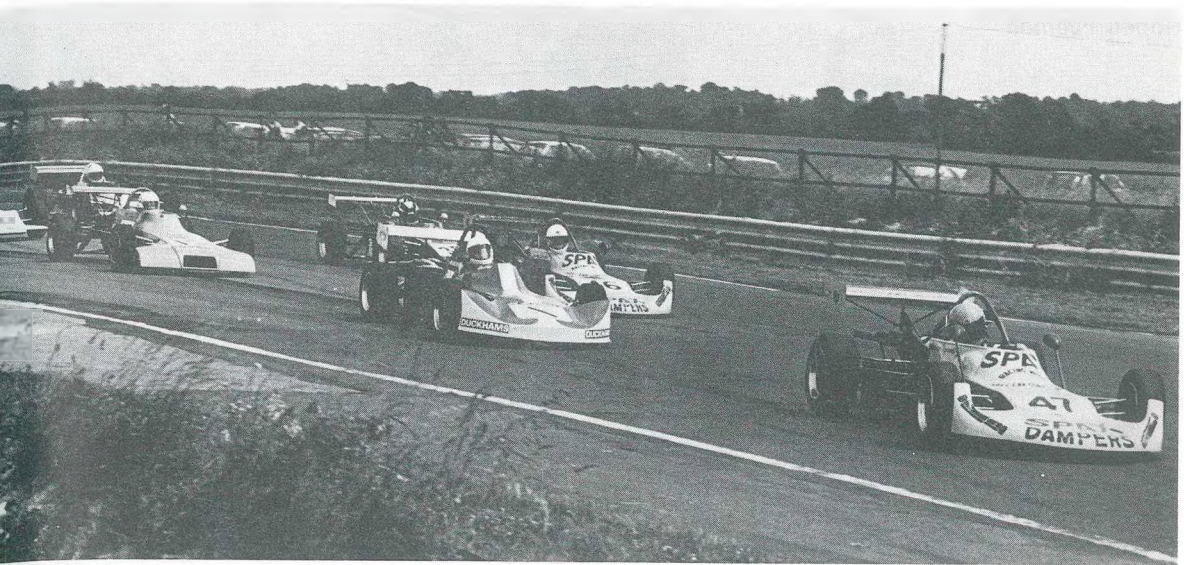
On the chassis front, Royale were the most successful, thanks to Lees. Ralph Firmin's Van Diemen outfit kept up their share of the market and took over GRD mid-season. Merlyns, who have made cars for the category since 1968, continued to sell well and there were plenty of the latest Crossles, Hawkes, and Dulons. But, although Lolas continue to sell well in the USA, few were raced in Britain. It was noticeable that cars from the little one- and two-man bands did well. Frederick Sigafoos was often fast in his Jamun, for example, and the Rostron and Image chassis were also in the results, as was Richard Eyre's home-built Javelin.

Steady progress

1975 was the first full season for the newly conceived Formula Ford 2000—although a few cars appeared towards the end of last season. Rules stated that the racers were to be powered by tuned versions of the 2-litre single overhead cam Ford Pinto engine, could run on regulated width wheels on racing rubber (the make was free), and that aerodynamic devices were to be allowed. Backing from the **Allied Polymer Group** for a 17-race series gave the formula a good start. Early races, however, were definitely shaky and it wasn't until the final few rounds that the formula started to win respect and credence.

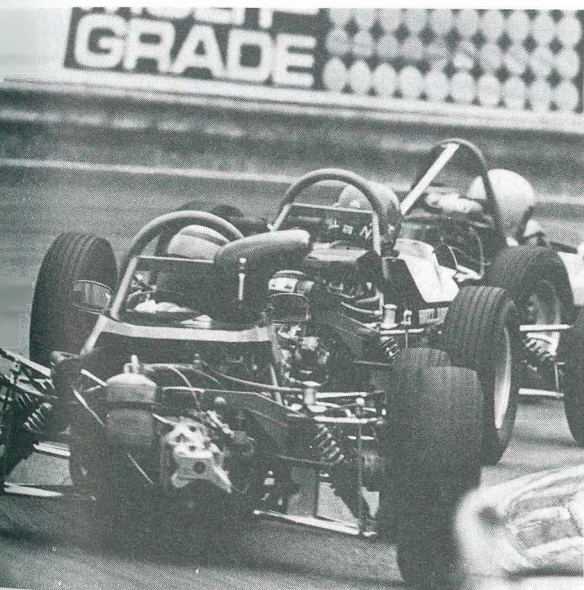
One of the early problems was, perhaps, the line-up of drivers. It seemed to consist of people who had never *quite* made it in Formula Three, and several who had been around rather too long in Formula Ford. But nevertheless there was some excellent racing as the formula found its feet. The title was conclusively won by a former Formula Ford champion, Derek Lawrence, with another ex-FF champion, Bernard Vermilio, second. Tiff Needell snatched third place in the series with a win in the final rounds at Brands Hatch. Fifth overall was Ian Taylor, who won the premier Formula Three title in 1973. But while the category did feature prominently the trio of Lawrence, Vermilio, and Taylor—all drivers who had had their chances and never quite made the big time—it also produced talent like Needell and the hard-charging Jeremy Rossiter.

With continued backing from the enthusiastic Allied Polymer Group (who also sponsored a works McLaren at Indianapolis in 1975) and an extended series of 20 races, the category should thrive. But anyone looking to the last race of the season to decide on a chassis for 1976 will have to think hard. Into the first six places came six different cars—Hawke, Crossle, Merlyn, Reynard, Palliser, and Elden—powered by engines prepared by six different engine tuners. You can't get more variety than that!



Something new—Adrian Reynard, one of FF2000's discoveries, leads a group of the cars at Snetterton.

It ain't half close mum—a Formula Ford sandwich with Tiff Needell in the middle.



British Air Ferries Championship (Final positions)

	Points
1st Geoff Lees (<i>Royale RP21</i>)	72
2nd Rick Morris (<i>Hawke DL12</i>)	64
3rd Jim Walsh (<i>Hawke DL12</i>)	61
4th Rod Bremner (<i>Crossle 25F</i>)	38
5th Lou de Marco (<i>Hawke DL12</i>)	24
6th David Heale (<i>Dulon MP15</i>)	19

Brush Fusegear Championship (Final positions)

	Points
1st Geoff Lees (<i>Royale RP21</i>)	66
2nd Matthew Argenti (<i>Van Diemen RF75</i>)	53
3rd Jim Walsh (<i>Hawke DL12</i>)	43
4th Mike Blanchet (<i>Crossle 25F</i>)	18
5th Tiff Needell (<i>Crossle 25F</i>)	16
6th Richard Eyre (<i>Javelin</i>)	15

National Organs Championship (Final positions)

	Points
1st Geoff Lees (<i>Royale RP21</i>)	113
2nd Kenny Gray (<i>Van Diemen RF74</i>)	101
3rd Rad Dougall (<i>Royale RP21</i>)	53
4th Tiff Needell (<i>Elden PH10B & Crossle 25F</i>)	40
5th Mike Blanchett (<i>Crossle 30F</i>)	35
6th Phil Dowsett (<i>Crossle 25F</i>)	27

JCB/SPEED MERCHANTS HISTORIC CAR CHAMPIONSHIP 1975

Robert Fearnall

166 "All good things come to an end." A suitable expression to sum up the conclusion of the JCB/Speed Merchants Historic Car Championship after five very successful years. The exotic cars of yesteryear which have entertained crowds at British International meetings since 1971 need a rest. They have appeared in 33 JCB rounds since the inception of the Championship in June 1971 and during the course of the 1975 season it has become increasingly apparent that the once pristine machinery is in need of a thorough rebuild. And when talking in historic car terms, a rebuild takes about 12 months, not 12 days!

Historic and vintage racing will always be a popular feature on the British calendar, but the JCB series was unique. It allowed the famous Grand Prix racing cars of the past to compete with the well-known historic sports cars in a six-round Championship at some of Britain's biggest race meetings—the John Player (British) Grand Prix, the Silverstone *Daily Express*/BRDC International Trophy, the Tourist Trophy, the Oulton Park Gold Cup, the Martini International and the Brands Hatch Motor Show 200 meeting.

It's a Championship which has been closely contested. In 1971 the two leaders amassed 25 points and, despite three tie-deciders, they still finished all-square. In 1972 the outcome was decided by one point. In 1973 three drivers shared the winning points total and in 1975 Willie Green and Simon Phillips were neck-and-neck until the final round. Only the 1974 series was decided before the final meeting.

Masterminded by Bill Allen of Speed Merchants, the JCB Championship has always fostered a marvellous degree of cordiality and close competition, with just a touch of

commercialism from the sponsors. It is doubtful whether any other Championship can claim a similar record—in its five year span there hasn't been a single protest or disqualification! As Bill Allen explains, "The Championship is run as a combination of a benevolent dictatorship and an informal club. Entries in the events are strictly by invitation only, and the invitations can be withdrawn if the organisers (Speed Merchants) are dissatisfied with a car or driver. One of the main reasons why this works is that the organisers actually compete in the races and are therefore very close to the action and understand the drivers' problems."

The one vital ingredient which has made this Championship such a success has been the enthusiasm of the competitors. No other Championship could attract such a wide variety of people who own or collect famous cars of yesteryear, and who are willing to risk their valuable machinery in these well-supported events. In this year's Championship for instance, 39-year-old Simon Phillips—a chartered accountant and company director from Kensington—has raced his 1953 ex-Bob Gerard Cooper-Bristol Mk 2 in furious elbow-waving style, winning the 2-litre class on four occasions. Among his opponents has been Ken Rogers, a 34-year-old electronics engineer from Radlett, who also presses on in a Cooper-Bristol. Two similar cars, driven by enthusiasts from completely different walks of life.

The 1975 winners

Willie Green, a name well known throughout the period of JCB historic car racing, tended to dominate the results in the 1975 Championship rounds. "Sideways Willie", as he is commonly known thanks to his spectacular driving style, is the official JCB race driver.



Willie at the wheel—JCB Champion Willie Green at the wheel of his successful Maserati 250F. Note the “period” goggles.

His wins during the last five seasons have been in some of the magnificent cars owned by Anthony Bamford of the JCB empire. After winning the 1972 Championship with the Bamford Birdcage Maserati Tipo 61, Willie has concentrated his efforts on driving Anthony’s glorious Maserati 250Fs. His 1975 victories have been scored in the 1958 250F, while the Birdcage Maserati was entrusted to Clubmans Sports driver Frank Sytner, who was one of Willie’s most determined adversaries.

Willie’s main rival for the overall title was Simon Phillips, whose determined driving of the 1953 Cooper-Bristol delighted the fans.

Simon only started racing in 1971, with a BMW 328, but in addition to his successful exploits with the Cooper-Bristol, he has a passion for racing Frazer Nash models.

Green and Phillips won the 2-litre and 3-litre classes in the 1975 Championship, but the over 3-litre division was fought out by the famous sports cars of the 1950s. David Ham, a 33-year-old lawyer from Huntingdon, who started racing a Singer Le Mans in 1960, first made his name in historic events with an Aston Martin DBR1/300, in which he won many famous trophies, but in his first year of contesting the JCB Championship, Ham drove

a 1958 3.8 litre Lister-Jaguar, which was used by Phil Scragg and George Tatham for hill-climbing.

From a lawyer to the Production Director for Ambrosia in Exeter! Holding the latter position is 42-year-old Martin Morris, who has been Ham's major rival this year driving a 1954 D-type Jaguar. This is the car which Wharton and Whitehead took to victory in the 1954 Rheims 12-Hour race and which was severely damaged when Morris rolled it in a JCB race at Snetterton in 1971. Martin, who started racing with a Vintage Bentley in 1952, is well-known in vintage racing by virtue of his many wins with the 2-litre 1934 ERA R11B, which was originally owned by Reggie Tongue and the Hon. P. Aitken (Lord Beaverbrook's son). Morris's drives with this ERA have been quite phenomenal, putting many post-war Grand Prix cars to shame, and the Richard Seaman Memorial Trophy is among the many awards he has won with this splendid machine.

Another winner in this class was 37-year-old John Beasley, who used the power of his Lister-Chevrolet to good effect at the faster circuits. This car was raced by Jim Hall, of Chapparral fame, on the West Coast of America during 1958 and 1959, and is now owned by Telford company director Beasley, who started racing with Morgans in 1957.

A name not on the winners' list in 1975 was that of the 1973 and 1974 champion, Neil Corner. Forty-one-year-old Corner—managing director of a public company engaged in the manufacture of furniture—has a marvellous collection of vintage and historic racing cars, together with a range of steam traction engines, steam organs and showman's caravans. In past seasons, Neil's successes have been scored with the 3-litre Grand Prix Aston Martin DBR4 (an ex-works car driven by Roy Salvadori in 1959); the ex-works 1957 Maserati 250F which Behra took to victory in the Morocco, Modena, and Pau Grands Prix; and with the Donington Collection-entered 1959 2½-

litre front-engined BRM. Neil is in the process of extensively restoring the rare W125 Mercedes Benz Grand Prix car he purchased from Colin Crabbe for the 1976 season, but he appeared at the Vintage Sports Car Club meetings in 1975 driving his famous ex-Raymond Mays ERA R4D and the delectable Grand Prix Bugatti Type 59. However, Neil was lucky to escape with minor injuries after crashing the Bugatti heavily at Silverstone in July. Typically, rather than his own well-being, Neil's first concern was for his car.

Although these are the cars and drivers who have been featuring in the JCB results, much of the fascination of this series is often found amid the mid-field runners, whether because of the tremendous characters or the superb cars.

For instance, this year's JCB series signified the return to motor racing of former Grand Prix driver Bruce Halford. Halford, now 43 years old and living in Torquay, drove in Grand Prix races between 1955 and 1961. He celebrated his return to the track with some very successful drives in the unique spaceframe 1959 Lister-Jaguar which was driven by Lumsden and Sargent in the 1960 Le Mans 24 Hour race. In fact, Halford was the very first driver to race this car, and on its Brands Hatch debut, he set a new lap record and won the race outright.

One of the staunchest supporters of the JCB Historic scene has been the Hon. Patrick Lindsay, director at Christie's. Lindsay started racing with an HWM-Alta in 1952, but has been a constant winner of vintage and historic races, particularly with his famous Prince Bira ERA "Remus". Forty-six-year-old Lindsay, who was educated at Eton and Magdalen College, Oxford, has suffered serious injuries from accidents in his historic cars, but is just as fast and spectacular as ever at the controls of the historic aircraft which he collects.

Some drivers have taken the Championship very seriously indeed. Murray Smith commuted

from New York—where he's an advertising executive—for each JCB round to drive the 1959 ex-works Porsche RSK 718. This attractive, rear-engined car formed part of the factory entry in the 1960 Sebring sports car race and retired when holding seventh place at Le Mans.

One of the most delectable cars to have appeared was the 1933 Alfa Romeo Monza, driven by transport and shipping company director Christopher Mann. This ex-Chiron car uses an eight-cylinder engine producing 160 bhp, and won the 1934 Mille Miglia and the 1936 South African Grand Prix.

Frank Lockhart has been another of the most ardent supporters of the JCB Historic scene. His spirited driving of the 1938–46 Rover 60 Special single-seater has been received with tumultuous applause by thousands of spectators; in fact in a race at Thruxton this year his ovation from the crowds far outweighed that given to the winner, Willie Green. Lockhart, a 55-year-old managing director from Tring, has won numerous awards and trophies with his car, which uses a 136 bhp six cylinder Rover engine. The Rover Special's previous owners included Mackie, King, and the late Peter Wilks of the Rover Company, and it was raced by Dunham in the early 1950s.

A relatively new name on the historic scene has been Robert Cooper, the proud owner of a number of immaculately turned-out historic cars. Cooper, who was educated at Radley College and was Commissioned in the 10th Hussars and the Royal Wiltshire Yeomanry, is now managing director of the family business in Swindon. This year he has been racing the 1957 ex-Border Reivers Lister-Jaguar in which Jim Clark achieved much success and the 1953 Cooper-Bristol Mk 2 which Ken Wharton campaigned successfully.

Among the notable sports cars to have appeared was the Aston Martin DBR1 which Shelby and Salvadori took to victory in the 1959 Le Mans 24 Hour race and which is now raced by 33-year-old London stockbroker

Chris Stewart. And one of the notable characters was Bert Young, the competent driver of the ex-Peter Whitehead Lister-Jaguar, a former headmaster, 1952 National and Olympic swimming coach, and now Chairman of an International Management Consulting organisation.

Interest from Europe in the JCB series has grown immensely, and, following the successful 50th anniversary historic race at Le Mans, a number of French enthusiasts have started racing the revered machinery. Mme Anne Baverey is a 30-year-old French business-woman from Lyon, who is married with two children but still finds time to race a 1955 four cylinder Ferrari Monza, once raced by Gonzalez. Bernard Pigelet, a 32-year-old Parisien, races the 1955 Lotus Mk 10 sports car which Silverstone commentator Peter Scott-Russell made famous, while dental surgeon Dr Philippe Renault, also from Paris, is a well known collector of historic cars which he has been racing since 1956. His current "racing" car is the Lister-Jaguar which Archie Scott-Brown and Stirling Moss took to many victories, and his brother Jean-Francois Renault drives the 1957 prototype Lister-Jaguar built by Norman Hillwood (using a Lister Bristol chassis) and later owned and raced by George Tatham. The number of European historic races has also increased, with events taking place at Dijon, Paul Ricard, Nurburgring, and Osterreichring.

Although this chapter has tried to convey some of the splendid cars and personalities which have given the five years of JCB Historic Championship racing such a magnificent aura, nothing can surpass seeing them in action. Although there is no JCB Championship to look forward to in 1976, the circuit promoters in Britain and Europe will still be holding the occasional vintage and historic events. Try to make a point of seeing one—it's usually well worth it.

SALOON CARS

Andrew Marriott

170 Championships and controversy galore

If RAC British Touring Car Championship sponsor Sidney Miller of Southern Organs hadn't decided to flee the country in a helicopter, he could have "got away" almost as quickly in a Group One Chevrolet Camaro, Triumph Dolomite Sprint, or Toyota Celica GT. But the drivers of the three cars—Stuart Graham, Andy Rouse, and Win Percy—wouldn't have lent them out at any cost. For, while Mr Miller was doing his disappearing act the major championship that he was supposed to be sponsoring was reaching a superb finale at Brands Hatch.

Throughout the season the Southern Organs series had been closely fought, but hardly anyone anticipated that, with just the final round to go, three class leaders would be tying at the top of the table, all on equal points. Even the final round at Brands didn't help to solve the deadlock as the three class winners all chalked up yet another victory. But when the tie-deciding rules were brought into play, the decision went to Broadspeed Dolomite driver Andy Rouse. This naturally brought enormous joy to the hearts of British Leyland, who officially back the Broadspeed team.

As in 1974, the British Touring Car Championship was for Group One saloons. The fact that a Group One Dolomite, in full Broadspeed trim, produces some 200 bhp, about 80 bhp more than the standard car, is some indication that the rules don't exactly call for totally unmodified machines.

With Group One into its second year there were plenty of contenders in all four classes. The over 4000 cc category was naturally dominated by Chevrolet Camaro Z28s but, just as Gordon Spice had struggled unsuccessfully with a Plymouth Barracuda in 1974, so

Tony Lanfranchi tried to do the same in 1975.

The Camaros were considerably faster than the previous year in any event, as the three top contenders—Stuart Graham, Richard Lloyd, and Vince Woodman—all replaced their 5.4-litre engines with 7-litre units as the season wore on. Early in the year Graham and Lloyd were evenly matched and, as in 1974, no-one else got a look in when it came to overall victory. By mid-season Graham definitely had the upper hand, but at Inghliston in August Vince Woodman, with his beautifully prepared Broadspeed-tuned version, finally broke the Graham/Lloyd domination. He won next time out, too, but Graham was in command again as the season closed. Although, at times, there were as many as ten of the big Chevrolets racing, they rarely raced against each other. None of the other drivers were in the same street as the top three, although national racing newcomer Brian Pepper was the best of the rest.

In some quarters, and particularly by MCD's John Webb, it was considered that the sight of Graham or Lloyd romping to an unchallenged victory bore little spectator interest. By September it was announced by the RAC that there would be a 4-litre limit on Group One racing in 1976. This, in itself, was controversial and something of a shock for those who owned the cars. But the very fact that the RAC decided to retain Group One as it stood surprised even more people who had confidently expected Britain to switch to the Belgian Coupe L'Avenir rules, which allow even more modification. In fact they are extremely close to the Group Two regulations of 1973. Apparently the corridors of power decided to retain Group One as it was, without the Camaros.



171

Japanese juggling trick—Barrie Williams' antics at the John Player GP meeting with the Mazda won him the Driver of the Day award.

Perhaps the soundest reason for such a decision is the fact that while the quick Camaros left the rest of the field in the distance, the top cars in the next two categories were evenly matched and staged some excellent battles. The 2500–4000 cc class was a mixture of Ford Capris and Opel Commodore GSEs. Gordon Spice, with the Wisharts-prepared Mk 2 Capri, was always the man to beat in the category until a Formula 5000 accident put him out for the last four races. But by then he had a large enough lead in the class to retain it to the finish. It is pleasant to report that the Northumberland based team often drove the car to meetings rather than trailer it.

Opel started the season badly, but got into their stride once AC Delco put sponsorship money into the Dealer Team and John Handley took over the driving. But even former European Saloon Car Champion Handley had his hands full keeping ahead of the private GSEs of fishing net manufacturer Shaun Jackson and former works Opel driver Peter Hanson. Other Capris went quickly at times, particularly the SQN Mk 1 version, driven variously by Brian

Muir, John Hine, and Tom Walkinshaw. But Stuart Rolt with the ex-works Walkinshaw Mk 1 was the most consistent other than Spice.

Even Spice had trouble in keeping ahead of the fastest Dolomites and, particularly, the Broadspeed car of Andy Rouse. Rouse, who so narrowly missed the championship in 1974, was clearly the fastest of the Dolomite drivers. He had as a team mate *Motor* editor Roger Bell, while Bill Shaw Racing, with finance from Leyland, also ran two cars with a variety of drivers. The fastest was Brian Muir, who managed to beat Rouse at Oulton Park and then, in a badly stage-managed finale at Brands Hatch, very nearly beat Rouse again, almost robbing the Broadspeed driver of the championship.

The Dolomites may not have had it all their own way had the Arian-prepared works Mazda of Barrie Williams been both more reliable and better financed. Williams was often fast and spectacular (particularly at the John Player Grand Prix meeting after a delayed start) but rarely finished.

Another factor in favour of the Dolomites

was that Ford didn't put any muscle behind an Escort RS 2000 challenge, as the model was to become obsolete by mid-season and the new body style would take some time to homologate. Occasionally Tom Walkinshaw made Alan Foster's example competitive especially where brakes counted a lot, but he wasn't a sustained challenger to the Dolomites.

In the up-to-1600 cc class the works Toyota Celica GT, run the previous year by Arian Automotive, was taken over by the Samuri Motor Company of Bedford, who had previously prepared a successful club racing Datsun 260Z for former autocross champion Win Percy. Neither the firm nor the driver had any experience of racing at national level, but you would never have guessed! They started virtually unknown as pre-season underdogs to the Halesfield Motors Avenger GT team, but soon Percy was uncatchable in the class. Even the skill of reigning champion Bernard Unett in the lead Halesfield Avenger GT couldn't keep him on terms with Percy. Meanwhile the works backed Alfa Romeo GT1300s of Tony Dron and Stan Clark had trouble keeping up with the Avenger, let alone Percy. But before the end of the season Halesfield Motors went into voluntary liquidation and the Avengers were never seen again.

Undoubtedly the four classes of the British Touring Car Championship went to the right men, although it was a shame that Graham, Rouse, and Percy couldn't all share the title.

Britain's top saloon car race, the Access Tourist Trophy, wasn't in the Championship. Instead it was run to the Coupe L'Avenir rules and was the final round of this series, which grew considerably in prestige in 1975. The Coupe L'Avenir series was started in Belgium a couple of years ago, but the Group 1½ rules, plus some good series organisation and sponsors, attracted race organisers in Italy, Holland, France, and other countries. In fact, the series totally eclipsed the traditional European Touring Car Championship in 1975.

One of the major challengers for overall victory were Les Blackburn's Hermetite Racing Capris. Sadly Tom Walkinshaw carried his traditional bad luck to the team and, while the Hermetite Capris often dominated practice, they had atrocious luck in the races and only won two rounds. The main competition came from the Luigi Racing BMW CSL driven by Belgians Hughes de Fierlant and Jean Xhenceval. Amongst their other victories this pair scooped up the Spa 24 hours, which sadly again claimed some lives. Alfa Romeos from Autodelta were leading contenders in the 2-litre category with Spartaco Dini the most successful driver. But the actual series champions, by dint of regular high place finishes in the up-to-1300 cc class were the Fiat drivers, Ugo Meloni of Italy and Roger Berndsten of Belgium.

Apart from the Spa 24 hours, the other major race in the series was Silverstone's Access TT. Stuart Graham appeared with a new Camaro specially built to the Coupe L'Avenir regulations, and promptly showed all the regulars what it was about. He drove alone to win from Xhenceval and de Fierlant, with John Handley third in his regular Opel Commodore GSE.

As for the European Touring Car Championship, still run to full Group Two regulations, it was virtually a non-event. Both Ford and BMW pulled out, leaving a depleted list of races to a band of privateers. The Championship title and most of the races were won by Alain Peltier's Faltz Racing BMW Alpina.

In fact, the best Group Two race of the year was undoubtedly the Wynns 1000, held at Kyalami in South Africa to replace the old Kyalami 9 hours sports car event. Alex Blignaut's enthusiasm persuaded both Ford and BMW to enter works cars and we had the roaring Capri-Cosworth and big BMWs with top drivers slugging it out for the only time in 1975. Unfortunately they slugged too hard and hit trouble leaving victory to Hans Heyer and Paul Hennige with Jochen Mass joining in

towards the end. They drove the Mk 2 Escort RS1800 which Heyer had earlier used to win the German Group Two and Four Championships. But second and third were the 3½-litre BMWs of Ronnie Peterson/Hans Stuck and Brian Redman/Derek Bell. Now why don't we have drivers of that category in British saloon car racing? We used to see them . . .

Of course, one major event on the British calendar which isn't in a championship is the Avon Motor Tour of Britain. The third running of this popular mixture of racing and rallying for Group One cars took place in August. Yet again it proved enormously successful with the competitors, although the crowds were scarce. Perhaps they were all on holiday, or the lack of star names kept them away. Before the 1975 event the score read James Hunt for the racing drivers 1, Roger Clark for the rally drivers 1. Neither Hunt nor Clark entered in 1975, so the field was open. Although a late entry in an Escort RS2000 and hardly rated by the book-makers, rally driver Tony Pond, with Dave Richards co-driving, led almost from the start. Brian Culcheth/Ray Hutton hung on gamely in a Triumph Dolomite Sprint, but surprisingly couldn't keep up on the circuits.

Naturally there was a plethora of club racing saloons in Britain and countless championships. The much-vaunted Superlooon category encouraged some superb monsters, but often they didn't go as fast as they looked. One that did was Dealer Team Vauxhall's Baby Bertha. The machine was built vaguely to resemble a Vauxhall Firenza and used the Holden Repco V8 engine out of the ill-fated 1974 Big Bertha Ventora.

In 1975 there was a special Super Saloon Championship, sponsored by Tricentrol, and Gerry Marshall, in the professionally-run Vauxhall rarely faced any competition at all and won the series as he liked. The 2-litre class was inevitably scooped up by Alec Poole in the Formula Two-engined Skoda originally built for Chris Meek.

Sadly, Marshall did rather spoil the show by running off into the distance and, coupled with the lack of reliability of the other cars, made much of the racing a bore.

Of the rest of club saloon racing, the most regular winner was Nick Whiting in his immaculate Kent Messenger Escort RS which won the Simoniz Championship. The Escort Championship widened in 1975 to include the Mk 2 Sports version as well as Mexicos, but was won by the same car that had been victorious in the previous year. In 1974 Colin Vandervell dominated the series, then sold the car to former F5000 ace Steve Thompson who repeated the exercise.

In Group One club racing, we must mention Scotsman Jock Robertson, who showed superb skill in a Marshall Wingfield-prepared Mazda RX3. He won his class on over 25 occasions and won both the heavily publicised BBC Radio One series as well as the Britax equivalent. Robertson is definitely a man to watch.

Saloon car racing had again proved its worth in its many forms. We await with interest the progress of the British Championship without the Camaros, and we also wait to see if the situation becomes less confused in Europe. But whatever, tin top racing is here to stay.

RAC British Saloon Car Championship

	Points
1st Andy Rouse (<i>Triumph Dolomite Sprint</i>)	78*
2nd Win Percy (<i>Toyota Celica GT</i>)	78*
3rd Stuart Graham (<i>Chevrolet Camaro Z28</i>)	78*
4th Richard Lloyd (<i>Chevrolet Camaro Z28</i>)	65
5th Vince Woodman (<i>Chevrolet Camaro Z28</i>)	54
6th Bernard Unett (<i>Hillman Avenger GT</i>)	53
7th Gordon Spice (<i>Ford Capri 3000GT Mk 2</i>)	46
8th Roger Bell (<i>Triumph Dolomite Sprint</i>)	40

*Class winner, all drivers except Spice counted best nine results.

THE INTERNATIONAL SCENE

Nigel Roebuck

174 Racing around the world

Worldwide, the season was a good one, and the sport has flourished. In the United States, Latin America, the Antipodes, South Africa, and Japan, new stars appeared, new reputations were made, attendances grew.

Although the words "oil crisis" still hover in the background, the immediate danger to our sport has gone, hopefully for good. Two years ago, the situation looked bleak indeed, but in 1975, the clouds lifted—metaphorically if not meteorologically.

Fanatical fans continued to follow A. J. Foyt to Indianapolis and Richard Petty to Daytona; Ian Scheckter and Dave Charlton fought hard for the South African Formula One Championship; BMW and Porsche for the IMSA GT title. The Canadian Formula Atlantic and American Super-Vee Championships established themselves firmly.

Great Britain's position in all this is an ironic one. Most of the world's racing cars are manufactured in this country, the great majority taking a one-way ticket to another part of the world. Formula 5000 and Formula Atlantic both started life here, and have proved far more popular in other countries. Short of Formula One races, crowds in Britain are on the wane. Have we been spoiled? Is there simply too much racing here? Whatever the reasons, the position must change. The rest of the globe is making us blush.

The United States

In the worlds of both USAC and NASCAR, 1975 was the year of the Establishment. As usual, Richard Petty won the NASCAR Grand National Drivers' Championship—his sixth—and the USAC Championship went to the redoubtable A. J. Foyt, 40 years old and as great as ever.

The NASCAR season started badly for King Richard. An accident at Riverside and overheating problems at Daytona were no indication of the results that were to follow, and at one stage he logged up the following sequence: first, first, second, first, second, second, second, first, second, first, first! All somewhat demoralising for the other good ol' boys, but some of them were far from overshadowed. The Daytona 500, the most important race on the NASCAR schedule, produced a remarkable win for 1973 Champion Benny Parsons. David Pearson, Petty's biggest rival, seemed to have it all locked up as the cars went into their last lap, but unaccountably lost the lot while overtaking a backmarker. Parsons, a few yards behind, had only to cruise home for the cup and the \$41,000!

Bobby Allison, continuing the Penske-AMC Matador programme started by the late Mark Donohue in 1972, scored three good wins with the car, including the classic Southern 500 at Darlington, the Indianapolis of stock car racing. For David Pearson, the season was a disappointment, however, the Wood Brothers' Mercury often taking pole but rarely lasting the distance.

Despite the colossal speeds attained by the NASCAR stockers, it is probably the safest form of automobile racing anywhere in the world, thanks to the mandatory roll-cages fitted to each car. Accidents are frequent, but casualties rare. Therefore it is particularly sad to have to record the death of Tiny Lund in the Talladega 500. Lund is probably best remembered for his victory in the Daytona 500 in 1963, after being given a ride in Marvin Panch's car—reward for saving Panch's life in a blazing car in practice.



Vel's boys—Mario Andretti and Al Unser, both Indianapolis winners and now both top names in US road racing, pose with their 1975 Formula 5000 Lola.

In the south, 1975 was the year of Richard Petty and the magnificent number 43 Dodge. It was the same in 1974, and the 38-year-old North Carolina star has no intention of calling it a day yet. There is no sign of a real threat to his supremacy, but perhaps the two most promising drivers on the NASCAR trail are Dave Marcis and Darrell Waltrip, both of whom won races last year.

The USAC Championship was dominated by A. J. Foyt. Consistent success has been a long time coming for A.J.'s Coyote, but last

year the Texan really got his act together, and for most of the time no one was close. For many years, Foyt has persevered with his Ford engines, retiring time after time while the Offenhauser brigade took all the prize money. However, the persistence has paid off, and at both Ontario and Indianapolis, no one qualified within 2 mph of the Coyote. At Ontario, scene of the California 500, Foyt led from flag to flag, with Bobby Unser's works Eagle second. The Eagle ran perfectly throughout, but simply did not have the pace.



Roger's man—Penske USAC driver Tom Sneva.

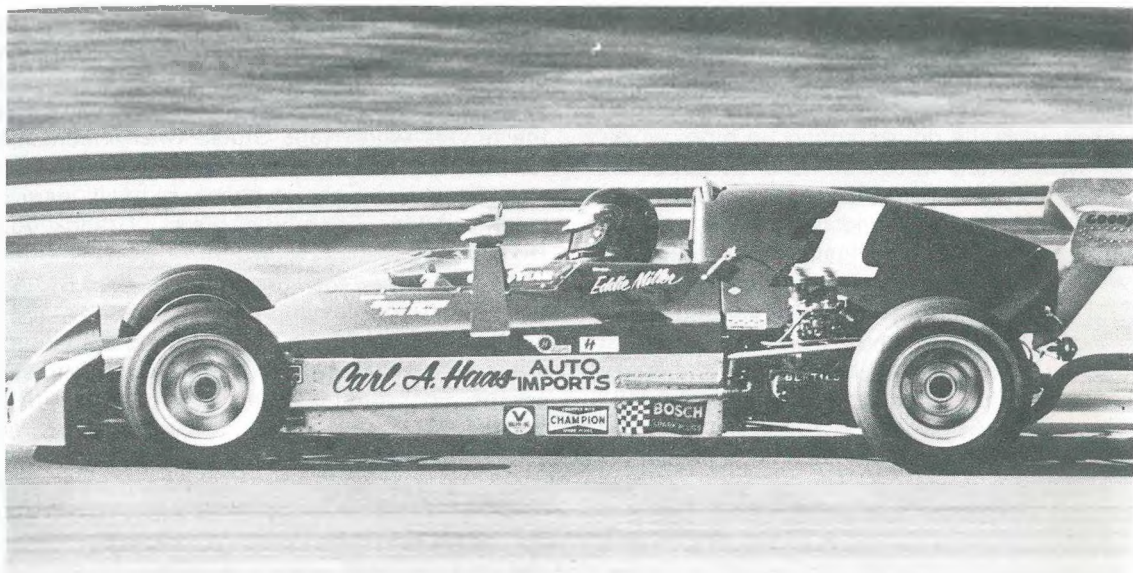
Most impressive newcomers on the USAC scene have been the Sinmast Wildcats of Gordon Johncock and Wally Dallenbach. Designed by Bob Riley, the cars were consistently competitive all year long, and Dallenbach was extremely unlucky not to win at Indy. Foyt, as usual, had taken the pole from Johncock and Unser. Dallenbach, after a variety of problems during qualifying, was back on the seventh row, but quickly began to move up through the field, putting together the sort of drive which produced victory for Johnny Rutherford in the 1974 race. Unfortunately for Dallenbach, the conclusion was less happy, and he retired after 162 laps, when holding a 20-second lead over Unser. Foyt, looking to become the first man to win the 500 four times, lost his chance when Tom Sneva's McLaren crashed. This was an absolutely horrific accident, the car somersaulting and catching fire, and Sneva was more than fortunate to escape serious injury. Car and

engine properly parted company, the monocoque remained virtually intact, which says a great deal for Colnbrook. Through the accident debris went Foyt and Unser, the Coyote being damaged slightly. The resulting pitstop was enough to put Foyt out of contention for the rest of the day. It was now a straight fight between 1968 winner Bobby Unser and 1974 winner Johnny Rutherford. But the battle never really started, for suddenly down came the rain, and the 1975 Indianapolis 500 came to a premature halt, Foyt, Duane Carter, Roger McCluskey, and Bill Vukovich following the leading pair in.

Disappointing last year was the showing of the Vel's Parnelli team of Viceroy Eagles, neither Mario Andretti nor Al Unser making very much impression in the USAC Championship, despite their showing in Formula 5000. At Indianapolis, the team experimented with the turbocharged Cosworth DFX engine and Andretti, in particular, was impressed. Although they finally reverted to Offenhausers for the race, it would seem that the DFX has a bright future at the Brickyard and elsewhere.

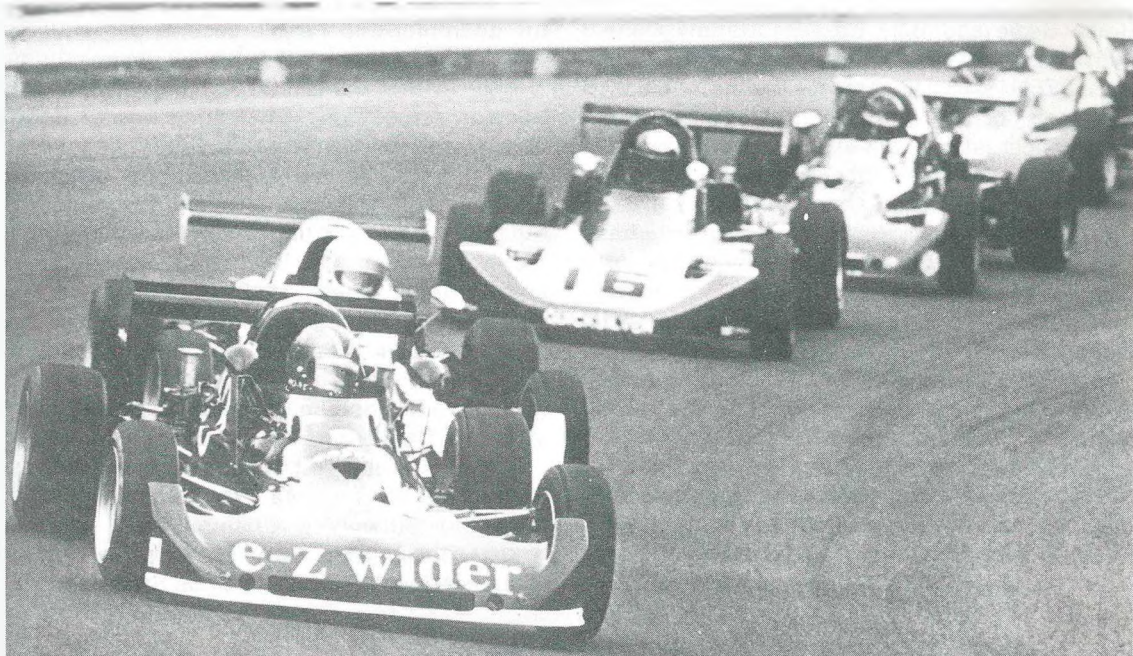
On the whole, the 1975 USAC season was the best for some time. As with NASCAR, however, most of the winning seems to be done by the Establishment, the same old faces. There seem to be a great many coast-and-collect men in both USAC and NASCAR, and future stars are thin on the ground. Foyt, Johncock, Unser, Mosley—these have been the USAC winners this year. Only Tom Sneva seems to be a charger in the time-honoured USAC style. Many a driver would have quit after an accident such as Sneva's at Indy, but Tom came back brilliantly to score a great win at Michigan. A man of the future.

The United States is a conservative society, as everyone knows, and this attitude pervades American motor racing, too. This is not to be derogatory at all, for there is much to be said in its favour. If you have a good thing going, leave it alone. USAC sprint cars, for example,



Fast Eddie—the coveted US Super Vee Championship went to Eddie Miller's Lola, run by Carl Haas.

Fast fag-papers—promising American driver Howdy Holmes, with his E-Z Wider cigarette papers sponsored car, leads a bunch of American Super Vees.



look like museum pieces, but there are many people who consider this to be the most exciting form of automotive competition to be found anywhere. Front-engined cars, 600 horsepower, the drivers sitting up high, working away at the wheel, tremendous opposite-lock slides . . . clearly, all the ingredients for excitement are there, and there is no way the sprinter *aficionados* will allow their sport to be sacrificed to the great god Progress. And why should they? They have a good thing going, with packed houses night after night.

A career in sprinters used to be the traditional route to a ride at Indianapolis, but the European invasion of the Brickyard changed all that. Overnight, Indianapolis went rear-engined and sophisticated, and the roadsters were gone for ever. Nowadays, there is no link between a USAC Championship car and a USAC sprinter, and the Gurneys and Agajanians look to Formula 5000 and Atlantic for future Indy stars.

None the less, the sprinters continue to flourish. The 1975 USAC Sprint Car Championship was won by Larry Dickson, from Rollie Beale and Billy Cassella. Jimmy Caruthers—a name familiar to all Indy fans—was the 1975 USAC Dirt Track Champion. Sadly, Caruthers died from pneumonia associated with cancer later in the year. Cars in this class are similar to sprinters, but bigger, and they run on 1-mile dirt ovals rather than the ½-milers used by the smaller cars. Mario Andretti has said that he prefers racing championship dirt cars to any other type of racing, and many Indianapolis stars, like Al Unser and Gary Bettenhausen, are regular participants.

The other two USAC Championships, for Stock Cars and Midgets, were won by Ramo Stott and Sleepy Tripp, respectively.

The 1975 season was also a good one for IMSA (International Motor Sports Association), yet another organising body in the USA. Their Camel-sponsored GT Championship provided some excellent racing, and the Porsche

Carreras did not have things all their own way. In 1975, BMW concentrated all their efforts on America, and a team of CSLs was present at most of the championship rounds. Among the drivers were Hans Stuck, Brian Redman, Ronnie Peterson, and Sam Posey. The Porsche stalwarts were right in there, as well, particularly 1974 Champion Peter Gregg, Al Holbert, and Hurley Haywood.

At Daytona, the first round, the BMW team failed after leading much of the way, and victory went to Gregg and Haywood, sharing a car on this occasion. The Porsches, however, were routed in the Sebring 12 Hours, when a BMW came in first, driven by Redman, Stuck, Posey, and Australian saloon ace Allan Moffat. After Sebring, honours were virtually evenly divided, with Stuck winning for BMW at Laguna Seca, Riverside, and Talladega, and Porsche taking the money at Road Atlanta, Lime Rock, Mid-Ohio, Road America (Holbert), and Mosport (Haywood). Despite scoring only one win, Peter Gregg finished well up in nearly every race and, at the time of writing, looked set fair to lock up the championship for the second consecutive year.

The IMSA Camel GT Championship attracted some very interesting cars. John Greenwood's legendary Corvettes frequently set the pace, but rarely lasted the distance. Chevrolet Monzas and Camaros figured, too, but the most exciting newcomer was the North American Racing Team's Ferrari Berlinetta Boxer, the first Boxer to appear in competition. The car had every kind of problem whenever it appeared, but looked and sounded tremendous. Eppie Weitzes and Milt Minter succeeded in bringing it home sixth at Sebring.

IMSA was also responsible, with the Sports Car Club of America, for organising the American Super-Vee Championship for the Robert Bosch Gold Cup. Formula Super-Vee is tremendously popular in the States, and a

great many very talented young drivers are emerging from within its ranks. The 1974 champion was Elliott Forbes-Robinson, who is now shaping up as a very competitive F5000 driver. Champion in 1975 was Eddie Miller, who was impressive all year long at the wheel of a Lola T324, entered by Carl Haas. Main opposition to Miller came from Tom Bagley's Zink, Howdy Holmes's Lola, Richard Melville's Lola, Freddy Phillips's Elden, Bob Lazier's Lola, and Bobby Rahal's Royale. Keijo Rosberg, the king of European Super-Vee, ventured over to Watkins Glen for one of the championship rounds, and could finish no higher than sixth. The standard is high.

Canada

Despite the loss of their Grand Prix last year, motor racing enthusiasts in Canada had a great deal to cheer about. The Players' Formula Atlantic Championship has been a tremendous success because it contains all the right ingredients. Sponsorship is plentiful, there are many ultra-competitive cars, a lot of very promising drivers, and the series is very professionally organised. When Vern Schuppan ventured over there for the first time, he was astonished. It was almost like a Formula One paddock, with luxurious transporters and motorhomes everywhere, beautifully prepared cars and an abundance of spare engines. Schuppan was also extremely surprised at the overall competitiveness of the racing. At St. Jovite, for example, there were 40 cars on the grid, and seven seconds covered the lot. Juan Cochese qualified his Chevron only three seconds away from pole-sitter Bill Brack, yet started from 30th position on the grid! All this makes for exciting racing.

The stars of last year's Canadian Formula Atlantic trail were Bill Brack, Bertil Roos, Elliott Forbes-Robinson, Tom Klausler, Howdy Holmes, Gilles Villeneuve, and Bobby Rahal. Unfamiliar names to British enthusiasts, perhaps, but there may well be at least one future

Grand Prix driver among them. Bertil Roos, in fact, has already raced a Formula One Shadow in his home Grand Prix at Anderstorp.

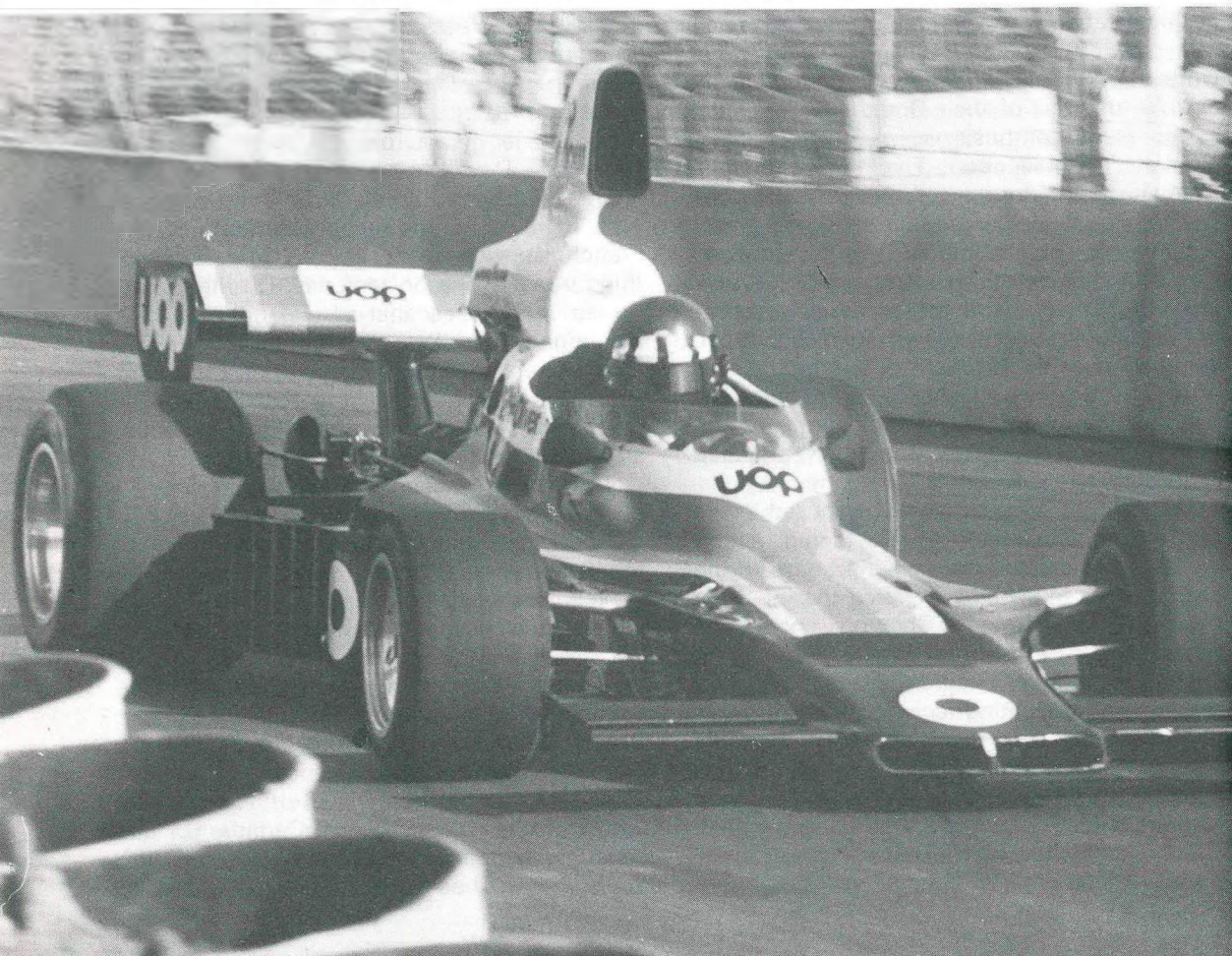
High point of the Canadian Formula Atlantic season is the race through the streets at Trois Rivieres, and many European stars make the trip for this race. In 1974, Patrick Depailler, Tom Pryce, and Jean-Pierre Jaussaud were among the entries; Depailler lost the lead when a wing strut broke, leaving the under-rated Jaussaud to fight it out with local star Tom Klausler, who eventually took the flag first by less than half a second.

Last year, the European contingent was somewhat increased. Depailler and Jaussaud were back again, with a March 75B and a Chevron B29 respectively, but the race also attracted Vittorio Brambilla (March), Jean-Pierre Jarier (Chevron), as well as John Nicholson, Dave Walker, and Damien Magee.

Depailler seems to have no luck at all at Trois Rivieres. For the second year running, the Frenchman was fastest in practice, but everything went wrong on race day. On the warm-up lap, it was clear that all was not well with the engine, and Patrick eventually borrowed another March and started from the back. Brambilla had an accident in practice, but his mechanics got the car into running order, albeit with a creased monocoque.

Throughout the race, Vittorio was able to dispute the lead with Jarier, and when JPJ clobbered a backmarker five laps from the end, the Italian was able to stroke home for the win, with Jarier second and Jaussaud third. Of the local drivers, Villeneuve, Klausler, and Bagley were all very impressive, if unlucky.

The Canadian Atlantic series appears to be the logical step up from Formula Super-Vee. Bobby Rahal, Tom Bagley and Howdy Holmes are all stars of the American Super-Vee Championship, and all have shown up well with Formula Atlantic cars in Canada. For this series, with its intense rivalry between March and Chevron, the future is bright.

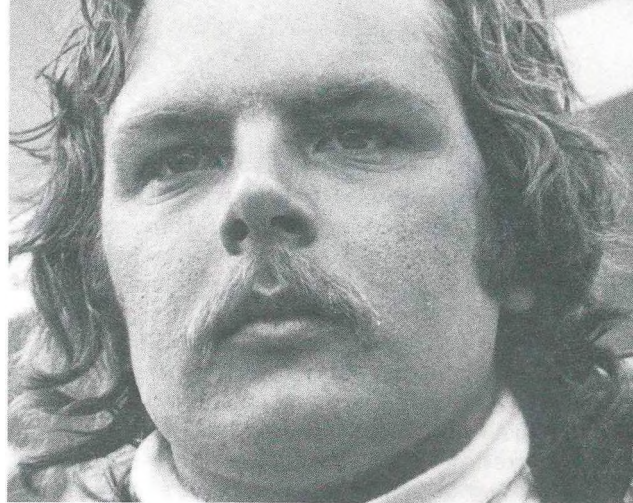


Stirling discussion—South African Formula One driver Guy Tunmer discusses his prospects with Stirling Moss (left).

Briton abroad—Jackie Oliver led the Shadow Formula 5000 team in the USA. Here he is pictured at Long Beach (below left).

The Boss—Keke Rosberg won the Castrol GTX Super Vee Championship but also raced in the USA. Great things are predicted for the ex-kart champion (right).

Brazilian victor—Jose Pedro Chateaubriand celebrates his victory in the Brazilian Super Vee Championship (below).



Brazil

In Brazil, Formula Super-Vee is also very big news. With 32 cars per race, and £600 for the winner, competition is fierce! Throughout the season, the men to beat were Francisco Lemeirao and Jose Chateaubriand. After a good showing in European Formula Three in 1974, Chateaubriand failed to find enough sponsorship to return in 1975, so he stayed in his own country to concentrate on Super-Vee.

The Brazilian races are disputed by four makes: Polar, Kaimann, Avalone, and Heve, and wings are not allowed, unlike Super-Vees in the United States and Europe. Apart from Lemeirao and Chateaubriand, the two brightest prospects are Alfredo Guarana and Nelson Piquet, both of whom have proved very quick, if a little wild. Ingo Hoffman, who will drive for Copersucar-Fittipaldi in Formula One this year, was one of the leading lights in Brazilian Super-Vee in 1974. For 1976, there is a good chance that Brazil will introduce its own version of Formula Atlantic, with the 2-litre Ford Maverick engine as a basis.

South Africa

For the last few years, South Africa has run its own Formula One championship, but unfortunately the 1975 season was the last. This year, Formula Atlantic will be the country's premier class of racing. However, the South Africans will have much to remember. Since the days of Neville Lederle and Tony Maggs, South Africa has produced a succession of fine drivers, the most celebrated being Jody Scheckter, of course. Jody now confines his appearances in South Africa to the Grand Prix, but the family is well represented in the other races by Ian Scheckter, Jody's elder brother. Ian did most of the winning last year with his ex-works Tyrrell 007, but due to the odd scoring system, the championship went to Dave Charlton's McLaren M23. This really is a ludicrous state of affairs, for Scheckter was in a class of his own last year. While testing

for one of the rounds at Kyalami, Ian went round in 1:16.4, a time which would have put him on pole position at the South African Grand Prix! At mid-season, he drove for Frank Williams in a couple of Grands Prix, and gave a good account of himself.

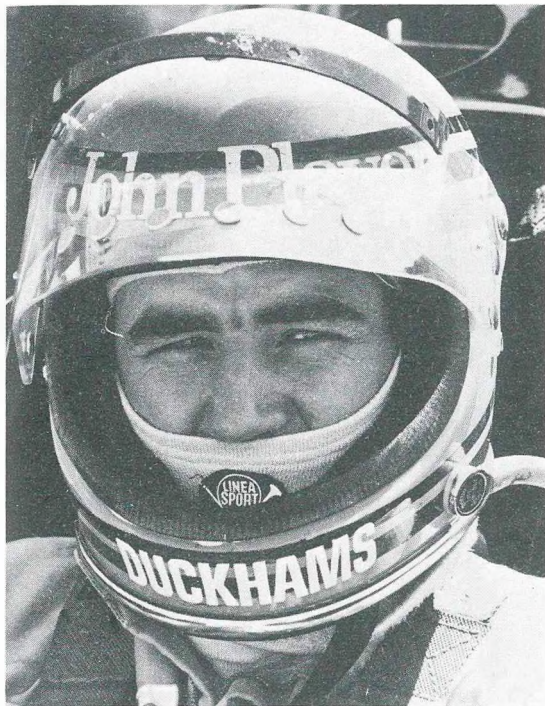
Other than Charlton, Scheckter's main opposition came from the Lotus 72s of Eddie Keizan and Guy Tunmer. Keizan is known to British racegoers for his drives in the Embassy Lola F5000 car in 1974, during Guy Edwards' convalescence, and Tunmer came over to England to drive a 2-litre sports car at the Silverstone International Trophy meeting. This was Tunmer's first season in a Formula One car, and he acquitted himself very well indeed, actually winning one of the races.

But all Scheckter's efforts were to no avail. Six wins in nine races brought only second place in the championship. Astonishing. The Formula Two category was won by Tony Martin's Chevron B27.

Japan

Japan may well be the next new country to host a Grande Epreuve. Towards the end of 1974, six Formula One cars and drivers were taken over so that Oriental racing enthusiasts could see what Grand Prix racing was all about. There was no race, merely a demonstration, but it went down very well indeed. Ronnie Peterson, in particular, entered into the spirit of the thing, hurling his John Player Special around to the delight of the spectators. Although there was speculation about a Formula One race at Fuji at the end of the 1975 season, the event never took place.

The 1975 Japanese Grand Prix was run as a Formula Two race. Both Peter Gethin and Brian Henton made the long trip over, and must have regretted their decision on race day. The race began in torrential rain, and the local driver, Fushida, took his March-BMW into the lead, with Henton following in second place. The conditions, which must have



LAT

Oriental success—Brian Henton drove well to second place in two races at Fuji. Here he practises the Japanese slit eye look.

rivalled those at the Nurburgring in 1968, worsened dramatically halfway through the event, when a thick mist descended. In Europe, such weather would have brought the race to an immediate halt, but no chequered flag appeared. With visibility virtually non-existent, Henton lost second place to Noritake Takahara's March, and that is how they finished. Takahara is best remembered here for a none-too-impressive drive in a March 741 at the Silverstone International Trophy in 1974.

Australasia

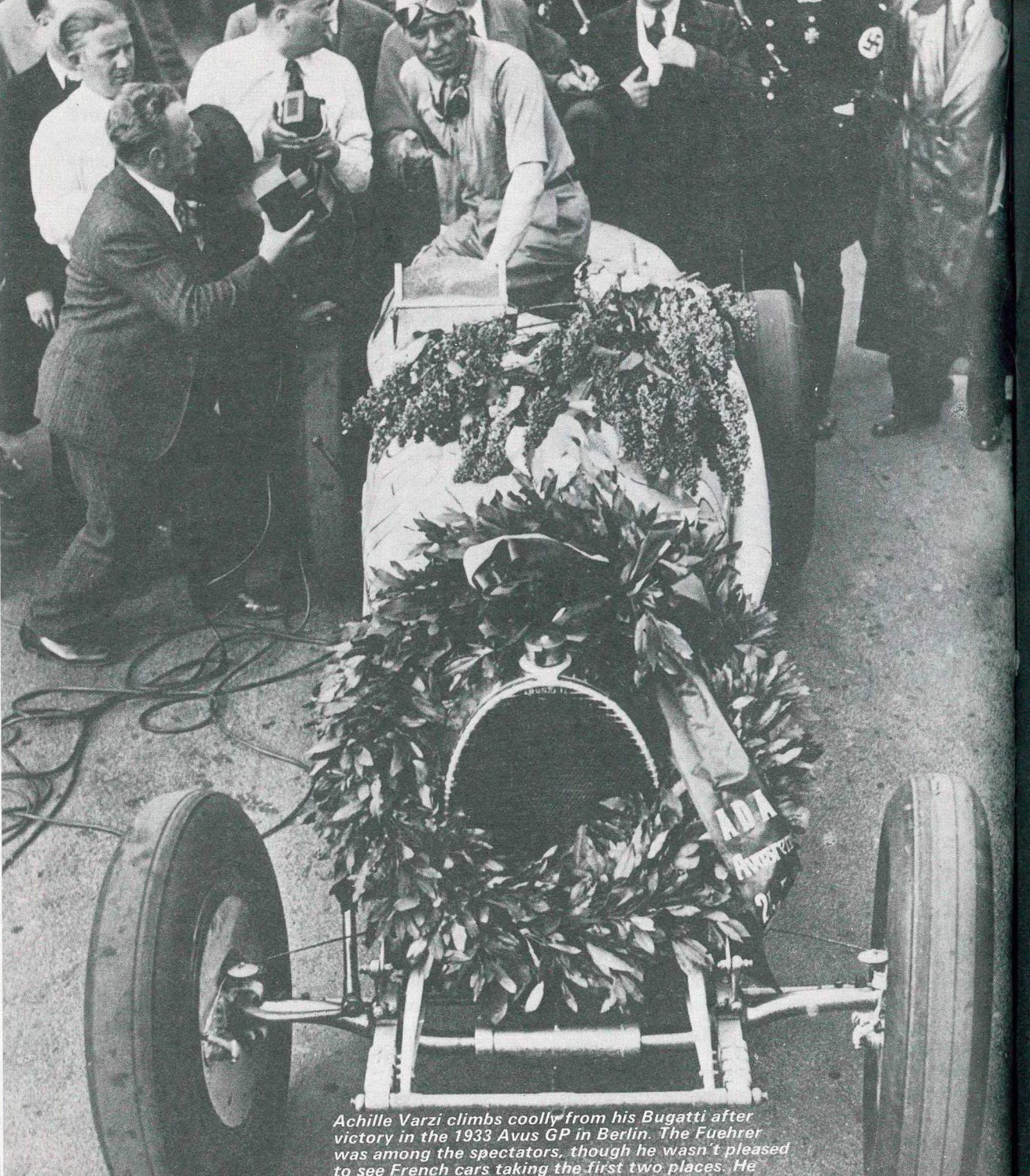
In Australia and New Zealand, Formula 5000 and Formula Two are finally beginning to oust saloon car racing as the most popular form of

motor sport. The Tasman Series revealed yet again that there are many very talented drivers in the Antipodes, virtually unknown in Europe only because they choose to stay in their own corner of the world. Warwick Brown, of course, has gone some way towards establishing himself by taking part in the American F5000 Championship with a Talon. After becoming Tasman Champion, Brown found the going a little tougher in the States.

Perhaps the most notable showing of the 1975 Australian season was made by Max Stewart. By no means did he dominate the scene, but he was consistently quick in a Lola T400. The T400 has proved almost impossible to "sort". In the USA, Brian Redman and Mario Andretti both admitted defeat, reverting to the older T332. In Europe, Peter Gethin and Teddy Pilette persevered with their cars, but only towards the end of the season were they truly competitive. Stewart, however, got his car going well early in the year and, at the time of writing, was leading the Australian Gold Star Championship from John Leffler and John McCormack.

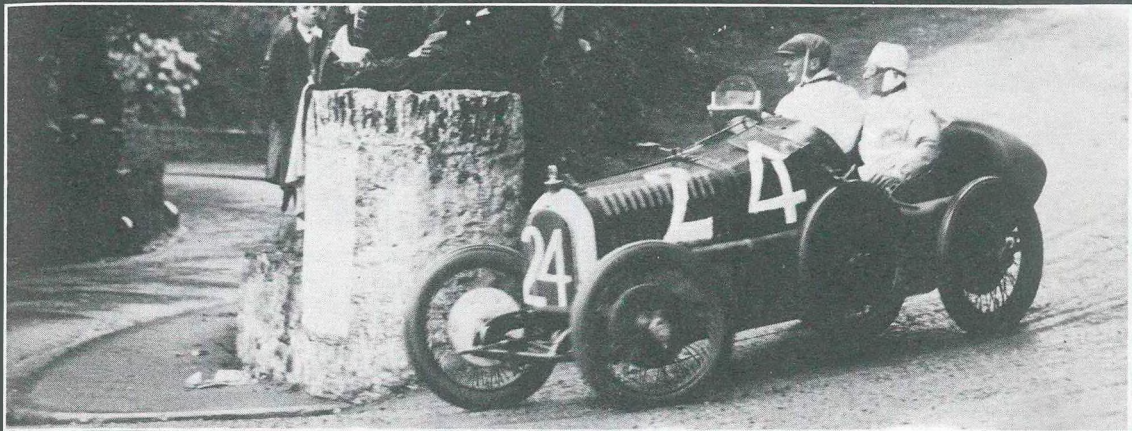
Without a doubt, the brightest young star in Australian F5000 racing is Bruce Allison. In his first season in the big league, Allison frequently mixed it with Stewart, Walker, and McCormack, and is very much a coming man.

In Formula Two, the man to watch is very definitely Brabham. No, this is not 1957! Not Jack, but Geoffrey, the great man's son. Geoffrey Brabham shows every sign of following his father into the world of Grand Prix racing. After dominating Formula Ford in Australia, Geoff moved up the ladder into Formula Two in 1975, and the pattern continued. He is tremendously quick. At Oran Park in September he qualified his Birrana 274 three seconds under the existing Formula Two lap record! Shall we see him in Europe in 1976?



Achille Varzi climbs coolly from his Bugatti after victory in the 1933 Avus GP in Berlin. The Fuehrer was among the spectators, though he wasn't pleased to see French cars taking the first two places. He

80 YEARS OF MOTOR RACING



Introduction

City-to-City Racing

European Circuit Racing

Track Racing

The Great Marques

The Great Drivers

The Grandes Epreuves

The World Championship 1950–1974



First past the post—Emile Levassor on the way to “winning” the first great motor race—the Paris-Bordeaux-Paris of 1895. He drove his twin-cylinder 4 hp Panhard single handed for 48 hours! The tiller steering contributed to his near-fatal crash one year later.

EIGHTY YEARS OF MOTOR RACING—1895–1975

Doug Nye

Introduction

With the close of the 1975 season, we can look back on 80 years of motor racing: 80 years which reflect the soaring technological learning-curve of modern man. Within that single life-span, motor racing, and the other "gasoline sports", have blossomed into International big business. The sport has been punctuated by two World Wars; by strong times and weak; has been banned completely by one nation, and actively supported and even wielded as a propaganda weapon by others. Its face has changed, some enthusiasts being steadfastly convinced that motor racing has never been better than it is today, while some kermudgeons mournfully bewail the passing of linen-helmets and tree-lined circuits.

In this edition of the *John Player Motor Sport Yearbook*, we look at the 80 years of this most exciting, and best-supported of all the speed sports. We look at how it began, how it developed, and how it has changed over the years, and celebrate a long life-time which we hope has many years to run.

Motor racing had some false starts before the great Paris–Bordeaux–Paris event of 1895 which really got it under way. As early as 1887, just two years after Carl Benz had built what is generally acknowledged as the first really practical petrol-engined motor carriage, a "race" was organised in Paris. M. Fossier, editor of the cycling magazine *La Vélocipède*, was responsible for the idea, and a course was chosen from St James along the Seine to the bridge at Neuilly. The date was fixed for April 20, 1887, but the new form of locomotion was too immature to support a competitive event. Georges Bouton won a walkover race in—or rather "on"—his steam quadricycle. He was the only competitor!

The sight of this snorting steamer amused the Parisians, but hardly constituted a sporting spectacle. In 1888, Fossier tried again, and this time Bouton's De Dion "trike" was opposed by a single Serpollet steamer. Bouton won again, covering the 20 km from Neuilly to Versailles in about 30 minutes.

These events were premature. Horseless carriages, such as they were, simply weren't ready for competition. Then, in 1894, the Parisian paper *Le Petit Journal* revived the idea of motor sport and organised a reliability run (not a race) from Paris to Rouen along the valley of the Seine. First home was a De Dion-Bouton steam tractor, towing an ordinary carriage from which the front wheels had been removed. It was driven by Le Comte De Dion and Georges Bouton, but the organisers refused to recognise this hybrid as an "automobile" and so their performance (78.75 miles at 11.6 mph) gained only second prize, the jackpot of £200 being divided between the Peugeot brothers and Emile Levassor.

Some of the leading competitors in this event founded the Automobile Club de France at the end of that year, and they planned a serious test of cars and drivers—a race over a long-distance course.

Le Petit Journal was not interested in backing anything so dangerous. These new-fangled *Voitures sans Chevaux* could reach 15–20 mph, and if an accident should happen the newspaper might be blamed for its reckless sponsorship. Le Comte De Dion was one of the prime movers behind the idea, and he pressed on with what became the 732-mile Paris–Bordeaux–Paris race of June 11–14, 1895—the first great motor race.

The organising committee covered them-

selves against allegations of recklessness by discouraging the fastest type of car then extant, by stipulating that the first prize (from a vast fund of £2,800) would not be awarded to a car with only two seats. Emile Levassor started fifth in his 3½ hp 600 cc single-cylinder Daimler-Phénix-engined Panhard, and, after missing his relief driver, he pressed on single-handed to complete the course in 48 hr 48 min, an average of 14.9 mph. Every 100 km he took on water, fuel, and supplies and throughout the race had only one major stop, which lasted 22 minutes. This remarkable feat of endurance was wasted as the Panhard was a two-seater, and was thus ineligible for the major prize!

The next car home was Rigoulot's Peugeot, over five hours later, but this car was also a two-seater, and therefore ineligible for the first prize. This instead went to the third man overall, Koechlin, in another Peugeot, while Levassor was officially credited with second place and Rigoulot third. There were nine finishers from 22 starters—the first eight being petrol-engined, and the ninth a now outdated Bollée steamer. The die was cast.

In 1896, some minor events supported the storm-swept, Paris—Marseilles—Paris race over an epic 1,062.5-mile course, and Mayade won at 15.7 mph in another Panhard. Tragically, Levassor himself was thrown from his sister car after swerving to avoid a dog, and he was to collapse and die in his office—probably from

the effects of his race injuries—a year later.

So point-to-point racing was under way, but in America far-reaching developments were taking place. They started on May 30 that year with a race sponsored by the New York *Cosmopolitan* magazine, and a newspaper "race report" explained just what happened:

*Six horseless carriages entered for a drive,
Wheel came off one, and then there were five;*

*Five horseless carriages, racing as before,
Chain slipped on one, and then there were four;*

*Four horseless carriages, speeding merrily,
Bicycle ran into one, and then there were three;*

*Three horseless carriages came to a hill,
Hill stayed right where it was, so the drivers
had to get off and push, and that was why
the time between City Hall and Irvington for
the prize of \$3,000 offered by a magazine,
was not what it might have been if there had
not been any hill there.*

Then, on September 7, the first track race was held over five laps of a one-mile dirt-track as one of the attractions of the Rhode Island State Fair, in Narragansett Park, Cranston, RI. A. H. Whiting won, driving a Riker Electric to victory over seven competitors at an average of 24 mph. The American way of motor racing was born in direct contrast to European-style road racing, which had been given such a disastrous trans-Atlantic debut.

City to City Racing

In the first Paris–Bordeaux–Paris race, the fact that two major cities were chosen as the terminal points on the route established a fashion which was followed beyond the turn of the century, as the great heroic age of city-to-city racing ran its turbulent course.

Experience with the Paris–Bordeaux persuaded the organisers to institute overnight stops, time controls, and neutralised sections in future major events, for they felt that a feat of endurance such as Levassor's could prove fatal to a lesser man in a faster car.

So the late 1890s saw the high-built, spindly-wheeled, short-wheelbase vehicles of the time rushing about the countryside; normally with a driver and riding mechanic seated high and terribly exposed to the elements, and often carrying passengers "just along for the ride"!

As speeds increased with the forced pace of technical development, so the riding crews began to adopt protective clothing, with thick furs, leather or mackintosh coats, strap-on helmets, mica goggles and, often, sinister-looking leather face masks. Dust and flying pebbles which could be just a nuisance at 25 mph in 1895 had become potentially blinding killers at 50–60 mph by 1899.

There was no major race during the "season" of 1897, and, instead, three smaller events of just over 100 miles were run: the Marseilles–Nice–La Turbie, Paris–Dieppe and Paris–Trouville. Le Comte de Chasseloup–Laubart of Land Speed Record fame won the Riviera race in his big De Dion, while Paris–Dieppe yielded a startling result as Jamin's little Bollée Voiturette slaughtered all the heavy metal to win at 25·2 mph from De Dion and "Hourgieres" Panhard. The last race of the year was another

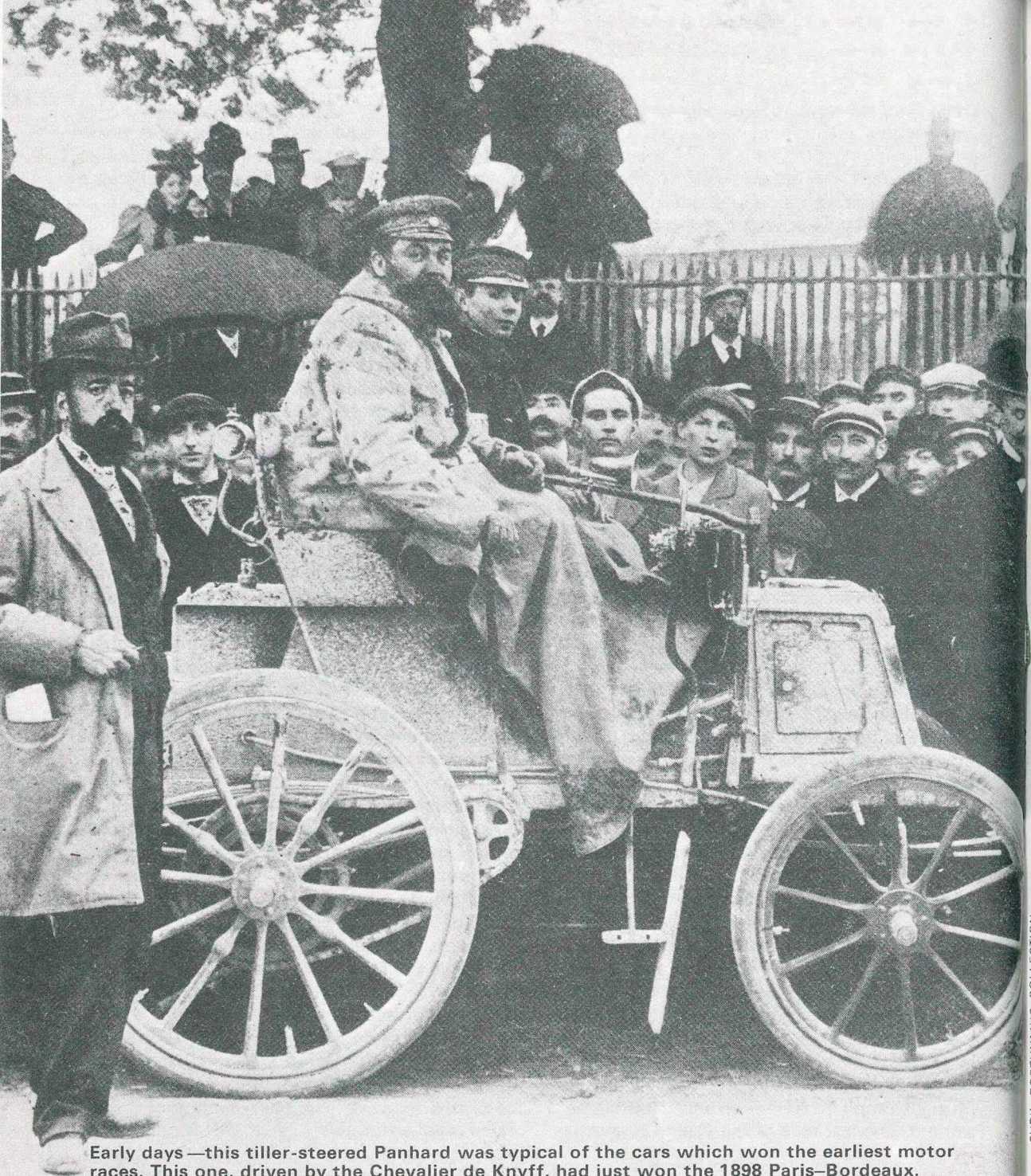
triumph for Jamin, whose tiny Bollée came home a half-hour clear of "Hourgieres", and averaged 28·2 mph for the 107·7 miles. This was the highest speed at which any motor race had been won, and when Charron's 12 hp four-cylinder Panhard bettered this average in the 1899 Paris–Bordeaux, it was even then by less than 2 mph. More was to be heard of the Voiturettes.

By 1898, a fairly full competition calendar was being put together, with at least six races, and the Achères speed meeting where the first Land Speed Record was established— at 39·3 mph.

The major race of the season was the first capital-to-capital race, from Paris to Amsterdam and back, and this also held the distinction of being the first motor race to cross international frontiers. Fernand Charron won the 889-mile race at 26·9 mph on one of the big Panhards, which were already specialised, stark, brutish racing machines, bearing little real resemblance to what passed as staid, upper-crust transport at the time.

Meanwhile, the first race had been held on a closed circuit of roads, the Course de Perigueux, which substituted a roughly circular loop for the out-and-back, point-to-point style of other events. The course was 90 miles long, and just one lap had to be covered. The race was won by a gentleman named Leys, on the inevitable Panhard, from Osmont on a De Dion motor cycle, but, unhappily the race provided the first fatal racing accident.

The Marquis de Montaignac caught up with De Montariol's little Benz Parisienne in his heavy Landry et Beyroux, and while passing him he turned to wave. The tiller steering of those days was unforgiving, and De Montaignac



Early days—this tiller-steered Panhard was typical of the cars which won the earliest motor races. This one, driven by the Chevalier de Knyff, had just won the 1898 Paris-Bordeaux.

swerved into the Benz's path. The cars collided and the Benz rolled, whereupon the Marquis looked back again and immediately ran off the road and somersaulted down a bank. De Montaignac died within three hours, followed shortly by his mechanic, while Montariol's passenger was badly injured.

This incident cast a gloom over the hitherto carefree racing fraternity, but more manufacturers were supporting racing and the calendar continued to mushroom. Paris remained the capital of motor racing, and 1899 saw races from there to Bordeaux, St Malo, Ostend, Boulogne, and Bayonne. The mighty 1,440-mile Tour de France was run in stages around the enormous loop, and fell to the Chevalier René de Knyff, one of the leading race organisers of the time, in his mighty Panhard. He was a director of this company whose products dominated the early years of motor racing in the hands of drivers who became French heroes, like Charrou and Girardot. Mors also did well in the hands of "Antony" and "Levegh", pseudonyms for Debraye and Velghe.

Entry for the events in which these people made their names could be surprisingly wide-ranging. The Paris-Trouville in August 1899 catered for pedestrians as well as horsemen, cyclists, motorcyclists, and proper racing cars. "Antony" was quickest overall in the Mors, averaging 35.2 mph for the 104 miles, while an enthusiast named Desgrandchamps won the foot race after 21 hours on the road, averaging 4.9 mph.

But it was the heroic aspect of the big events, the real city-to-city classic, which gripped the public's imagination through the turn of the century. They all started from Paris, taking their tortuous, daunting paths over hill and dale, mountain and valley, through all kinds of wind and weather to Toulouse, Bordeaux, Berlin, Vienna—all roaring on towards that tragic climax in the 1903 Paris-Madrid.

The most remembered competition of this period is undoubtedly the Gordon Bennett Trophy series, which was indeed the first international motor racing competition. James Gordon Bennett was the proprietor of the *New York Herald*, the man who had sent H. M. Stanley off in quest of Dr Livingstone, and a true-blue motoring enthusiast. He had been one of the spectators at the start of the original Paris-Rouen Trial and, in 1899, he devised his race series, reputedly after hearing a challenge issued to Fernand Charron by the American manufacturer, Alexander Winton. The competition was initially to be organised by the Automobile Club of France, and the first race was to be run in 1900 from Paris to Lyons. The rules stipulated just one team of only three cars each from any interested manufacturing country, and the trophy itself was to be held by the winning national authority, who then reserved the right to organise the following year's competition on their own soil.

The first race was organised in total chaos. Only the French were strong enough actively to "select" a team, and dissatisfaction with their choice caused deep internal rifts in the ACF. A crash in the Paris-Roubaix race had injured the wife of a French Parliamentary Deputy and had ended with every competitor being held on criminal charges! It looked as though motor racing was about to die a premature, political death, but, at the last moment, the Paris-Lyons was reprieved and the Gordon Bennett Trophy began its largely laughable career.

Three French Panhards faced a Belgian Bolide and a Winton, and two of the Panhards were the only finishers, Charron leading Girardot home. In 1901, the Trophy race was run merely as a class within the Paris-Bordeaux, and was a complete fiasco as Girardot was the only team member to finish. He was ninth in the overall race at what was by this time a ludicrously low average of 37 mph. Fournier

won overall in his big Mors, and *his* average was 53.0 mph for the 327.6 miles! Think of that and then imagine trying to average the same speed on 1901 roads in something like an Escort or an E-Type. Even in a modern car you would have to be brave, so spare a thought for the reasons why this period was justifiably titled the "Heroic Age of Motor Racing".

If the French had won the Gordon Bennett Trophy in 1902, the competition would have died gracefully and we could all have forgotten about it, but the ACF decided to award it for a class within the Paris—Innsbruck section of the race to Vienna, and Britain's S. F. Edge was the only official team member from any nation to complete that stage. His green Napier brought the Trophy to Britain and thus perpetuated the competition. In 1903, the RAC ran a special race for the Trophy at Ballyshannon in Ireland.

It was won by the Belgian "Red Devil", Camille Jenatzy, in a Mercedes, and both this event, and the 1904 Gordon Bennett, which Germany organised in the Taunus, were run on closed, public-road circuits rather than as point-to-points. In Germany, the reliable, consistent Léon They took the American-donated trophy back to France in his Richard-Brasier, and for 1905 the ACF chose a lengthy circuit around the Auvergne Mountains outside Clermont-Ferrand. Once more They took the title for Brasier and for France.

And so the Gordon Bennett ran on into 1905, but it had outlived the era of city-to-city racing in which it was born by two years. The writing had been on the wall since 1900, when the Course du Catalogue was run over two laps of a triangular 45-mile circuit near Melun. This was a preview of the manner in which mainstream motor racing was to develop, and it was the first time that a racing field had passed the same way, in the same direction, more than once! Léonce Girardot set fastest time to win this first true "circuit race", and the modern concept of reconnaissance and practice

laps had been made feasible.

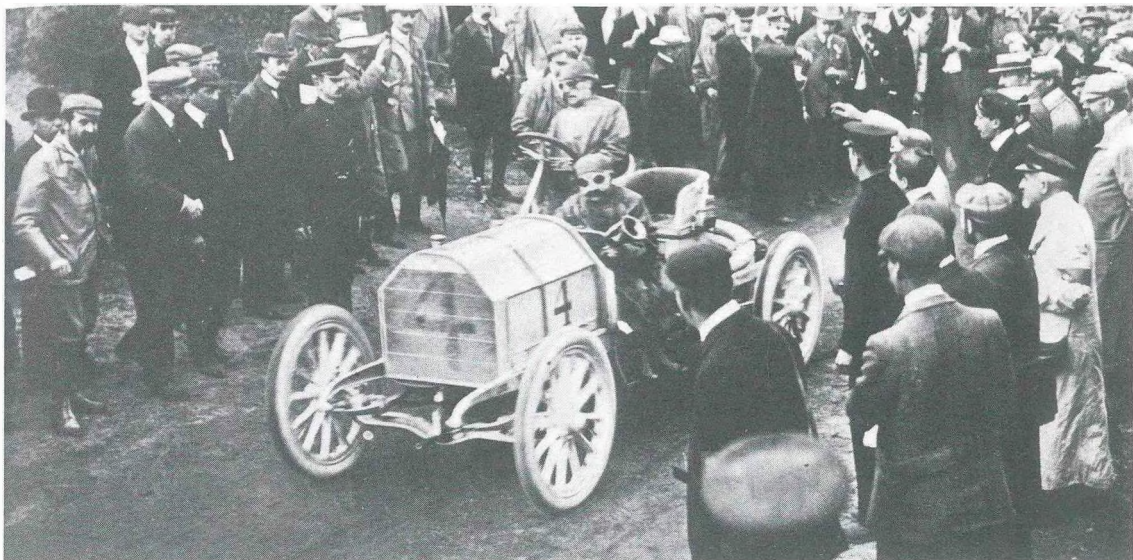
One week later, the more important circuit meeting of the Course du Sud-Ouest was run at Pau, and won by De Knyff, but not until July 31 1902 was a really major event fought out on a closed circuit. That was the Circuit des Ardennes, in Belgium, run over six laps of a 53-mile course centred on Bastogne, the town which achieved such bloody fame in the winter of 1944–45. Britain's Charles Jarrott won that race, again for Panhard, and he averaged 54 mph for the 318 miles.

It was on May 24 1903, when the Paris—Madrid race was forcibly halted at Bordeaux after a series of horrifying accidents, that this "Heroic Age" crunched to its sickening climax. Fernand Gabriel, who was named winner of the Paris—Madrid in his Mors, had put up a truly Homeric performance to take this honour.

The last city-to-city race stage from Paris to Bordeaux was very fast, and the specialised racing machines which took part were demonstrably *too* fast for the roads and the uncontrolled crowds which spilled onto them. Louis Renault started third, and as the section from Rambouillet was begun, 20 miles from the start, his light car fled into the lead. On the section between Bonneval and Chateaudun, the amazing Renault averaged *90 mph*.

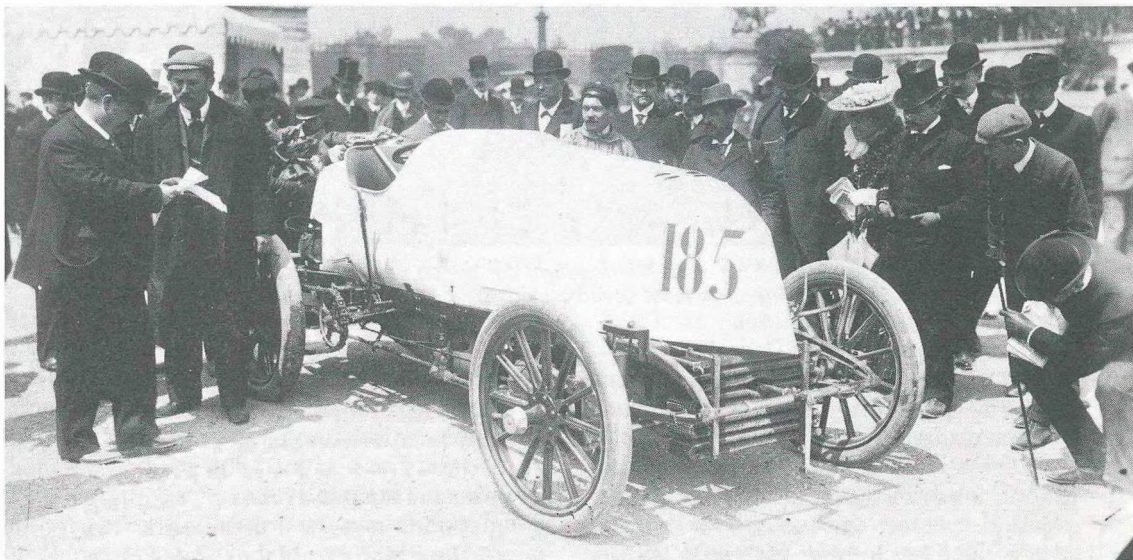
He raced towards Bordeaux, but, behind him, gruesome accidents claimed their toll. At Couché-Verac, a small town between Poitiers and Ruffec, Marcel Renault overturned his 30 hp car and suffered fatal injuries. As the rest of the Renault team arrived on the scene they retired, and only Louis Renault sped on to the Atlantic port, unaware of the tragedy behind him. A quarter-of-an-hour after midday he reached the finish, having thundered down from Paris in 5 hr 29 min—an average of 62.3 mph!

But Renault had the supreme advantage of leading the pack nearly all the way, and he had run unhindered by dust and slower competitors. Gabriel, on the brutish 70 hp Mors, had started



Ballyhoo at Ballyshannon—Camille Jenatzy, eventual winner of this 1903 Gordon Bennett race, leaves the start in a stripped 60 hp Mercedes, one of a number of customer cars recalled after the team fleet was destroyed in a fire.

End of an era—Fernand Gabriel and his "wind-cutting" Mors au pesage for the 1903 Paris-Madrid. His win was heroic, after starting 185th on handicap and entering Bordeaux third on the road, averaging 65 mph!





The man himself—Marcel Renault in his Paris-Vienna light car which won both its class and the gruelling 1902 event outright. Marcel was one of at least seven victims of the following year's Paris-Madrid.

168th, had battled through dust and crash debris all the way, was third into Bordeaux, and chopped a quarter-of-an-hour off Renault's time—an average 65.3 mph. Gabriel, without reservation, was the hero of the infamous Paris-Madrid, the last hero of an Heroic Age.

By 1905 the French were frustrated by the

restrictive rules of the Gordon Bennett contest, which gave all manufacturing countries equal race representation regardless of their strength in the industry, and for 1906 they determined to scrap the American idea of an international competition, and run their own free-for-all race—the Grand Prix of the AC de France.

The Grand Prix Age

On the weekend of June 26–27 1906, the ACF organised their successor to the Gordon Bennett series. Gone were the crippling three-cars-per-nation regulations, to be replaced by a three-cars-per-manufacturer ruling. Both days saw six laps run over a 64-mile triangular circuit outside Le Mans, and the winning Renault, driven by chief tester Ferenc Sisz, averaged 63.88 mph for the total 769 miles. Sisz was a Hungarian and had been Louis Renault's regular riding mechanic until the Couhé-Verac tragedy had taken him out of race driving. On that historic June weekend, Sisz led home ten other finishers from the field of 32 starters. A new age of top-class motor racing had begun.

The racing cars of the time were very similar to the Gordon Bennett models, with 12- to 18-litre four-cylinder engines as standard power, giving between 100–120 bhp. Chassis frames were generally made in channel section steel, and there were few concessions to crew safety, saving weight or building low.

Manufacturers were spending vast amounts of money to publicise their skills, and the age of the amateur driver, or of the unwilling conscripted chauffeur, was long gone as professionals set about the job. Detachable wheel rims were a new-fangled gadget which proved a tremendous aid to rapid tyre changing, and honeycomb radiators were replacing the old gilled-tube type.

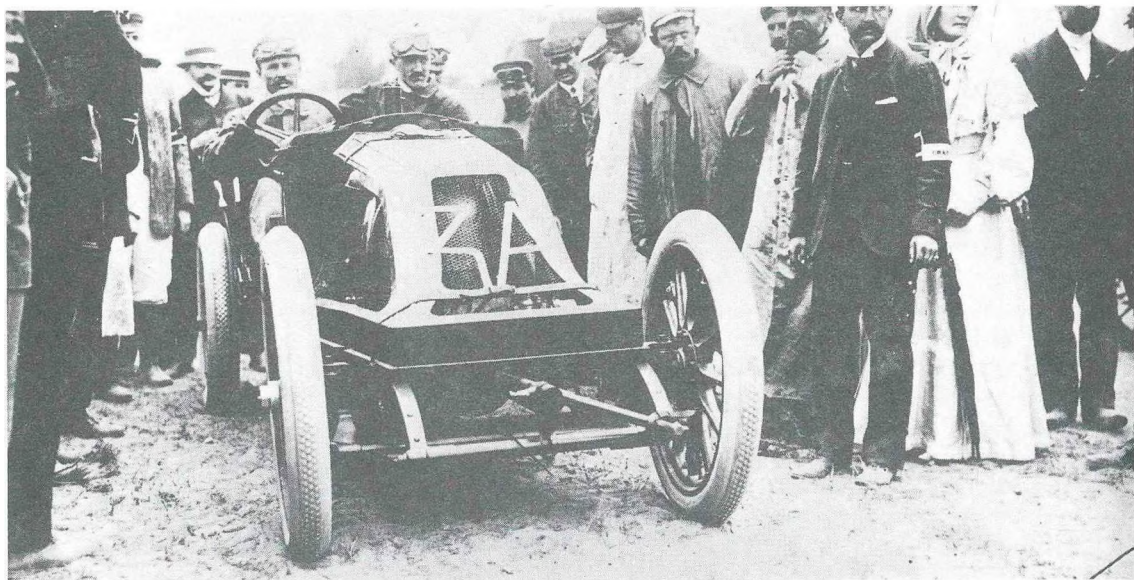
Through 1907–08, as the Grand Prix became established as the world's premier motor race, 12 litres became a standard capacity and up to 140 bhp was extracted at 1800 rpm. Some manufacturers began to adopt dropped chassis frames to decrease the height of their cars, and scuttles and body-

sides began to grow and enclose the crews.

A German victory in 1908 rocked the French establishment to the core, and, as a recession swept the industry, the major manufacturers willingly signed an agreement banning Grand Prix racing. There was no true *Grand Prix de l'ACF* from 1909–11, but the agreement made no mention of small-capacity Voiturette racing, and here a new generation of smaller, lighter, and more nimble racing cars found its feet. Had it not been for the exploits of the Voiturette manufacturers such as Delage, Sizaire-Naudin, Peugeot, and the rest, the long tradition of French motor racing might have been broken there and then.

The paper *L'Auto* had provided the spur to Voiturette racing in 1905, with what was at first an unpopular and poorly supported reliability trial—the projected race being cancelled. That event was wrecked by some imbecile strewing bent nails on the road from Paris to Poissy. This fiasco did not deter the proprietors of *L'Auto* however, and, in 1906, they ran a highly-satisfactory race which fell to Georges Sizaire in one of his own cars, at 36.2 mph over about 140 miles, which compares well for a “baby” with Sisz's performance in the Grand Prix of that season.

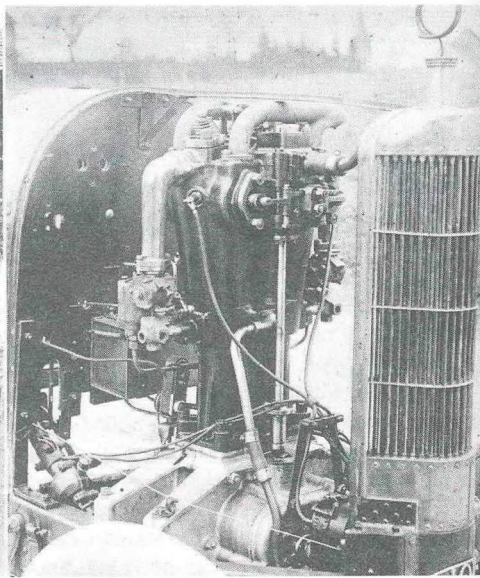
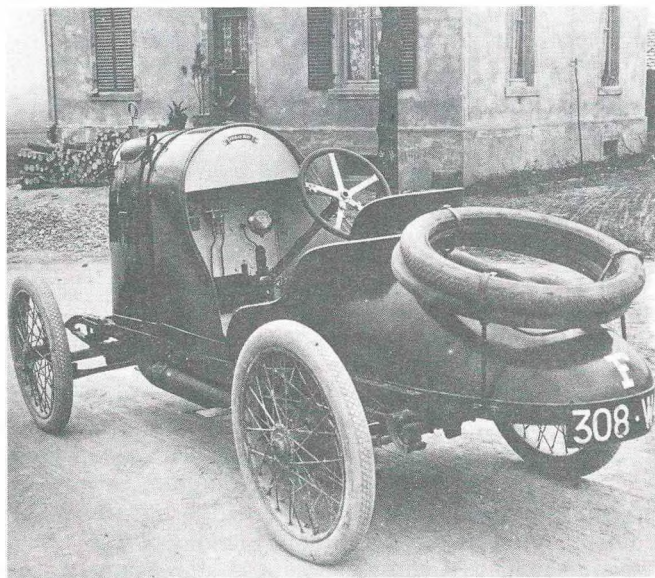
So the *Coupe de L'Auto* grew in stature, and Sizaire won it twice more (in 1907 and 1908) to achieve a hat-trick. When the official Grand Prix was revived in 1912, the *Coupe de L'Auto* had become a roaring success, and, while a kind of *ersatz* Grand Prix at Le Mans the previous season had proved mediocre, the Voiturette event at Boulogne had been one of the most exciting races ever seen. Paul Bablot's Delage had pipped Georges Boillot's Lion-Peugeot by



CYRIL POSTHUMUS COLLECTION

French majesty—the 1906 Grand Prix-winning Renault with driver Ferenc Szisz at the wheel. This 13-litre 90 hp monster was typical at the dawn of Grand Prix racing.

Early oddity—Voiturette racing bred the new-style Grand Prix cars, but in its early years the regulations led to some strange machinery. This super-successful 1909 Lion-Peugeot had a twin-cylinder engine of such vast stroke that drivers like Jules Goux had to look round the bonnet rather than over it!



CYRIL POSTHUMUS COLLECTION

CYRIL POSTHUMUS COLLECTION

71 seconds after seven hours' racing, and in comparison to the Le Mans affair (dubbed "The Old Crocks Grand Prix") *L'Auto's* race had stolen the ACF's thunder.

As insurance against a poor Grand Prix field, the club consequently ran their revived classic concurrently with the *Coupe de L'Auto*. Peugeot ran in the 3-litre class as well as the Grand Prix, which they tackled with a new 7.6-litre shaft-drive car, while Fiat represented the Old Order with their 14-litre chain-driven "Blivots". The result was a triumph of new over old, with Boillot winning the Grand Prix for the new Peugeot, from Louis Wagner in the aged Fiat. Third overall, and leading home sister cars to score 1-2-3 in the *Coupe de L'Auto*, was Victor Rigal in a British Sunbeam.

An interesting feature of this design was the long, streamlined tail, as developed in high-speed short-circuit racing at the Brooklands Track, and, in 1913, such shameful foreign shenanigans were expressly forbidden by the protective French. Peugeot won the Grand Prix again and dominated the season, while in 1914, Grand Prix racing reached a height which in many respects it has never attained since.

The Grand Prix that season was run over 20 laps of a hilly, part-winding, part-straight, 23.3-mile course at Lyon-Givors, and no less than *fourteen* manufacturers entered. The race became a gritty battle between Peugeot and Mercedes, Boillot leading after a German "hare" had broken down but being slowly worn down amidst terrific tension as the three remaining German cars pressured him into the ground. Just before the finish, the Peugeot cried "Enough!", and Lautenschlager led home a Mercedes 1-2-3 to a frosty French reception. Within a month France and Germany were at war over issues far greater than the Grand Prix.

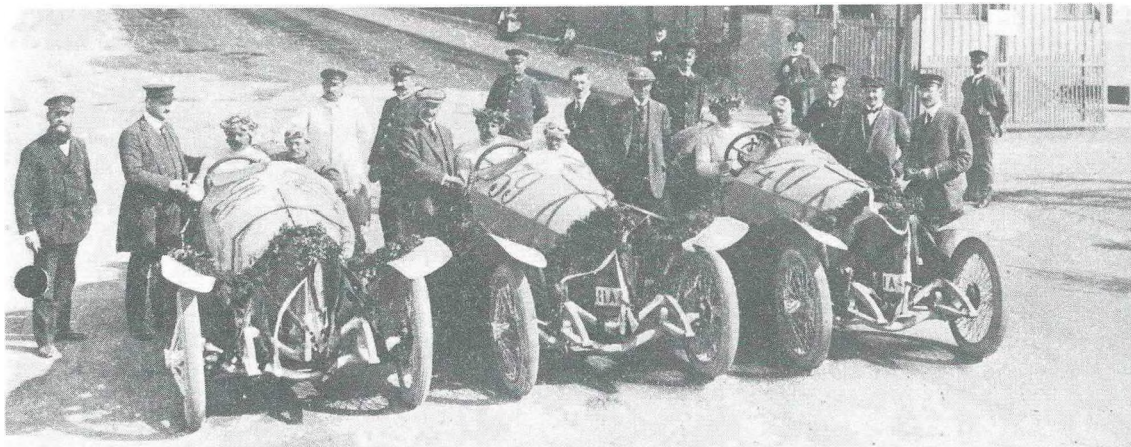
During this pre-World War I period, which reached such a gripping climax in the Rhone valley, many major road races had been

founded. In 1904, the Sicilian Count Vincenzo Florio had inaugurated the Coppa Florio race at Brescia, on the Italian mainland, and with its revival at Enna in 1975 it regained the title of the oldest surviving road race. Formerly that had been held by the RAC's Tourist Trophy race, which was first run on the Isle of Man in 1905, for standard touring cars. In the inter-war period and into the 1960s, the TT became Britain's premier sports car race, but today it's no more than an arthritic sprint for Group One saloons.

In 1904 William K. Vanderbilt had inaugurated the Vanderbilt Cup road races on Long Island which brought Gordon Bennett-type competition to American soil, and from 1910-11 the American Grand Prix race took over much of the Cup race's glamour in the old southern city of Savannah.

Post-war, in 1919, the Italians were quick off the mark in reviving their classic Targa Florio around the Sicilian mountains, first organised in 1906 by Count Florio after the success of his mainland race. Georges Boillot had died flying in 1916, but his younger brother, Andre, was there to win the first post-war race for Peugeot. A newcomer named Antonio Ascari proved himself quickest round the first part of the mountainous course, but then crashed his Grand Prix Fiat over a precipice.

For the younger Boillot, this race was his one great achievement, but for Ascari it was just the start. Meanwhile the racing calendar was slowly filled, the Grand Prix being revived at Le Mans in 1921, when it adopted 3-litre regulations from America. That same year saw the Brescia Grand Prix in Italy, a forerunner of what became the second great national motor race—the Italian Grand Prix at Monza—in 1922. The Tourist Trophy was run again that year, and by 1924 a Spanish race was added—although not acknowledged as a Grande Epreuve—at San Sebastian. In 1925, the first Belgian Grand Prix was added to the



The spoils of victory—the 1914 Grand Prix-winning Mercedes team pose for the works cameraman on their return to Stuttgart. L-r: Lautenschlager (1st), Wagner (2nd), Salzer (3rd). Note the lack of front-wheel brakes!

calendar at Spa, and in 1926, the first British and German Grands Prix were run.

Space precludes a blow-by-blow account of road racing through the 1920s, but it was a time of mixed fortunes for top-class motor racing. In 1920–21 the cars showed the influence of four years' racing confined to American tracks, with their long tails and high, slender bodies. In 1922, a 2-litre limit was imposed on Grand Prix engines, and the following season saw Fiat winning the first Grand Prix to fall to supercharged power, Delage introducing the V12 engine to road racing, Segrave winning the French Grand Prix for Sunbeam, Benz appearing with a rear-engined Grand Prix car, and Voisin and Bugatti running aerodynamic, enclosing bodyshells.

In 1924, Alfa Romeo came to the fore (like Sunbeam they used designs largely based on the successful Fiats) and, after a string of accidents in which the riding mechanics suffered badly, two-man crews were banned in 1925.

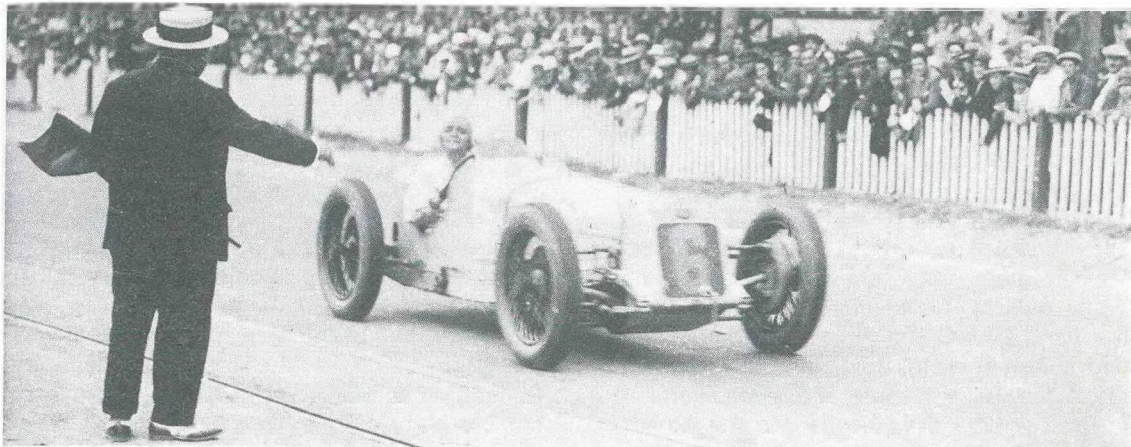
In the following season, 1½-litre Grand Prix rules were adopted, and Bugatti and Delage became the dominant marques, using deli-

cately-engineered, straight-eight engines in offset single-seater cars. Occasionally, American track cars appeared in Europe, notably at Monza, showing off their true single-seater lines and a considerable turn of speed.

By 1927, the low-slung, wicked-looking Delages and Talbots outpaced the Bugattis, and a kind of World Championship run by a barely-interested international governing body saw the Frenchman Robert Benoist take the title to Delage.

Grand Prix racing was losing its support as a trade recession developed into the great Depression of 1929–33. Races were run to Formule Libre rules, and two-seater cars were revived so that the few interested amateurs and what few factories were still taking part could run the same machines in both Grand Prix and sports events.

This was the age of Alfa Romeo, Bugatti, and Maserati, and in the 1930s some striking, big-engined specials were wielded to some effect while Alfa Romeo pioneered the European single-seater Grand Prix car. The top drivers were men, legendary today, like Nuvolari, Varzi, Campari, Chiron, and a rising young German named Rudolf Caracciola.



"I won, didn't I?"—Robert Benoist looks smugly delighted as he brings his Delage home in the 1927 Spanish Grand Prix at San Sebastian. Delage won the obscure constructors' championship that year.

It was to Germany that top motor racing laurels began to fall from 1934, when factory interest was sufficient for a new Grand Prix Formula to replace the anarchy of Formule Libre. The basic stipulation was for cars weighing *not more* than 750 kg, with a minimum body cross-section. The idea was that this would limit engine size and power, for the great cars of ancient memory had proved weight and power almost inseparable.

With state backing, the German firms of Mercedes-Benz and Auto-Union set about proving this a fallacy, and the 750-Formula years of 1934–37 saw the most titanic racing cars in history smashing opposition to their knees in the hands of Caracciola, Brauchitsch, Fagioli, and Seaman (for Mercedes) and Stuck and Rosemeyer (for Auto-Union).

The regulations should have been changed in 1937, but they were continued for that year until, for 1938–39, more restrictive rules were introduced allowing 4½-litre unsupercharged cars to run against 3-litre supercharged models. Delahaye upset the German applecart by winning at Pau in the first race of the Formula, but thereafter it was Mercedes and Auto-Union all the way to September 3 1939 when

war once more engulfed Europe. Hermann Lang, the ex-mechanic, was star of the Mercedes team, and yet it was fitting that the last race of the period, the Yugoslav Grand Prix, should go to the man whose spirit made racing in the 1930s—Tazio Nuvolari—in an Auto-Union.

Sports car racing during these years had seen the growth of the Le Mans 24-hour classic from its inception in 1923; had seen the Bentley years begin there the following season, while the incredible Mille Miglia had been run around Italy from 1927. As Grand Prix racing declined, so sports-car races like Le Mans, the Mille Miglia and the TT came almost on to a par with the free-formula classics like the Targa Florio. While German domination killed competitive interest in Grand Prix racing, the French classic was run as a sports car event, and in the late 1930s the Italians fell back on 1½-litre Voiturette racing from which class stemmed the Grand Prix cars so dominant immediately after World War II. From 1950, the story is taken up by this Year Book's World Championship section, as top-class motor racing really caught the imagination of the public on a world-wide scale.

200 Track Racing

From the time of that first successful track race on Rhode Island in 1896, America toyed temporarily with European-style road racing before her attention was focused on short, tight, easily-policed, and *profitable* speedways. Both the Vanderbilt Cup and the Grand Prize races had suffered acute crowd problems, as spectators flooded the route and, even worse, got in for free. That was contrary to the American way of business, and it hurt!

But America was not first with a Super-Speedway. The English were, and, as with so many English developments, we had neither the wit nor the burning ambition to capitalise upon it. Brooklands Motor Course was built outside Weybridge during 1906. It was a remarkable gift to the British motor industry and cost the philanthropic landowner, Mr H. F. Locke King, something like £150,000 of his own money.

The result was a 2 $\frac{3}{4}$ -mile kidney-shaped concrete oval with tall, banked curves at either end. Most of the course was visible to spectators, and the stage was set for a long series of record runs and race meetings which continued at Brooklands up until the outbreak of World War II. The track also became the home of the British aviation industry and, in many respects, the history of aviation owes more to Locke-King's far-sighted generosity than does the history of motor sport.

In its early years, the track forced the development of streamlining and changed the shape of racing cars from blunt, brutish boxes into sleek, often low-slung, futuristic-looking projectiles.

But initially, the meetings were organised along horse-race lines, even to the extent of having the drivers wear colours. And com-

plicated handicaps were the order of the day. Major races *did* come to Brooklands, such as Double-12-Hours, the JCC "200", and the 500-Miles race, plus of course the two British Grand Prix races, in 1926 and 1927.

But not one of the great Brooklands drivers, the Percy Lamberts, the Parry-Thomases, the Malcolm Campbells, Kaye Dons, Oliver Bertams, or John Cobbs, ever won a major Grand Prix race or made his racing mark internationally. Many of them were talented—of that there can be no doubt—but they were essentially amateurs, and when they did venture abroad on to road circuits, or took to the Donington and Crystal Palace circuits in the 1930s, their limitations showed against top opposition. Perhaps Segrave is the exception that proves the rule, but he learned most of his racecraft in top-class European races.

Brooklands cars were also a specialised breed for, particularly in its later years, the great concrete speedbowl became rough and uneven and meted out a battering which only the most stoutly-built cars could withstand. Perhaps Brooklands gave Sunbeam and Vauxhall and the other international aspirants their start, but there is certainly something in the argument that in fact it held back the development of this country as an international motor racing power until the late 1950s.

In America, the scene was very different. When Brooklands was opened in 1907, a band of Indianapolis businessmen liked the look of a big, permanent speedway. At that time, small dirt-tracks were proliferating around their countryside, and fairgrounds staged "auto races" as titillating side-shows.

Carl Fisher was the prime mover behind the Indianapolis project, and he launched the



CONWAY PICTURE LIBRARY

The boys at Brooklands—cliff danger in the mid-1930s as spectators look down from the members' hill into the vast concrete speedbowl which typified the Weybridge Track.

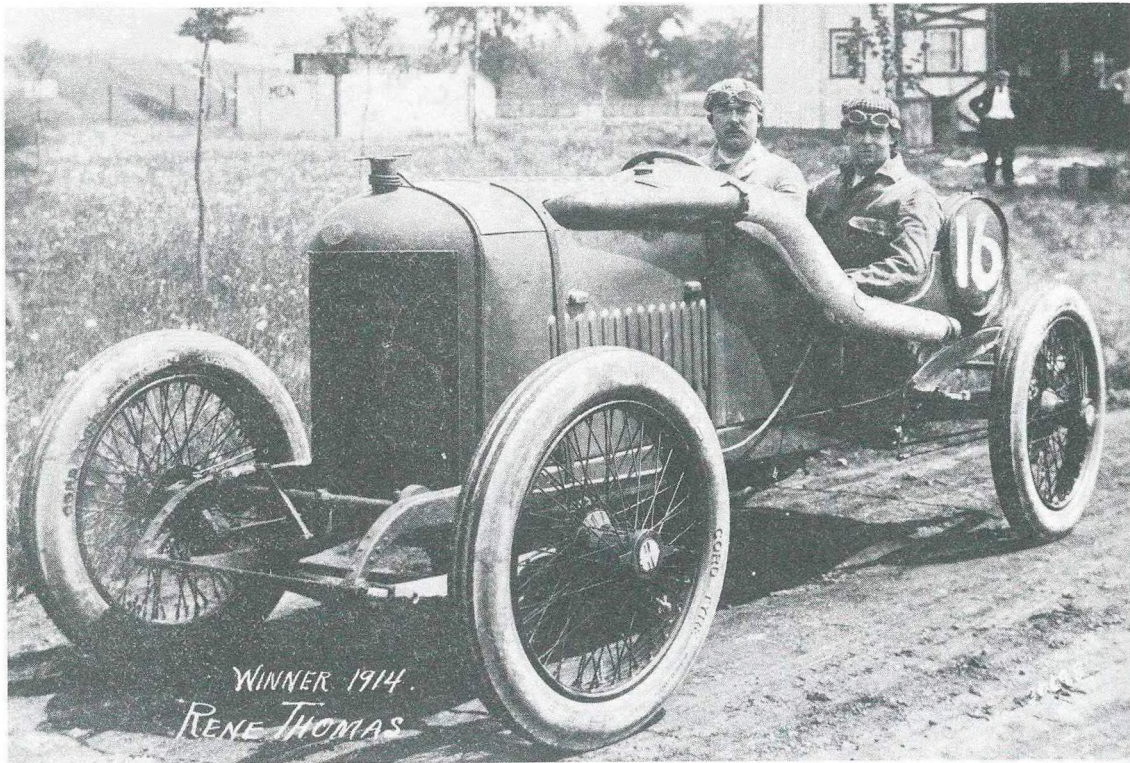
building of the rectangular circuit in 1908, ran the first race on the 2.5-mile oval in 1909, and staged the first of the classic line of Indianapolis 500-mile Sweepstake races there in 1911.

This race was promoted with a prize fund huge by European standards, and it rapidly developed into the world's richest motor race. The American flare for publicity and ballyhoo magnified the 500-mile race into a great national sporting tradition and, by the time that war broke out in Europe, "Indy" was one of the greatest shows on earth.

It was this kind of promotion which Brooklands sadly lacked, while, on a subsidiary level to the great Speedway race at Indiana-

polis, another kind of racing was getting under way in America.

As early as 1909, Asa Chandler and Ed Durant had built a gravel-topped 2-mile oval at Atlanta, Georgia and, simultaneously on the West Coast, a businessman named Fred Moscovics was having his own ideas on speedway design. He had been educated partly in Zurich, where cycle racing on wooden "velodromes" had been his passion. He got to know most of the sport's top riders, including the British World Champion, Jack Prince. When Prince retired from riding, he emigrated to the States and set up a business designing and building one-eighth and quarter-mile oval board tracks for cycle-racing.



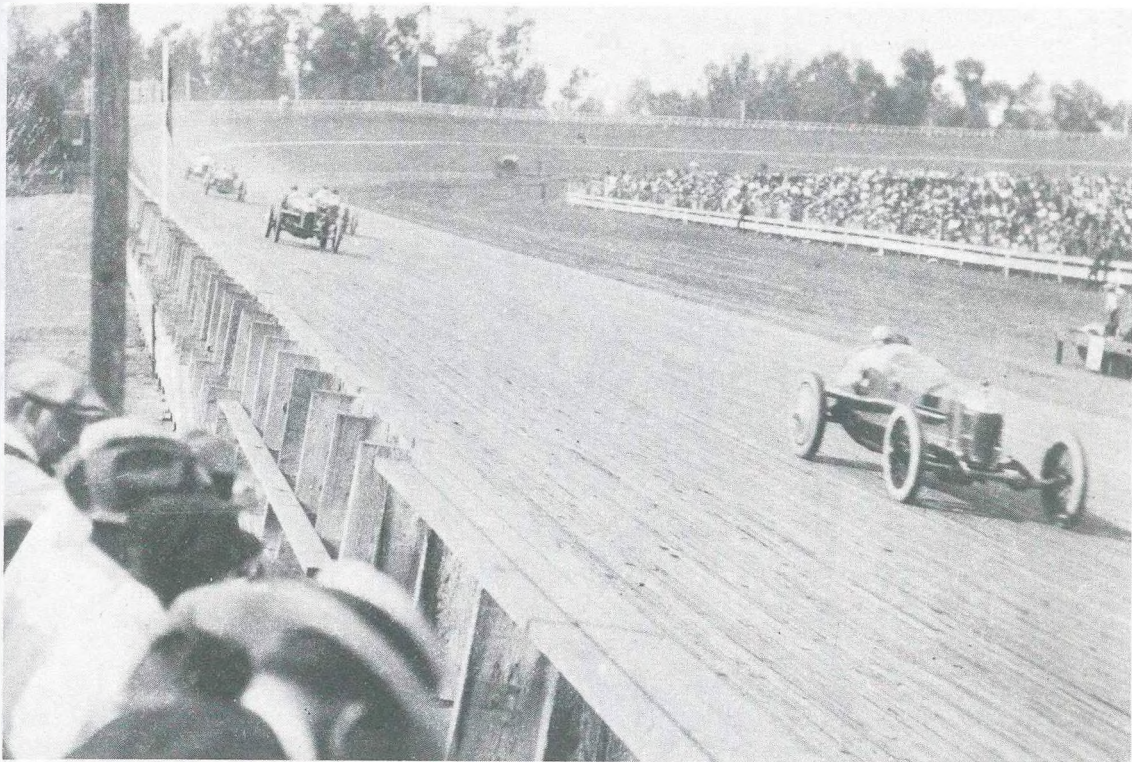
Indy invincible—Delage, at the forefront of pre-World War I voiturette racing, sent this Grand Prix car to Indy in 1914, and Rene Thomas became the second European winner of the 500-mile classic.

As motor-cycles became more popular, Prince accommodated them on board speedways up to half-a-mile round and, when Moscovics got together with a retired racing driver named Frank Gurbut to build an Indy-style circuit in California, a larger version of Prince's wooden Velodromes was the natural choice. It was cheap and quick to build, and, on April 8 1910, the world's first one-mile board speedway was opened at Playa del Rey, just outside Los Angeles. It was perfectly circular, 45 ft wide, and banked 15 ft high around the outer rim. Gurbut put steel catch rails around the lip, and the "Great Wooden Wonder of Playa del Rey" was completed for an investment of \$85,000, including flood

lights for the sensational spectacle of night-racing.

The Los Angeles Motordrome at Playa del Rey drew 15,000 spectators a day, was very fast, and proved as safe as one could expect with the cars and jut-chinned drivers of the day.

The Wooden Wonder was lost in 1913, when it burned to the waterline, but promoters across the nation had got the message and other board speedways sprang up near any likely centre of population. Some were enormous structures—like the 2-mile board ovals at Sheepshead Bay in Brooklyn. The Bay, and the other 2-milers at Chicago and Tacoma, were ovals with parallel straights



Wooden wonder—a one-mile board speedway at Fresno, California, sometime before April 28 1923, when riding mechanics were banned. The spectators certainly stuck their necks out!

joined by 180-degree banked turns running as steep as 45 degrees.

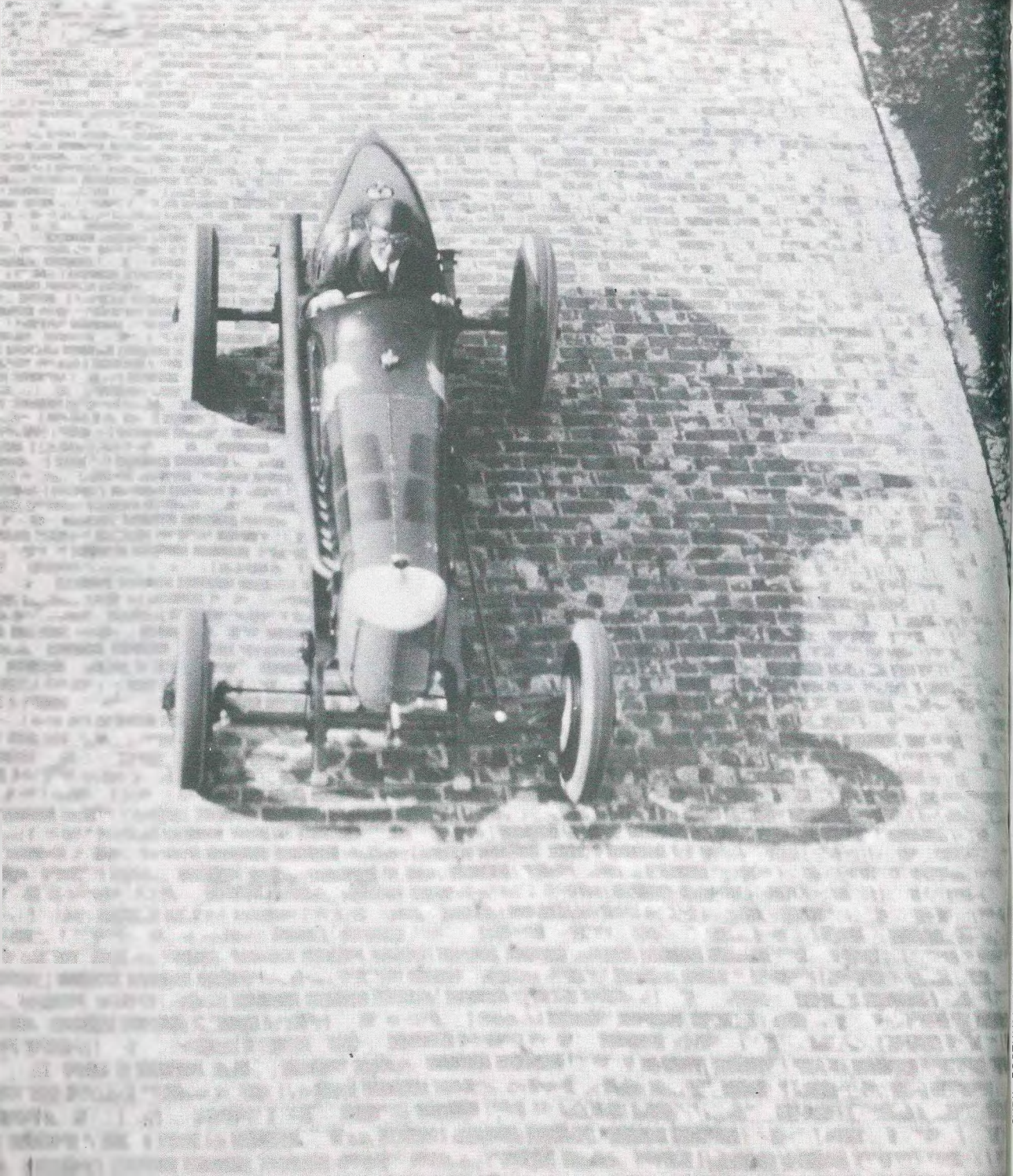
As the board Speedways went from strength to strength so the gravel course at Atlanta failed dismally, and Indy itself only achieved real success once the original tarmac surface broke up and was replaced by over *three million* bricks!

A total of 24 board speedways were built and run in America between 1910 and 1931, and they decided the definitive form of the American racing car. Here there was no question of braking, cornering, and handling. Here the single, simple target was *speed*, and supercharged engines were developed which ran reliably for anything up to 500 miles

absolutely flat-out—mated to slender chassis frames and slim, classically single-seater body-shells (when the regulations allowed it!).

But in many respects the original impetus to these developments was given by European racing practice for, as World War I rumbled under way, so Peugeot shipped their cars to America, and in 1915 Dario Resta had an incredible season there with one of the cars. The 1916 season was dominated by Resta in the Peugeot duelling with Ralph De Palma in a Grand Prix Mercedes. Johnny Aitken also had a string of victories in his Peugeot.

By 1917, the home-grown products of Stutz, Frontenac, Peerless, and Miller were appearing in the results and, in 1919, Tommy



Milton began winning for Duesenberg—the start of the development which was to win the Grand Prix at Le Mans in 1921.

During most of the 1920s, if you had one of Harry Miller's cars in Speedway racing you were in good shape. From a marine Miller engine was developed the famous four-cylinder Offenhauser, which totally dominated the Indy "500" for so many years, but the classical front-engined roadster in which it was mounted was based in many ways on the famous imported Boyle Maserati, which Wilbur Shaw drove to win the "500" in 1939 and 1940, and which he crashed while leading in 1941.

By that time, American track racing and the mainstream of European road racing had otherwise grown worlds apart, for the short-track, left-turn only, Americans had little appreciation of racing on normal everyday roads. After the War, the speedway fraternity became more introspective and, while speedway racing on dirt and "blacktop" ovals flourished, the Sports Car Club of America began to foster European-style events with European sports and racing cars.

When the Le Mans tragedy rocked motor

racing interests worldwide in 1955, the Swiss banned motor racing from their country. In America, the American Automobile Association panicked and severed all connection with racing which until that time they had governed. The United States Automobile Club was formed to take over control of track events, and it wasn't until the entry of Jack Brabham and the rear-engined Cooper at Indianapolis in 1961 that USAC really acknowledged any other form of motor racing. Not until Jim Clark and Lotus-Ford took second place at Indy in 1963 and then won outright in 1965, were USAC's blinkers finally ripped off!

Now Indianapolis became again the great Europe-versus-America competition it had once been. McLaren continued the battle into the 1970s, and, although USAC racing currently has its problems, it represents a superbly well-documented, pure, and unbroken motor racing tradition only five years younger than Grand Prix racing itself. Had the Brooklands promoters had as much acumen—or enjoyed so many years of peace—as their American counterparts, perhaps this kind of racing would have developed on the truly multi-national lines of the Grand Prix.

206 The Great Marques

Each year this annual carries details of the World Championship careers of the great post-war marques like Ferrari, Lotus, Brabham, Cooper, Vanwall, and so on, but in these pages we take a look at the great marques whose names grew into household words during the past eighty years of motor racing.

Alfa-Romeo

The *Societa Anonima Lombarda Fabbrica Automobili* made their first cars at Portello, Milan, in 1910, and their first products were being raced in the Targa Florio within the year. The cars were big and heavy and success was limited, although in 1914 Franchini and Campari were placed third and fourth in the Coppa Florio. That same year, ALFA built a 4½-litre four-cylinder Grand Prix car but it was not to be raced until after the Great War, by which time it was ineligible for Grand Prix competition.

In 1915, the industrialist Nicola Romeo absorbed ALFA, and the marque returned to racing in 1919 as Alfa-Romeo, although their enthusiastic dealer-driver Antonio Ascari was still running a pre-war model.

The company's first big success came in 1920 when Giuseppe Campari won at Mugello and, later that season, a rather sickly young man named Enzo Ferrari drove an Alfa home second in the Targa Florio! Campari's successes continued into 1923, although he had some misfortune which robbed him of victory.

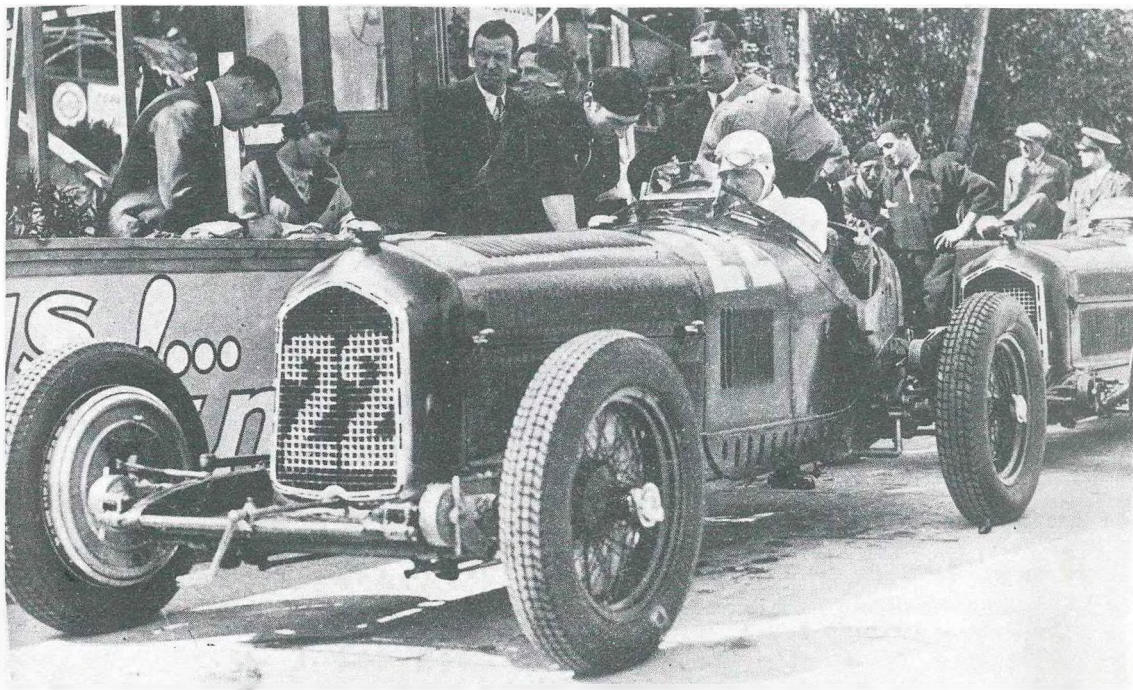
All the company's designs had been directed by Giuseppe Merosi, and, in 1922, he introduced the 3-litre pushrod ohv Tipo RL as a touring, sports, and racing car. Ugo Sivocci used one to win the gruelling Targa Florio, and the green four-leafed clover insignia

which was to become a feared symbol in racing made its first appearance on the works Alfas. The RL variants began to dominate Italian motor sport, and when Vittorio Jano joined the company from Fiat, a Grand Prix programme was started.

The 1924 French Grand Prix fell to Jano's supercharged straight-eight Alfa Romeo P2 first time out. Campari was the driver, and his team-mate Ascari followed up by walking off with the Italian Grand Prix later that year. Into 1925, and the 2-litre P2 was churning out 155 bhp at 5500 rpm and Ascari won the first Belgian Grand Prix decisively before crashing fatally while leading the French event at Montlhery. Count Brilli-Peri won at Monza to clinch that chimerical World Championship title for the Marque, and thus the laurel wreath was added to the famous Alfa badge!

The P2s raced on in private hands throughout the 1920s and gave the great Achille Varzi his first great successes in 1930. Alfa Romeos breathed performance from every pore, and in the three seasons prior to 1930, the production six-cylinder 1500 and 1750 sports cars cleaned up major races like the Brooklands Double-Twelve, the Mille Miglia, and the Belgian 24-Hour race at Spa.

In the Formule Libre years of the early 1930s, Jano produced a pair of twin-six engined 3½-litre Grand Prix cars. Campari won at Pescara in one of them, and from them was descended the immortal "Monoposto" P3 single-seater. While the twin-six, Tip-As were running, Jano's 8C-2300 sports cars took the first of four consecutive Le Mans wins for the Marque, and classic race after classic race was won by the Portello concern in this period.



Classic car—Count Trossi's Alfa Romeo Tipo B single-seater in the pits at Monaco before the start of the 1934 race.

When the 750 kg Grand Prix Formula got under way in 1934, Alfa Romeo fought doggedly to maintain their dominance against the new German cars, but it was Dieppe, 1912, all over again as the old order had to give way to the new.

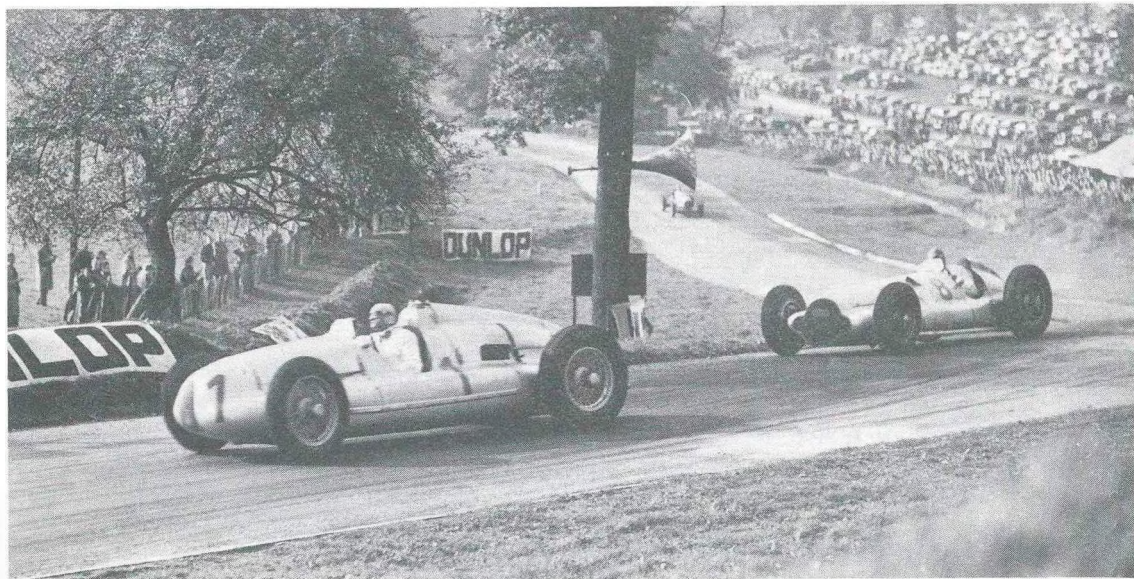
In 1935, Nuvolari scored one of the greatest race wins ever for Alfa Romeo when he won the German Grand Prix, in an obsolete P3, from the might of Mercedes, while all-independently-sprung chassis were developed to take on the Germans on equal terms. Alfa could never emulate the sheer power of the German cars, and 12- and 16-cylinder engines were developed which never made up the power gap.

Since late 1929, Enzo Ferrari had run the quasi-works Alfas under the banner of his own

private Scuderia but, from 1938, the arrangement was terminated, and Alfa Corse replaced the Prancing Horse insignia with the famous old *Quadrifoglio*. Sports car and national Voiturette racing now took pride of place over Grand Prix events, which had been given up as a bad job, and in 1938–39 the 1½-litre supercharged straight-eight Tipo 158 Alfettas were developed which would dominate Grand Prix racing when it was revived after World War II.

The works Alfa Romeo 158s and 159s were virtually unbeatable from 1946–48 and from 1950–51, missing 1949 largely due to the deaths of their team drivers: Varzi in a 159 at Berne, Wimille in a Simca-Gordini in Argentina, and Trossi from cancer.

Following their retirement from the Grand



Donington duel—Muller's D-type Auto Union leads von Brauchitsch's Mercedes Benz W154 during the 1938 Donington Grand Prix in front of a 60,000 crowd.

Prix field, which they had graced so brilliantly for so long, Alfa Romeo ran sports, GT, and saloon cars in wide-ranging competition programmes, and their World Championship of Makes success with the 33 TT12 last season marked their first major World title since 1951, when Fangio won his first Championship in Alfa's last serious Grand Prix season.

Auto Union

The manufacturing companies of Audi, Horch, DKW, and Wanderer were grouped together as Auto Union in 1932. Hitler came to power the following year, and Germany's major motor companies were encouraged to carry national prestige into international motor racing. Auto Union found a revolutionary Grand Prix design ready-made in Ferdinand Porsche's private design bureau, and they acquired the P-Wagen as their Grand Prix contender.

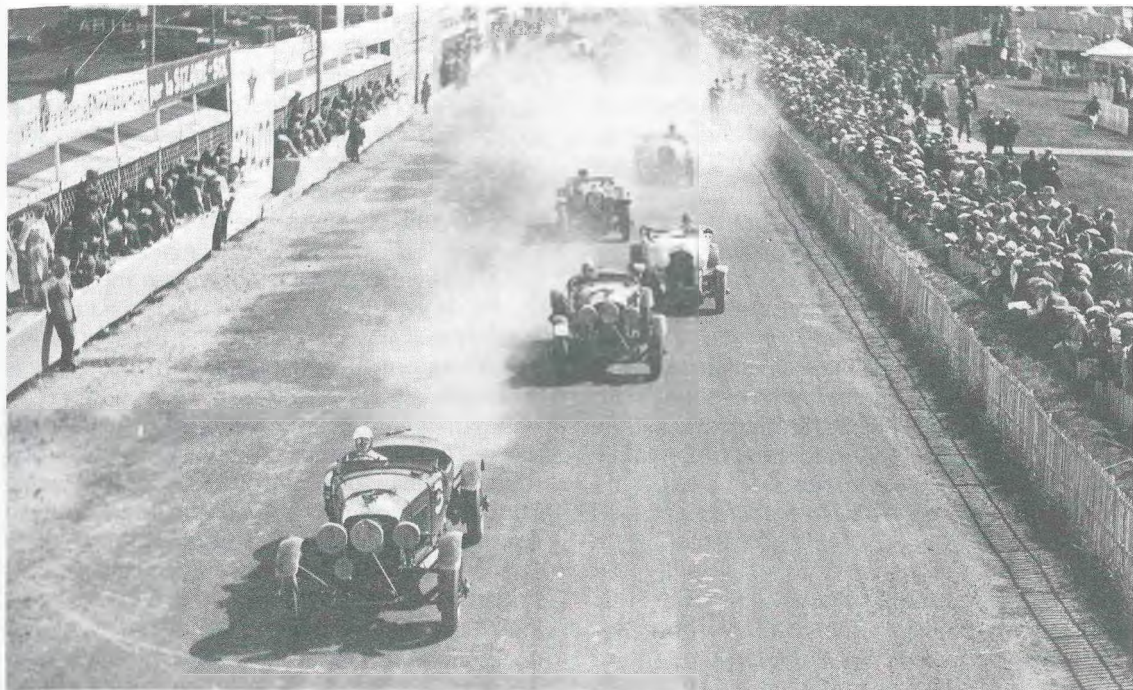
The large V16 engine was mounted between the driver and the rear wheels of a slim fish-

like car with all-independent suspension, and although the far-forward driving position has often been criticised for making these cars so difficult to drive, the swing-axle rear-suspension must have been much more to blame.

The Zwickau concern burst to prominence early in 1934 when Hans Stuck broke records with their new car and, later that season, he won the German, Swiss, and Czech Grands Prix.

Mercedes dominated the 1935 season, although Stuck picked up a win in Italy and their new driver—an ex-motor-cyclist named Bernd Rosemeyer—shone by winning the Czech race. Rosemeyer was to be Auto Union's star performer as he adjusted admirably to their car's difficult handling, but when he was killed in a record attempt late in 1937, much of the spirit went out of the team.

For the new 3-litre supercharged Formula of 1938–39, a shorter V12 engine pulled the Auto Union cockpit back into a midships



CYRIL POSTHUMUS

Bentley boys—two Bentleys lead the 1928 Le Mans 24 Hours with Chiron's Chrysler, a third Bentley and the rest of the field at the start. Bentley won the race that year.

position, and when the Zwickau concern signed Nuvolari, more success was assured. He won the Italian and Donington Grands Prix late in the year as he became acclimatised to the car and, in 1939, won the final fling in Belgrade just after Britain had declared war upon Germany—a war which finished Auto Union as a racing entity.

Ballot

Ernest Ballot's products were a major racing force immediately after the Great War for, in 1919, he had secured the services of Ernest Henry, the great Peugeot draughtsman. The cars were very fast, but had no luck on their side. They performed well at Indianapolis without winning it; well in the French Grand Prix of 1921 without winning it; and then had

some consolation when Jules Goux won for them at Brescia. Thereafter, Ballot concentrated on sports cars, and his luck remained the same right up to 1925 when his leading car died, almost on the line, in the Belgian 24-Hours!

Bentley

W. O. Bentley's remarkable products lumbered into motor racing history during the brief, 12-year life of his company. In May 1921, the first car, Ex 1, was driven to victory in a minor race at Brooklands by Frank Clement and, in 1922, Douglas Hawkes finished at Indy in one 3-litre car while the works cars finished 2–4–6 in the TT, which was W.O.'s last race as a driver of his own cars. In 1923, John Duff ran one car as a privateer at Le Mans and was

fourth but, in 1924, he was back again, with Clement, and won the Sarthe classic. In 1927, "Old No 7", the Davis/Benjafield 3-litre, survived the infamous White House Crash to win the 24-Hours once more and Bentley took the race in 1928–29 and 1930 with 4½ and Speed-Six models.

Many other sports events fell to the Bentleys, and numerous Brooklands specials such as the Birkin blown 4½, the Barnato-Hassan, Pacey-Hassan, and Marker's Bentley-Jackson all entertained. In that last season, 1930, Sir Henry Birkin pulled off an amazing second place in the French Grand Prix at Pau. E. R. Hall's Derby Bentley raced during the 1930s, and raced in H. S. F. Hay's hands at Lé Mans post-war, but those vintage Bentleys of the 1920s are the ones best remembered.

Benz

Benz were in sporting events—much against their manufacturer's wishes—from the beginning. And when the company supported racing in 1907, they won the Herkomer Trial—forerunner of true sports car racing—and ran in many major races. In 1908, Victor Hemery won the incredible St Petersburg–Moscow race at over 51 mph in a 120 hp model, and he only lost the Grand Prix when tyre troubles and an eye injury set him back.

Hemery raced his Benz at Savannah along with team-mates Hanriot and Erle and, when serious racing was abandoned in Europe from 1909, Benz turned to America, where David Bruce-Brown, Barney Oldfield, Willy Haupt, Bob Burman, and Eddie Hearne all campaigned their cars. Hornsted's Benz was a famous sight at Brooklands and, post-war, the company built their remarkable mid-engined Grand Prix cars of 1923, before their mid-1920s merger with Mercedes.

Bugatti

Ettore Bugatti was an Italian-born, artist-engineer who established his motor works at

Molsheim in Alsace in 1910. The company didn't really make much impression until after the Great War, when they ran three Type 13 cars in the 1920 Voiturette Grand Prix at Le Mans. The cars had been broken down and hidden since 1914, but won the race in the hands of Ernest Friderich. Through the 1920s, the pale blue Bugattis went from strength to strength, scoring numerous minor race and hill-climb victories in both works and private hands—for Bugatti was in business to sell road and racing cars, and he looked after his customers with high standards of design and finish.

But it was not until 1926 and the start of the 1½-litre Formula that Grande Epreuve successes came Bugatti's way. In that year, Bugatti abandoned a long-standing opposition to supercharging, and the French and Spanish Grands Prix were won by Goux's Bugatti, and the Italian by "Sabipa's". In these years, five consecutive Targa Florios fell to the reliable French cars, and when Delage gave up at the close of their terrific 1927 season, Bugatti swept all before them.

With the increasing strength of the Alfa Romeo team in the 1930s, followed by the weight of the state-backed German teams, Bugatti fortunes waned, and the Molsheim factory became a bastion of conservatism in Grand Prix design although some striking sports cars won the French Grand Prix and Le Mans. After suffering severely during the war, the Bugatti company made a half-hearted return to Grand Prix racing in 1956 with a striking mid-engined car which cost them too much money for zero return. Ettore Bugatti himself had died in 1947, and his elder son, Jean, had been killed testing a sports car on the open road in 1939. The spirit had died with them.

Delage

Louis Delage's great passion was motor racing, and one of his Voiturettes was second in the

1906 *Coupe de l'Auto* event, while he was still finding his feet as a manufacturer. Delage made their name in Voiturette racing and contested the Grand Prix in 1913, with 6.2-litre 130 bhp cars. Albert Guyot lost the race when a tyre burst, but they won at Le Mans with Bablot driving. Rene Thomas won the Indianapolis "500" in one of these cars in 1914 and, post-war, Delage began by concentrating on hill-climbs, which Thomas dominated.

In 1923, a 10-litre V12 was produced which took the Land Speed Record and it was accompanied by 2-litre Grand Prix versions. In 1925, Robert Benoist/Albert Divo won the French Grand Prix after Alfa Romeo's tragedy, and in 1926–27, after a slow start, the remarkable Lory-designed 1½-litre straight-eight Delages swept all before them, once foot-frying tendencies had been cured.

Louis Delage retired from racing in 1929, but his cars raced on and as late as 1936 one much-modified example brought Dick Seaman to prominence and won him his Mercedes works drive!

ERA

English Racing Automobiles was founded by Raymond Mays and Peter Berthon in 1933, backed by the wealthy enthusiast Humphrey Cook. They had hill-climbed a supercharged, 6-cylinder Riley with great success, and it prompted a pure single-seater Voiturette for International races in 1934.

Reid Railton contributed to the chassis design, Murray Jamieson supercharged the high-cam Riley-based engine, and the ERA R1A appeared in May 1934. This classical "Old English Upright" quickly made its name internationally and, throughout the 1930s the A, B, C, and D-Type models were raced widely by such drivers as Mays himself, Dick Seaman, Prince 'Bira', Earl Howe, and many more. The entirely new E-Type appeared briefly in 1939, and 19 cars were built in all. The

E-Type never had the success of its forebears, however, and failed dismally postwar, whereas its ageing sisters seemed to go from strength to strength, notably in the hands of Reg Parnell and Bob Gerard. Mays and Berthon launched the V16 BRM project in that period but, while it suffered its agonising infancy, the Old English Uprights just kept on winning.

FIAT

The Torinese company of F.I.A.T. were the first to carry the Italian tricolour into major-class motor racing, and were the tap root for most of the classic Grand Prix cars of the 1920s and even into the 1930s. In 1900, their cars were 1–2 in a national race at Padua, driven by Vincenzo Lancia and Felice Nazzaro, and these two, plus Alessandro Cagno, brought many more race wins F.I.A.T.'s way before 1906, when the name was first rendered FIAT.

In that same season, Lancia won the Italian Coppa d'Oro, and the cars were second in both the Grand Prix and the American Vanderbilt Cup. Nazzaro's effortless skill brought him the Grand Prix, the Targa Florio, and the Kaiserpreis in 1907 and, although that golden year was not to be repeated, pre-Great War successes continued to flood FIAT's way. Victor Hemery won the controversial *Grand Prix des Vieux Tacots* at Le Mans in 1911, using a stripped 10-litre sports car, and the 14.1-litre chain-drive S74 models were the last of the age's Dinosaurs, which won the Grand Prize for David Bruce-Brown, led the Grand Prix in the same driver's hands before he retired, and were placed second there with the "senior" team car of Louis Wagner. The big FIATS raced on in America but, in 1914, modernity appeared with new 4½-litre dohc FIATs running at Lyon, and sporting four-wheel brakes, like the Peugeot which led most of the way.

During the Great War, the engines were enlarged to 4.9-litres and Masetti used one of these cars to win the 1921 Targa Florio. For

1922, engineer Guido Fornaca developed a 2-litre 6-cylinder Grand Prix car which the veteran Nazzaro drove to win the French Grand Prix, while the sister cars went out with a rear axle failure which killed Nazzaro's nephew, Biaggio. Bordino won the Italian Grand Prix for the firm, and in a 1½-litre version walked off with the nation's Voiturette Grand Prix as well.

In 1923, Fornaca's team introduced supercharging to Grand Prix racing, and Carlo Salamano—still with FIAT as a test driver into the 1970s—won the Italian Grand Prix. Fortunes slumped in 1924–25, as notably Sunbeam bought FIAT engineers and shamelessly copied their designs. A staggering twin-six was built in 1927 and won its only race, but FIAT's top management were now getting out of serious racing, and were happy to rest on their laurels.

Ford

Henry Ford publicised his first cars by racing, but then swore-off the sport effectively until the 1950s, when Ford sedans reappeared in NASCAR racing in America. Ford engines became virtually standard race wear in European sports and minor single-seater Formulae in the early 1960s, and, in 1963, the Indianapolis engine project began which won the '500' and dominated USAC racing until the revival of the Offy engine in turbocharged form in 1968.

Best-remembered of all the racing Fords are the GT40-series and their 7-litre engined Mark II and Mark IV descendants, which won Le Mans at their third attempt in 1966 and then again in 1967. The Gulf-JW GT40 number 1074 won Le Mans in 1968 and 1969 to create a unique record, and in 1969 the Gulf team won the World Championship of Makes for the Ford Motor Company.

Jaguar

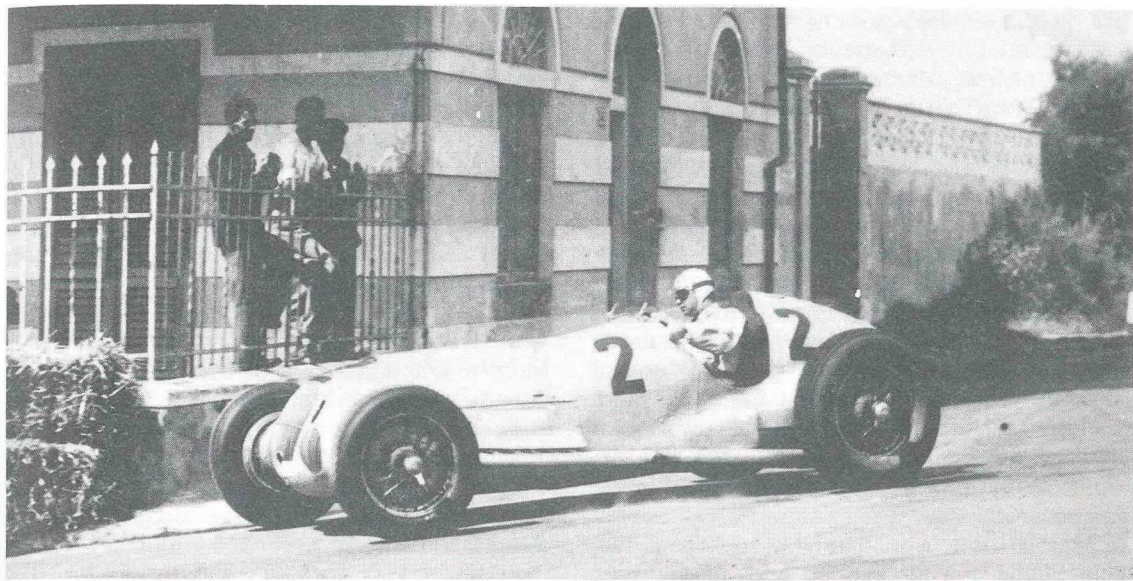
Sir William Lyons' remarkable Coventry company earned international prominence in major

racing during the 1950s when their C-Type cars won the Le Mans 24-Hours in 1951 and 1953, and the beautiful monocoque D-Types repeated the feat in 1955, 1956, and 1957. The last two successes were scored by works-supported cars entered by the private Ecurie Ecosse, and 1957 saw D-Types coming home 1-2-3-4-6 in the 24-Hour classic! Many other sports car races fell to the booming Jaguars, but they were designed specifically for the billiard-smooth surface of Le Mans or Reims, and their live back axles gave little help to the drivers on more twisty venues. Since the works officially pulled out of racing in 1957, the recently discontinued E-Type gave many drivers much pleasurable racing and even started one J. Y. Stewart on the rich path to fame.

Maserati

The brothers Alfieri, Bindo, Ernesto and Ettore Maserati were primarily responsible for this great Marque. They ran a tuning shop in Bologna and, after Alfieri had proved competitive in a Diatto, that company hired the Maseratis' services to produce a straight-eight 2-litre Grand Prix design. When Diatto pulled out in 1926, the brothers went on to develop a 1.5-litre version of the design as their first Maserati car, and Alfieri won his class with it in the 1927 Targa Florio.

Through the late-1920s, the brothers produced racing cars for sale, winning many customers but few races. Through the turn of the decade some fearsome specials were built to supplement smaller customer cars and, in 1930, the works team was very successful with 2½-litre supercharged 'eights'. In 1933, Campari won the French Grand Prix and Nuvolari the Belgian, in what became the first single-seaters from Bologna but, after 1934, the fast but delicate Maseratis had to give best to the Germans. The 1938 8CTF 3-litre had the legs of Mercedes but not the stamina, although one really made its name in Shaw's hands at Indianapolis.



Magnificent Mercedes—still the most powerful Grand Prix car ever built, the 5.66 litre 600 bhp supercharged Mercedes-Benz W125. This is Lang on his way to victory in the 1937 Italian Grand Prix, which was held at Livorno.

In Voiturette racing, Maserati found many customers for their four, six, and eight-cylinder $1\frac{1}{2}$ -litre cars, and the Trident fought many stern battles with the new Alfettas. In 1941, the company moved to Modena and, in 1947, the surviving brothers (Alfieri had died in 1930) sold out to industrialist Omer Orsi. It was under Orsi's direction that the 16-valve supercharged $1\frac{1}{2}$ -litre 4-cylinder Maseratis were developed into the classical "San Remo" model of 1948 and a long line of postwar sports-racing and Formula One cars were built which excelled in the hands of drivers like Ascari, Villoresi, Fangio, and Moss. The works officially retired from racing in 1958, but many further racing projects were undertaken, including the 3-litre Formula One engines for Cooper from 1966–67.

Mercedes

This is undoubtedly the greatest of the great Marques, purely for technical brilliance and a

hard-earned reputation for sheer invincibility. Wilhelm Maybach's early Mercedes, with pressed steel chassis, gearchange gate, mechanically-operated inlet valves, and honeycomb radiator set the standard for the Edwardian period's racing development. The cars were fast, powerful, and reliable in those early years, and the many successes reached a first peak in 1903 when Jenatzy won the Gordon Bennett race in Ireland. Huge 14-litre, 115-130 bhp cars were raced through 1906–07, but it was a new 12.8-litre model which stole the 1908 Grand Prix, won more than a trifle luckily by the steady works tester, Christian Lautenschlager—in his first motor race.

The company lost interest in major events until 1913, when Pilette was 5th at Indianapolis in a small Knight-Mercedes and, with the old Grand Prix cars in 6-cylinder 24-valve form, they made a return to the Grand Prix arena. Ralph de Palma shone in his own Mercedes in America, and 1914 witnessed that great Grand

Prix victory where Lautenschlager led home his team-mates Wagner and Salzer.

After the war, Mercedes began racing again through the 1920s. Masetti won the 1922 Targa Florio in one of the 1914 Grand Prix models, and these activities culminated in Caracciola winning the 1926 German Grand Prix at Avus in one of the difficult supercharged 2-litre straight-eights.

In 1927, the Mercedes-Benz merger was completed and, in 1928, the famous 7.1-litre 225 bhp SS and short-chassis SSK sports cars made their names, finishing 1-2-3 against Bugatti and Bentley in the first German Grand Prix run at Nurburgring. 1930 was a classic sports car season which saw Mercedes and the Paget Bentleys locked in combat. In 1931 the fearsome 300 bhp SSKL appeared in which Caracciola and Christian Werner won the Mille Miglia, the Eifelrennen and the German Grand Prix.

In 1934 came the 750 Kg Formula and the start of those legendary six seasons of German Grand Prix domination. The German company quickly recovered after World War II, raced the 1939 cars briefly in the Argentine in 1948, and then won Le Mans rather luckily in 1952 with 300SL coupes. From this programme grew the straight-eight, 2½-litre Grand Prix project for 1954-55 and the 3-litre sports car design of that latter season, which earned World Championships in both classes. Since that time the three-pointed-star has dabbled in touring car racing, but now seems content to concentrate totally on the serious business of building and selling some of the best-engineered road cars in the world.

Miller

Harry Armenius Miller was an artist-engineer, a sort of American Bugatti, whose beautifully-made watch-like cars dominated track racing between the wars. The first Miller engines were 4.7-litre 16-valve four-cylinder jobs built in 1916, and after the war Miller, draughtsman

Leo Goossen, and shop foreman Fred Offenhauser drew on Duesenberg, Ballot, and Peugeot practice to build a straight-eight, 3-litre unit.

Jimmy Murphy, the 1921 Grand Prix winner, installed this Miller engine in his Duesenberg chassis for 1922, won Indy and the National Championship, and, not surprisingly, set a style. Cliff Durant and H. C. Stutz both ordered teams of Miller cars, and the 1923 '500' saw Millers in disguise placing 1-2-3-4 while they won every major board track event. Murphy was third in the Italian and European Grand Prix at Monza in one of the three Millers entered.

In 1925, the first front-drive Miller appeared and, in 1926, one was second at Indy. These years saw the high tide of Duesenberg success but, from 1926, a 1½-litre (91 cubic inch) class was enforced and the Miller '91' became a classic in racing history—a slim and extremely pretty single-seater whose blown engine gave as much as 285 bhp when tuned by Frank Lockhart. Rear-drive cars won Indy in 1926, 1928, and 1929, and Bugatti undoubtedly based his dohc Type 50 of 1930 on a pair of Miller's, which he had exchanged for three Type 43s with the Irish-American showman driver "Leon Duray".

Miller was never a businessman, and the Depression saw his company in ruins. He recovered to build a string of advanced and always beautifully-made speedway cars during the 1930s, including such sophistication as four-wheel drive and mid-mounted engines, while his road cars included a four-wheel drive V16 in 1932! Harry Miller died, virtually destitute, in 1943, but, like Bugatti, his memory lives on, undiminished.

Mors

Emile Mors' first racer was an 850 cc rear-engine "twin" with belt-drive, which he drove in the 1897 Paris-Dieppe. By the following year a 1½-litre water-cooled V4 had appeared,

and in 1899 Mors followed Panhard's lead in building a big 4.2-litre "four" which won several minor events. Fernand Gabriel was the firm's chief driver and he won the Paris-Madrid in that fantastic 1903 epic performance which capped the City-to-City era. In 1904, the 13.6-litre Mors ran as part of the French Gordon Bennett team, but their brief, glorious moment was past.

Panhard

The Parisian company were, thanks to Emile Levassor's exploits, the first great name in racing. The 1896 cars had 2.4-litre 4-cylinder engines, and they grew progressively to 4.4 litres in 1898, to 5.3 in 1900, and 13.6 litres by 1902. Their great period was before 1901, (when Mercedes and Mors achieved the upper hand) a glorious spell during which Fernand Charron, Léonce Girardot ("The Eternal Second"), and René de Knyff scored innumerable successes and each became French national heroes and international sporting personalities of considerable stature.

Peugeot

The Peugeot brothers ran five cars in the Paris-Rouen Trial of 1894 and ended-up sharing first prize with Levassor and his Panhard. In fact, they used Panhard-made Daimler engines, and this, their traditionalist attitude in a fast-developing sport, held them back until 1900 when their first 3.3-litre light cars were produced and raced in the Paris-Berlin. In 1902, they copied Mercedes steel frames and honeycomb radiators and, from 1906-1910, the rival Lion-Peugeots built by Robert excelled in Voiturette events, being unmistakable with their enormously-tall, single and V-twin cylinder

engines of anything up to 280 mm stroke. The driver and mechanic had to look *round* the engine! By 1911, the two Peugeot lines were reunited, and from 1912, racing Peugeots were based on designs conceived largely by Paul Zuccarelli and executed by Ernest Henry. Both drew on the example of Birkigt's ohc Hispano-Suiza, and produced shaft-driven, dohc four-valve per cylinder cars which were the *true* progenitors of the modern racing car.

Peugeot's great Grand Prix successes in the hands of Georges Boillot are an indelible part of the motor racing story, and the 1913 and 1914 cars subsequently raced widely in America during the Great War and inspired a whole generation of American engineers. Postwar, however, Peugeot lost their grip, and the halcyon days of this *Grand Marque* became just a hazy memory.

Sunbeam

This famous British name first entered serious competition in 1907, and entered the Coupe de L'Auto in 1911 with a Louis Coatalen-designed 3-litre car. The Breton-born engineer returned with revised cars in 1912, and took 1-2-3 placings with Rigal, Resta, and Caillois, who were also 3-4-5 in the Grand Prix, run concurrently. Sunbeam's support for racing continued, and reached its peak in 1923 when the "Fiats in green paint" designed by ex-Fiat engineer Vincenzo Bertarione defeated the "parent firm" in the French Grand Prix at Strasbourg, Henry Segrave and Paul Dutoit crewing the winning car. In 1924, the cars followed Fiat's lead in supercharging, and Segrave won at San Sebastian, although the French race was lost. There were no Grand Prix cars after 1926, although land speed record cars were built and run very successfully indeed.

The Great Drivers

Barrie Gill

216 We doubt if there are any four words in the motorsporting vocabulary more inflammatory than that hackneyed question “Who was the greatest?” Dropped like a provocative pebble into a millpond of polite conversation, it can strain friendships, expose hitherto unsuspected prejudices, and leave generation gaps yawning like open wounds.

It is with trepidation, therefore, that we have attempted to assemble in this chapter a selection of great drivers. Every era has provided its own special breed of heroes, its own milestones of achievement. As the sport has developed from sheer blinds from city-to-city into the commercial circus (some would say “charade”) which hawks itself from country to country, some very different demands have been placed on the men who sit—or lie—behind the wheel.

We pass judgment on personality as well as performance; a tally of points as well as a tight line through a corner; the ease with which drivers make speeches as well as the limits which they set themselves on the track.

We are no longer sure of the true meaning of the word “great”! So, inevitably, this chapter is a compromise—a subjective selection of names that we want to pause to remember. Some may have given more pleasure than others. Certainly some earned more material success than others. But all, from Jenatzy to Jochen Rindt, have left an indelible mark on the canvas of the sport which still holds us captive—despite the occasional, cynical moments of truth when we step back to try and put it all in perspective!

ALBERTO ASCARI Italian. July 13 1918—May 26 1955. The son of a famous racing driver, Antonio Ascari, who was killed while

leading the French Grand Prix at Montlhéry in 1925. Ascari Jr was a natural driver who had just made the switch from two wheels to four when World War II interrupted his new career. He returned to the fray with the aid of his mentor, Luigi Villorosi, and gained his first victory at Modena on September 28 1947, driving a Maserati.

Ferrari made him a works driver in 1949 and, in his first season for them, he won four Grands Prix and the Silverstone International Trophy Race. In 1950 he took the Ferrari 166 to eight major victories, adding another six big wins to his record in 1951. He also won the Setriere Rally with Villorosi in a Lancia!

But it was in 1952 and 1953 that the driver in the blue shirt and blue linen helmet monopolised the Championship. He won six of the seven rounds in 1952, and five out of eight in 1953. In 1954, he won the Mille Miglia and he was determined to win the World title for Lancia in 1955.

He was leading the Monaco Grand Prix when he crashed into the harbour, and although he swam to safety, he may have impaired his sense of balance. Four days later he was killed testing a Ferrari sports car at Monza, crashing, incomprehensibly, at Vialone. It was the 26th of the month—just as it had been when his father died. And, like his father, Alberto Ascari was a mere 36 years old. The sport had lost a natural Champion.

GEORGES BOILLOT French. 1885—1916. Moustachioed, flamboyant Boillot—a motorised musketeer if ever there was one—was, perhaps, Grand Prix racing’s first true star. And a star in the real sense of the word—a man whose very temperament tempted him to have a go at anything, rather than restrict his efforts.



GEOFF GODDARD

ASCARI



CYRIL POSTHUMUS

BOILLLOT



GEOFF GODDARD

BRABHAM



CYRIL POSTHUMUS

CHIRON

217

He won the hearts of the early crowds by taking on the giant, 15-litre monsters of the day (usually Fiats) with a mere 7½-litre Peugeot, which he had helped design himself in his capacity as mechanic/design assistant/driver. In a story-book race, he hounded Bruce-Brown's Fiat mile after mile on the two-day, 478-mile-per-day, French Grand Prix in 1912. And David beat Goliath in a thrilling climax.

France had a new hero and he won again in 1913. In 1914, with war imminent, he took on the German Mercedes challenge in the Grand Prix at Lyon. The German team were greeted in silence by the crowd. Boillot knew that this was no mere motor race. He had helped Peugeot develop four-wheel brakes and, driving an inspired race, he kept the blue car ahead of a phalanx of Mercedes, haunting and harrying him round the loose stone surface. But the odds were against the lone Frenchman. With forty miles of the 466-mile race left, his engine failed. The Mercedes finished first, second, and third—to an ominous silence. Boillot wept bitterly. A few days later the world was at war and Boillot renewed the Franco-German battle in the air. He was shot down over Verdun on May 21 1916.

JACK BRABHAM OBE Australian. Born April 2 1926. Three times World Champion, in 1959, 1960 and 1966. "Black Jack" graduated from the gritty school of midget speedway racing, and never lost the art of

tail-out obstinacy learned in that dusty apprenticeship.

He came to England in 1955 and joined Coopers in 1957 to spearhead the rear-engined revolution. In 1959, he won his first Grand Prix at Monaco, added the British to his tally, and won the Championship when he *pushed* his car home over the last half-mile to finish fourth in the US Grand Prix. In 1960, such heroics were unnecessary as he monopolised the season with *five consecutive* wins to take the title again.

At the end of 1961 he left Coopers to be his own man and build his own cars. Dan Gurney gave him his first success in 1964, but Jack had to wait until 1966 to win the French Grand Prix (his first Championship win since 1960!) to become the first driver ever to win a Grand Prix in a car bearing his own name.

He roared on to win the British, Dutch, and German Grands Prix to take his third title. In 1967, he finished runner-up behind his own team-mate, Denny Hulme and had to wait until 1970 to win another Grand Prix. It looked as if he might take the title again, but cruel, last-lap failures in Monaco and Britain robbed him of his chance and he retired, at 44 years of age, leaving the name Brabham firmly established as a permanent part of modern motor racing.

LOUIS CHIRON Monagasque. Born 1900. This elegant, though often excitable, driver

earns a place in the record books as the oldest driver ever to compete in a World Championship race. He finished sixth in the Monaco Grand Prix in a Lancia in 1955 at the age of 55! He had made his mark with Bugatti cars in 1928 when he won the Italian, Spanish, Marne, Rome, and San Sebastian Grands Prix for the blue cars before moving on to Alfa Romeo.

After the war, the man known as the "Wily Fox" returned to the tracks and he won the French Grand Prix—for the *fifth* time—at 47 years of age. He was third for Maserati in his native Monaco when the Championship arrived there in 1950 and won the Monte Carlo Rally in 1954 for Lancia. His reward was a drive in the 1955 Grand Prix, and he retired with a Championship point to become as much a part of the Monaco scene as the Casino itself.

JIM CLARK OBE Scottish. March 14 1936—April 7 1968. One of the greatest—if not *the* greatest—drivers the world has ever known, Jim Clark's tragic death in a Formula Two race at Hockenheim in 1968 surely prevented him from establishing records that no man could ever have hoped to equal. He was then only 32 years of age and had just won his 25th Grand Prix in South Africa to lead the World Championship.

A border farmer by trade, and often by nature, this quiet, reflective man was a natural driver who could handle anything from a rally car to an Indianapolis-winning Lotus. After racing DKW's, Porsches and Jaguar D-Types, he made his single-seater debut in 1959. Colin Chapman signed him for Lotus in 1960, and there began a partnership which dominated the sport on both sides of the Atlantic and in Australasia.

Jimmy would race anywhere (he won four times at Spa even though he didn't like the circuit) and in anything. He was as thrilling to watch in a Lotus Cortina as in a Formula One car. He won his first Grand Prix in 1962 (Spa) losing the Championship to Graham Hill half-

way through the very last race at East London. In 1963, he took the title with a record *seven* wins. Lost the title to Surtees on the last lap of the last race in Mexico in 1964, but took second place at Indianapolis at his first attempt in the "little English Lotus".

Returned to win in 1965 in between winning six Grands Prix and his second title. In 1966, struggled with BRM-engined Lotus but gave the Ford engine a "first-time-out" victory in Holland in 1967 and added three more wins to its record in Britain, America, and Mexico. No-one has yet approached his record of 33 pole positions and 28 fastest laps—and it will be a very special man who ever matches the demeanour and charm of a man who was never heard to boast of his extraordinary talent.

JUAN-MANUEL FANGIO Argentinian. Born June 24 1911, Baleare, near Buenos Aires. No man has yet equalled the Maestro's amazing total of *five* World Championship titles achieved in 1951 (Alfa Romeo), 1954 (Maserati and Mercedes), 1955 (Mercedes), 1956 (Ferrari), and 1957 (Maserati). Yet, almost unbelievably, he didn't compete in a full European season until he was 38 years old.

That was in 1949 when, after learning his craft in gruelling, long-distance South American road races (he first drove a Model A Ford in a race in 1934!) he arrived with a Maserati 4CLT and won the Albi, Marseilles, Monza, Perpignan, Pau, and San Remo Grands Prix. Alfa Romeo signed him for the 1950 season and he became "the man to beat" for seven years.

When he retired in 1958, he had won 24 Grands Prix from the 51 he had entered, and had started all but two from the front row. He was a legend in his own lifetime and is still the unassuming target for adulation wherever he travels today.

Dr GIUSEPPE (NINO) FARINA Italian. October 30 1906—July 1966. The very first



GEOFF GODDARD

CLARK

World Champion, the forceful "Nino" had driven his first car when he was nine years old. A member of the famous Turin coach-building family, he attracted the attention of Nuvolari by his performances in private Maseratis and Alfes in the mid-1930s and, under his guidance, earned a place in the Alfa Romeo team. He won four Grands Prix, including the Tripoli wartime Grand Prix in 1940, until the playing had to stop. But, by 1946, he was back on the winner's rostrum at Geneva. By now he had developed his personal "straight-armed" style, and he used it to good effect in Maseratis throughout 1948, winning at Monaco and Geneva.

In 1950, he joined Fangio and Fagioli to become one of the famous "three Fs" in the Alfa Romeo team and outshone even those famous team-mates to win at Silverstone, Monza, and Berne and take the title with 30 points. After just one win in 1951, he joined Ferrari in 1952 and finished second in the Championship to Ascari, his team leader.

Still with Ferrari in 1953, he was team-leader in 1954, but crashed when leading the Mille Miglia. He had hardly recovered from his injuries when he was involved in an horrific practice crash at Monza in which he was badly burned. He raced on with pain-killing injections in 1955, finishing a brave second in the Argentine. Sadly he was forced to retire, but even then made two trips to Indianapolis, in 1956 and 1957. In 1966, he was killed in his



GEOFF GODDARD

FANGIO



GEOFF GODDARD

FARINA

Lotus Cortina when driving to the French Grand Prix.

JOHN MICHAEL HAWTHORN English. April 10 1929—January 1959. Farina was not the only World Champion to die in a road accident following retirement from the track. In January 1959, Britain's first World Champion died when his Jaguar crashed in the rain just outside Guildford in Surrey. It was a body-blow to the British public who had worshipped the cheerful Yorkshire-born driver whose flamboyant, extrovert behaviour off the track was every man's idea of the way in which a *real* racing driver should behave.

On the track, the man who first captured the imagination by driving Cooper-Bristols in a bow-tie had proved his greatness in the company of men like Fangio, Gonzales, Moss, and, of course the man he called "Mon Ami Mate", Peter Collins. He made his name in the Goodwood Easter meeting in 1952, was signed for Ferrari in 1953 and, in 1953, fought one of the longest duels in racing history to win the French Grand Prix from Fangio by just a few feet after 2½ hours of racing. He was the first Englishman to win a Championship Grand Prix and the first to win the French Grand Prix since Segrave in 1923!

He won Le Mans for Jaguar in 1955—a race marred when his car was involved in a fatal accident with Levegh's Mercedes. In fact, tragedy stalked triumph throughout Haw-



GEOFF GODDARD

HAWTHORN

thorn's career. He drove for Vanwall in 1955, and BRM in 1956, but returned to Ferrari and, in 1958, won the French Grand Prix and scored five second places to pip Moss to the title by just one point. But, at the Nurburgring, he had seen his great friend Peter Collins die just a few yards ahead of him. He retired, as reigning Champion, only to have that reign brutally cut short on that sad Surrey morning.

GRAHAM HILL OBE English. February 15 1929–November 29 1975. The only man in motor racing history to achieve the mammoth "treble" of winning Le Mans, Indianapolis, and two World Championships, Graham Hill was the most colourful personality of his era. A man whose dedication, humour, courage, and sheer tenacity made him an outstanding ambassador both for his country and his sport in every corner of the globe.

An apprentice who caught the bug with four five-shilling laps at a racing school, Hill went on the dole, became a mechanic, and waited for years before he could force his way into the driving seat of a Formula 3 Cooper way back in 1954. He finished fourth, but Colin Chapman placed more value on his services as a mechanic than a driver, despite the fact that he won his first works drive in 1956.

So Graham left Chapman in 1957 to start swapping his services for prospective drives again. It took John Cooper—who gave Graham a Formula Two drive—to prove to Colin that Graham really had something and, to Chapman's eternal credit, he quickly resigned the wandering Londoner. And so, at 29, Graham finally found himself on a Grand Prix grid at Monaco. And a wheel fell off! One hundred Grands Prix later—at Monza—Graham was again in a Lotus. A wheel fell off! Said Graham, "No-one can accuse me of inconsistency".

In the intervening years, he had won the World Championship for BRM in 1962, after winning his own first Grand Prix at Zandvoort that year. Together with Jim Clark, he domi-

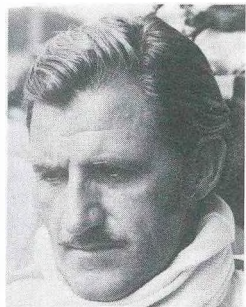
nated racing for years to follow, finishing 3rd, 2nd, 2nd, 5th, and 6th in the World Championship table from 1963–1967. In 1964, his points total was greater than Surtees', but he had to drop some, thus giving his rival the title. In 1966 he had crossed the Atlantic to try his hand as a "Rookie" at Indianapolis, and had won at his first attempt in a Lola "Red Ball Special". In 1967, he joined Lotus again to race with his friend and rival Jim Clark in the new Ford-powered cars. All his character was needed when Clark was killed at Hockenheim.

In the next Lotus race outing, Hill won the Spanish Grand Prix—his first victory since 1965. He went on to win Monaco and clinched his second title in Mexico. In 1969, he won his *fifth* Monaco Grand Prix, but was seriously injured at Watkins Glen. Incredibly, he turned up at Kyalami to drive Rob Walker's car five months later, and finished sixth. In 1971, he joined the Brabham team and won the International Trophy Race—his last F1 win.

In 1972, he won Le Mans with Pescarolo in a Matra and, in 1973, arrived at Barcelona with his own team, backed by Embassy.

After racing Shadows and Lolas, he produced his own car for 1975—and signed a new and brilliant young Englishman, Tony Brise. At Silverstone in 1975, just before the British Grand Prix (a race he never won) he announced his retirement from the cockpit after 176 Grands Prix, 14 wins, and a million witty speeches. His ambition was to see Tony Brise win the World Championship for Britain in a Hill car. Tragically, Hill, Brise, and the key team personnel were all killed in an air crash that stunned the world and robbed the sport of a Champion who might have been and a Champion who most certainly was.

PHIL HILL American. Born April 20 1927, Miami, Florida. Despite the efforts of worthies like Dan Gurney, Peter Revson, and Mario Andretti, Phil Hill remains the only American ever to have won the World Championship. A supreme long-distance driver, Phil Hill began



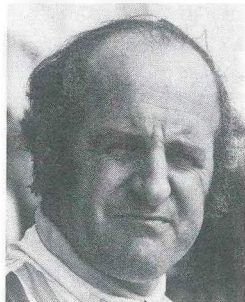
GEOFF GODDARD

G. HILL



GEOFF GODDARD

P. HILL



GEOFF GODDARD

HULME



CYRIL POSTHUMUS

JENATZY

racing MGs (with Richie Ginther as chief mechanic) in 1950, progressed to do battle in the 2,000-mile Carrera Panamerica Mexico race in a private Ferrari (that had once belonged to Ascari), and first came to Le Mans in 1955 in a Ferrari.

In 1956, Luigi Chinetti recommended him to Ferrari and he repaid that trust by winning Le Mans three times (1958, 1961, and 1962 with Gendebien), Sebring three times, and Nurburgring twice. In 1960, he won at Monza to become the first American to win a Grand Prix since Jimmy Murphy in 1921. It was also the last GP victory by a front-engined car!

In 1961, he won the Italian Grand Prix, and the title, in tragic circumstances when Taffy von Trips was killed. But the Ferrari V6s couldn't match the British V8s in 1962, and Phil Hill had to surrender his title to his namesake, Graham, in the BRM. He left Ferrari to drive first for ATS and then for John Cooper, but it was back on the sports track that he earned his final successes.

In 1966, he and Jo Bonnier made history when they won the Nurburgring 1,000 km in the "automatic" Chaparral and, in 1969, Hill and Mike Spence won a dramatic BOAC 1,000 km victory at Brands Hatch. It was to be Phil Hill's final victory. Now he concentrates on fostering the sport in his native America by commentating on TV, making films, and assisting in the ambitious Long Beach Grand Prix project.

DENNY HULME New Zealander. Born June 18 1936, Te Puke. The son of a VC, the "Ole Bear" showed his courage again and again in a gritty career that in 1967 saw him become the only Kiwi ever to win the Championship. A "Driver to Europe" scholar, Denny had to wait five years before Jack Brabham gave him his first Grand Prix outing at Monaco in 1965. He finished eighth—a tribute to his patient apprenticeship in the workshops, Formula Junior, and Formula Two (he was a Champion in both formulae).

After finishing fourth in Jack's Championship year, 1966, he overhauled his "old master" to win at Monaco and Nurburgring in 1967, and take the title for himself. He also finished fourth at Indy and earned himself the "Rookie of the Year" award. In 1968, he joined countryman Bruce McLaren and not only finished third in the Championship, but also earned the Can-Am title.

In 1970, he was badly burned in an Indianapolis accident, but carried on driving, holding the team together when Bruce McLaren was killed during testing at Goodwood. He won the Can-Am title for the second time, and went on not only to win three more Grands Prix for the McLaren camp, but also to help them to the biggest prize of all—the Constructors' Championship in 1974. It was a fitting moment for Denny to bow out of the driving seat, but he wasn't ready to vanish from the scene altogether. He became Presi-

dent of the Grand Prix Drivers' Association and his abrasive, practical presence was felt very strongly indeed.

222 CAMILLE JENATZY Belgian, 1868–1913. Christened the "Red Devil" thanks to his flaming red beard, Jenatzy, a former cycling star, earns a place in the hall of fame as the virtual founder of the World Land Speed Record. In fact, it was inspired by his bitter rivalry with Charles Jeantaud, a fellow competitor in the Paris Motor Cab Trials of 1898.

In a bid to boost the sales of their electric cabs, they built sprint cars and duelled mightily with the clock in some wild record attempts. Jenatzy's ultimate triumph came in his tiller-steered, streamlined car—the first true aerodynamic car in history—with which he reached 65.79 mph. The name of this pioneer vehicle was "Le Jamais Contenté"—apparently after a grasping wife.

Of course, the next step was motor racing and Jenatzy brought his inventiveness to bear on long-distance races. He produced a patent magnetic clutch and he also won the 1903 Gordon Bennett Race for Mercedes. He later announced that his dearest wish was "to die in a Mercedes". He did. He was shot in mistake for a wild boar on a hunting expedition and died in his car shortly afterwards of his wounds.

STIRLING MOSS OBE English. Born September 17 1929, London. Arguably the most famous racing driver that ever lived, Stirling still commands world-wide respect wherever he goes. Yet he hasn't raced since his Goodwood accident in 1962, and he never won the Championship. His magical appeal can be directly related to the verve and versatility he showed in a glittering career when he invariably seemed to be racing against the odds. His obstinate insistence that he would only drive British cars undoubtedly held him back.

In fact, Ferrari offered to make him World Champion if he would drive for him.

But Moss, the man who had begun in Cooper 500s, and became British Champion at the age of 20, stayed with cars like Jaguar, HWM, Frazer Nash, and ERA. He won three Coupes des Alpes in the Alpine Rally for Sunbeam. A rally star too! Finally he swallowed his nationalistic pride and bought a Maserati half-way through 1954, winning at Aintree, Oulton Park, and Goodwood. It was enough to persuade Neubauer to sign him for Mercedes and, at Aintree in 1955, Stirling Moss won his first Grand Prix in front of his home crowd. He also proved his tactical skill by winning the Targa Florio with Peter Collins and the now notorious Mille-Miglia with the equally notorious Denis Jenkinson.

In 1956, he moved back to Maserati and won at Monaco and Monza to finish runner-up to Fangio in the Championship. In 1957, he was runner-up again, but he achieved the victory all Britain had been waiting for when he won the British Grand Prix in a British car—the Vanwall. It was the first all-British win since Segrave in a Sunbeam in 1923. In 1958, he won four Grands Prix but missed the title by one point; in 1959, he continued his winning ways with Cooper; in 1960, he gave the Lotus marque its first ever victory at Monaco; but he will be best remembered for two drives in 1961. The Ferrari V6s should have been unbeatable, and they had a squadron of crack drivers, but Moss first beat them in a tortuous race at Monaco and then went on to drive to a majestic victory through the rain at the Nurburgring.

It was to be his last win in a Grand Prix. After three wins "down under" in 1962, he crashed at Goodwood on Easter Monday. He suffered severe head injuries and decided to retire rather than risk being "below par". Any other driver in the world at that time would have been happy to have just half Moss's enormous talent and tenacity.



GEOFF GODDARD

MOSS

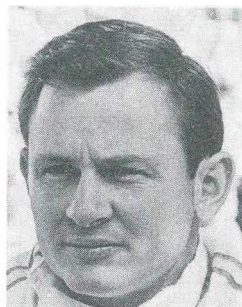


CYRIL POSTHUMUS

MURPHY

JIMMY MURPHY Irish-American. 1895–1924. Forty-two years before Jim Clark impudently invaded America to beat the Yanks at their own game, a tough little orphan called Murphy made the trip in the opposite direction with equal success. A former riding mechanic, Murphy was picked for the Duesenberg team which was presuming to attack the French Grand Prix. Despite a practice somersault, Murphy averaged 78.22 mph round the stony Le Mans course to beat the cream of European competitors, but he had time to notice the potential of the Harry Miller engines, took one to the States, and won Indianapolis in 1922 in his Murphy-Miller Special. He went on to win the American Championship and to drive into third place at Monza in 1923, but he was killed in 1924, shortly after winning the title again, in a crash at the Syracuse dirt track.

BRUCE McLAREN New Zealander. August 30 1937–June 2 1970. The youngest driver ever to win a Grand Prix when he took the flag at the 1959 US Grand Prix at Sebring as a mere 22-year-old. Bruce McLaren has earned immortality in motor racing circles by “doing a Brabham”. The first “Driver to Europe” scholar in 1958, Bruce won the US and Monaco Grands Prix for Cooper before deciding to go it alone and build his own cars. The embryo McLaren team made its bow “down under” when Bruce won the Tasman series with lightweight Coopers built secretly in the



GEOFF GODDARD

McLAREN



GEOFF GODDARD

RINDT

Cooper workshops. It was 1964.

Back in Britain, Bruce introduced his Zerex sports car to the British circuits. It gave way to a Cooper-Oldsmobile and then a McLaren M2B Grand Prix car.

By Monaco, May 7 1966, Bruce was ready to join a Championship grid in a car in his own colours. He was also preparing to take on the Americans in Can-Am racing. Le Mans winner in 1966, Bruce won the Can-Am title in 1967 and 1969 while Denny Hulme (1968 and 1970) and Peter Revson (1971) completed a McLaren monopoly of the very lucrative series. In Belgium in 1968, Bruce achieved his lifetime ambition when he won the race in his own car. He had joined Jack Brabham in that exclusive band of men who have won Grands Prix in cars bearing their own name. In 1970, Bruce died when testing his latest Can-Am car at Goodwood. But Denny Hulme, Phil Kerr, Teddy Mayer, and the team carried on. In 1974 they won Indianapolis, the World Drivers' Championship, and the Constructors' Championship. The name McLaren indeed lives on.

JOCHEN RINDT Austrian. August 18 1942–September 5 1970. This aggressive, impatient Austrian had to wait 49 Grands Prix before winning his first Championship victory in America in 1969, but by then, the likeable, good-humoured man from the spice factory had done more than enough to prove his very real ability.

A giant in Formula Two, he had won Le Mans in 1965, a year after shaking the establishment with an historic Formula Two win at Crystal Palace on Whit Monday, 1964. His driving in Formula Two racing was nothing short of superb, yet during his Formula One spells with Cooper (1965, 1966, 1967) and Brabham (1968) he couldn't score that elusive win, though he finished third in the title table for Cooper in 1966. In 1969, he moved to join Graham Hill at Team Lotus and, despite a broken jaw in a crash in Spain, recovered to finish second at Monza, third in Canada and first at Watkins Glen.

He became team leader, struggled with teething troubles with the new 72 and then began to run away with the title. He won in Monaco, Holland, France, Britain, and Germany and arrived at Monza ready to claim the crown. His practice crash at the Parabolica stunned the racing world. The sport had lost one of its most talented and fastest drivers. Tragically, he was to become the sport's first posthumous Champion.

TAZIO GIORGIO NUVOLARI Italian, 1892–1953. In August 1953, 50,000 Mantuans gathered in their Cathedral, across which was inscribed these words: *Correrai ancor piu veloce per le vie del cielo*—"You will travel even faster on the highways of heaven". Such were the sentiments which Italy felt towards the man in the yellow jersey and the blue trousers who was the greatest racing driver their country had ever produced.

The diminutive farmer's son—the "Flying Mantuan"—was 30 years old before he raced an Ansaldo at Garda in 1921. He finished fourth. But he was chiefly earning fame as a motorcyclist, winning the Italian 500 cc Championship on a Norton in 1924. In 1925, he crashed heavily on a trial drive for Alfa Romeo, and had to be lifted onto his motorcycle a week later—specially bandaged and plastered into a sitting position. But he still won the Grand Prix des Nations, in torrential rain.

His aura and popularity was constantly fuelled by such incidents, and he was rightly famous by the time he turned wholeheartedly to four wheels in 1930. He had already tasted victory in Bugattis, but now success followed success. He won the Mille Miglia (twice) the Targa Florio (twice) the Italian Grand Prix (twice) and the Coppa Ciano (twice) between 1930 and 1933. After alternating between Maserati and Bugatti, he returned to the Alfa fold in 1935 to bring the team hope in their battles against the might of Germany. To the delight of the world at large, he took on the Mercedes and Auto Unions before Nazi Officialdom in the German Grand Prix—and won. But, in 1938, his Alfa burst into flames and the badly burnt Nuvolari refused to drive for them again. He turned to Auto Union and won the Belgrade Grand Prix on the very day that war was declared!

After the war, a frail 54-year-old Nuvolari returned to racing—wearing a surgical mask to protect his ailing lungs, painfully affected by exhaust fumes. He continued to race—and won—right up to 1950. Aged 58, he won the 1½-litre class in a Cisitalia at the Circuit of Monte Pellegrino in 1950. It was his last race. Three years later, the man who had defied doctors by driving race after race—on bikes and in cars—in various states of injury and disrepair, died in bed, and he was mourned not only by the whole of Italy, but by enthusiasts throughout the world.

JACKIE STEWART OBE Scottish. Born June 11 1939, Dumbarton. The record book states quite firmly that John Young Stewart is the most successful driver that ever lived. Doubtless his bank manager tells the same story! For few men could ever claim to be as professional as the Scot who turned from clay-pigeon shooting to motor racing, and set his sights so high that mere mortals stood back in awe. The Grand Prix driver of the modern era—the age of communications which expects its heroes to be all things to all men—Jackie



GEOFF GODDARD

NUVOLARI



GEOFF GODDARD

STEWART



GEOFF GODDARD

SURTEES

Stewart, commentator, compere, businessman, diplomat, creative, energetic, restless, and insatiable has come closer to any other driver to achieving that aim. He is as articulate off the track as on it, and his driving skill spoke volumes for his sheer natural talent and canny racecraft.

A Formula Three sensation in 1964—he won eleven out of thirteen races—he joined BRM in 1965, finished third in the title table, and won at Monza in his eighth Grand Prix. Nearly won Indy at his first attempt in 1966 but crashed badly at Spa. Joined Ken Tyrrell's Matra team in 1968, won at Zandvoort, Nurburgring, and Watkins Glen and finished runner-up to Graham Hill in the Championship.

In 1969, won six Grands Prix to take his first title. In 1971, won six races again to give the Tyrrell-Ford both titles. Retired in 1973 after winning his 27th Grand Prix and his third World Championship. Will anyone ever overhaul his victory tally?

JOHN SURTEES English. Born February 11 1934 near Westerham, Kent. Still the only man ever to have won both the four-wheel and two-wheel World Championships. "Big John" is now trying to win the Constructors' Championship with his own team. Seven times a motor-cycling Champion, John Surtees made his four-wheel debut for Ken Tyrrell in 1960 in a Formula Junior Cooper. That same year, he drove a works Lotus in the British Grand Prix

and finished second!

Drove for Reg Parnell before joining Ferrari in 1963 and, driving brilliantly, won the German Grand Prix. He proved himself a Ringmeister again in 1964, and caused hysteria when he won at Monza and went on to take the title for Ferrari at Mexico. (It was eleven years before Niki Lauda repeated the feat for the Italian team!)

In 1965, a horrendous crash in Canada seemed to have ended Surtees' career, but he defied his doctors to race in the Spring in the Monza 1,000 km race *and win!* Went on to win the Belgian Grand Prix in the rain, but quit Ferrari when they said he wasn't fit enough to race at Le Mans!

He joined Cooper and won the Mexican Grand Prix in the bulky Cooper-Maserati. Joined Honda for 1967 and gave the Japanese firm their first victory at Monza. It was to be his last Grand Prix win. After a fruitless year with BRM, he started his own team in 1969—just as Jack Brabham and Bruce McLaren had done before him.

The team's first Formula One race was in Britain in 1970 and John Surtees won the Oulton Park Gold Cup race in his own car that same year, a feat he repeated in 1971. But though Mike Hailwood won the Formula Two Championship for Big John in 1972 and finished second in the Italian Grand Prix that same year, Team Surtees has still to score its first Grand Prix victory.

Left hand down a bit! Defending Champion Emerson Fittipaldi negotiates the station hairpin during the 1975 Monaco Grand Prix.



THE GRANDES EPREUVES

ARGENTINE GRAND PRIX

1953	Buenos Aires (3 hours)	1 A. Ascari (Ferrari) 2 L. Villoresi (Ferrari) 3 J. F. Gonzales (Maserati)	mph 78.1	1960	Buenos Aires 194 miles	1 B. McLaren (Cooper-Climax) 2 C. Allison (Ferrari) 3 S. Moss/M. Trintignant (Cooper-Climax)	82.7
1954	Buenos Aires (3 hours)	1 J. M. Fangio (Maserati) 2 G. Farina (Ferrari) 3 J. F. Gonzales (Ferrari)	69.5	Not held again as a part of the World Championship until			
1955	Buenos Aires 232 miles	1 J. M. Fangio (Mercedes) 2 G. Farina (Ferrari) 3 U. Maglioli (Ferrari)	75.1	1972	Buenos Aires 201.4 miles	1 J. Stewart (Tyrrell-Ford) 2 D. Hulme (McLaren-Ford) 3 J. Ickx (Ferrari)	100.325
1956	Buenos Aires 237 miles	1 J. M. Fangio/L. Musso (Ferrari) 2 J. Behra (Maserati) 3 J. M. Hawthorn (Maserati)	79.4	1973	Buenos Aires 199.56 miles	1 E. Fittipaldi (John Player Special) 2 F. Cevert (Tyrrell-Ford) 3 J. Stewart (Tyrrell-Ford)	102.73
1957	Buenos Aires (3 hours)	1 J. M. Fangio (Maserati) 2 J. Behra (Maserati) 3 C. Menditeguy (Maserati)	80.6	1974	Buenos Aires 196.548 miles	1 D. Hulme (McLaren-Ford) 2 N. Lauda (Ferrari) 3 C. Regazzoni (Ferrari)	116.723
1958	Buenos Aires 194 miles	1 S. Moss (Cooper-Climax) 2 L. Musso (Ferrari) 3 J. M. Hawthorn (Ferrari)	83.6	Not held again until			

1975	Buenos Aires 196.548 miles	1 E. Fittipaldi (McLaren-Ford)	118.601mph	2 J. Hunt (Hesketh-Ford)	3 C. Reutemann (Brabham-Ford)
------	-------------------------------	-----------------------------------	------------	-----------------------------	----------------------------------

AUSTRIAN GRAND PRIX

1964	Zeltweg 209 miles	1 L. Bandini (Ferrari) 2 R. Ginther (BRM) 3 R. Anderson (Brabham)	mph 99.20	1972	Osterreichring 198 miles	1 E. Fittipaldi (John Player Special) 2 D. Hulme (McLaren) 3 P. Revson (McLaren)	133.3
Not held again until				1973	Osterreichring 198.34 miles	1 R. Peterson (John Player Special) 2 J. Stewart (Tyrrell-Ford) 3 C. Pace (Surtees-Ford)	133.50
1970	Osterreichring 220 miles	1 J. Ickx (Ferrari) 2 C. Regazzoni (Ferrari) 3 R. Stommelen (Brabham)	129.2	1974	Osterreichring 198.34 miles	1 C. Reutemann (Brabham) 2 D. Hulme (McLaren-Ford) 3 J. Hunt (Hesketh-Ford)	134.1
1971	Osterreichring 198 miles	1 J. Siffert (BRM) 2 E. Fittipaldi (Lotus) 3 T. Schenken (Brabham)	132.3	Not held again until			

1975	Osterreichring 198.34 miles	1 V. Brambilla (March-Ford)	111.23mph	2 J. Hunt (Hesketh-Ford)	3 T. Pryce (Shadow-Ford)
------	--------------------------------	--------------------------------	-----------	-----------------------------	-----------------------------

BELGIAN GRAND PRIX

1925	Spa 503 miles (Also European Grand Prix)	1 A. Ascari (Senior) (Alfa-Romeo) 2 G. Campari (Alfa-Romeo) 3 No other finishers	mph 74.5	Not run again until			
1930	Spa 373 miles (Also European Grand Prix)	1 L. Chiron (Bugatti) 2 G. Bouriat (Bugatti) 3 A. Divo (Bugatti)	72.1				

228	1931	Spa 10 hours	1 "Williams" & Count Conelli (Bugatti) 2 T. Nuvolari and B. Borzacchini (Alfa-Romeo) 3 F. Minoia and E. Minozzi (Alfa-Romeo)	82.0	1956	Spa 315 miles	1 P. Collins (Ferrari) 2 P. Frere (Ferrari) 3 S. Moss and C. Perdisa (Maserati)	118.4
			Not run again until				Not held again until	
	1933	Spa 370 miles	1 T. Nuvolari (Maserati) 2 A. Varzi (Bugatti) 3 R. Dreyfus (Bugatti)	89.2	1958	Spa 210 miles (and European Grand Prix)	1 A. Brooks (Vanwall) 2 J. M. Hawthorn (Ferrari) 3 S. Lewis-Evans (Vanwall)	129.9
							Not held again until	
	1934	Spa 370 miles	1 R. Dreyfus (Bugatti) 2 A. Brivio (Bugatti) 3 R. Sommer (Maserati)	86.9	1960	Spa 315 miles	1 J. Brabham (Cooper) 2 B. McLaren (Cooper) 3 O. Gendebien (Cooper)	133.6
	1935	Spa 315 miles	1 R. Caracciola (Mercedes-Benz) 2 M. von Brauchitsch and L. Fagioli (Mercedes-Benz) 3 L. Chiron (Alfa-Romeo)	97.8	1961	Spa 263 miles	1 P. Hill (Ferrari) 2 W. von Trips (Ferrari) 3 R. Ginther (Ferrari)	128.1
					1962	Spa 280 miles	1 J. Clark (Lotus) 2 G. Hill (BRM) 3 P. Hill (Ferrari)	131.9
					1963	Spa 280 miles	1 J. Clark (Lotus) 2 B. McLaren (Cooper) 3 D. Gurney (Brabham)	114.1
	1937	Spa 310 miles	1 R. Hasse (Auto-Union) 2 H. Stuck (Auto-Union) 3 H. Lang (Mercedes-Benz)	104.1	1964	Spa 280 miles	1 J. Clark (Lotus) 2 B. McLaren (Cooper) 3 J. Brabham (Brabham)	132.8
					1965	Spa 280 miles	1 J. Clark (Lotus) 2 J. Stewart (BRM) 3 B. McLaren (Cooper)	117.2
	1939	Spa 315 miles	1 H. Lang (Mercedes-Benz) 2 R. Hasse (Auto-Union) 3 M. von Brauchitsch (Mercedes-Benz)	94.4	1966	Spa 245 miles	1 J. Surtees (Ferrari) 2 J. Rindt (Cooper) 3 L. Bandini (Ferrari)	113.9
					1967	Spa 245 miles	1 D. Gurney (Eagle) 2 J. Stewart (BRM) 3 C. Amon (Ferrari)	145.9
	1947	Spa 310 miles (Also European Grand Prix)	1 J-P. Wimille (Alfa-Romeo) 2 A. Varzi (Alfa-Romeo) 3 Count Trossi (Alfa-Romeo)	95.3	1968	Spa 245 miles	1 B. McLaren (McLaren) 2 P. Rodriguez (BRM) 3 J. Ickx (Ferrari)	147.1
								Not held again until
	1949	Spa 315 miles	1 L. Rosier (Talbot) 2 L. Villoresi (Ferrari) 3 A. Ascari (Ferrari)	96.9	1970	Spa 245 miles	1 P. Rodriguez (BRM) 2 C. Amon (March) 3 J-P. Beltoise (Matra)	149.9
							Not held again until	
1950	Spa 306 miles (Shortened Circuit)	1 J. M. Fangio (Alfa-Romeo) 2 L. Fagioli (Alfa-Romeo) 3 L. Rosier (Talbot)	110.0	1972	Nivelles 197 miles	1 E. Fittipaldi (John Player Special) 2 F. Cevert (Tyrrell) 3 D. Hulme (McLaren)	113.35	
1951	Spa 315 miles	1 G. Farina (Alfa-Romeo) 2 A. Ascari (Ferrari) 3 L. Villoresi (Ferrari)	114.3	1973	Zolder 183.54 miles	1 J. Stewart (Tyrrell-Ford) 2 F. Cevert (Tyrrell-Ford) 3 E. Fittipaldi (John Player Special)	107.73	
1952	Spa 315 miles	1 A. Ascari (Ferrari) 2 G. Farina (Ferrari) 3 R. Manzon (Gordini)	103.1	1974	Nivelles 196.7 miles	1 E. Fittipaldi (McLaren-Ford) 2 N. Lauda (Ferrari) 3 J. Scheckter (Tyrrell-Ford)	114.1	
1953	Spa 315 miles	1 A. Ascari (Ferrari) 2 L. Villoresi (Ferrari) 3 O. Marimon (Maserati)	112.4					
1954	Spa 315 miles	1 J. M. Fangio (Maserati) 2 M. Trintignant (Ferrari) 3 S. Moss (Maserati)	115.1					
1955	Spa 315 miles	1 J. M. Fangio (Mercedes-Benz) 2 S. Moss (Mercedes-Benz) 3 G. Farina (Ferrari)	118.9					

1975	Zolder 185.38 miles	1 N. Lauda 107.04mph (Ferrari)	2 J. Scheckter (Tyrrell-Ford)	3 C. Reutemann (Brabham-Ford)
------	------------------------	-----------------------------------	----------------------------------	----------------------------------

BRAZILIAN GRAND PRIX

1973	Interlagos 197.84 miles	1 E. Fittipaldi (John Player Special) 2 J. Stewart (Tyrrell-Ford) 3 D. Hulme (McLaren-Ford)	114.24	1974	Interlagos 158.272 miles	1 E. Fittipaldi (McLaren-Ford) 2 C. Regazzoni (Ferrari) 3 J. Ickx (John Player Special)	112.238
------	----------------------------	--	--------	------	-----------------------------	---	---------

229

1975	Interlagos 197.84 miles	1 C. Pace 113.393mph (Brabham-Ford)	2 E. Fittipaldi (McLaren-Ford)	3 J. Mass (McLaren-Ford)
------	----------------------------	--	-----------------------------------	-----------------------------

BRITISH GRAND PRIX

1926	Brooklands with Chicanes 287 miles	1 R. Senechal and L. Wagner (Delage) 2 M. Campbell (Bugatti) 3 R. Benoist and A. Dubonnet (Delage)	mph 71.6	1951	Silverstone 263 miles	1 J. F. Gonzales (Ferrari) 2 J. M. Fangio (Alfa-Romeo) 3 L. Villoresi (Ferrari)	96.1
1927	Brooklands	1 R. Benoist (Delage) 2 E. Bourlier (Delage) 3 A. Divo (Delage)	85.6	1952	Silverstone 249 miles	1 A. Ascari (Ferrari) 2 P. Taruffi (Ferrari) 3 J. M. Hawthorn (Cooper-Bristol)	90.9
	Not held again until			1953	Silverstone 263 miles	1 A. Ascari (Ferrari) 2 J. M. Fangio (Maserati) 3 G. Farina (Ferrari)	92.9
1935	Donington* 306 miles	1 R. Shuttleworth (Alfa-Romeo) 2 Earl Howe (Bugatti) 3 C. Martin (Bugatti)	63.9	1954	Silverstone 263 miles	1 J. F. Gonzales (Ferrari) 2 J. M. Hawthorn (Ferrari) 3 O. Marimon (Maserati)	89.6
1936	Donington* 306 miles	1 H. Reusch and R. J. B. Seaman (Alfa-Romeo) 2 C. Martin (Alfa-Romeo) 3 P. Walker and P. Whitehead (ERA)	69.2	1955	Aintree 270 miles	1 S. Moss (Mercedes-Benz) 2 J. M. Fangio (Mercedes-Benz) 3 K. Kling (Mercedes-Benz)	86.4
1937	Donington* 250 miles	1 B. Bosemeyer (Auto-Union) 2 M. von Brauchitsch (Mercedes-Benz) 3 R. Caracciola (Mercedes-Benz)	82.9	1956	Silverstone 295 miles	1 J. M. Fangio (Ferrari) 2 P. Collins and A. de Portago (Ferrari) 3 J. Behra (Maserati)	98.6
1938	Donington* 250 miles	1 T. Nuvolari (Auto-Union) 2 H. Lang (Mercedes-Benz) 3 R. J. B. Seaman (Mercedes-Benz)	80.4	1957	Aintree (also European Grand Prix) 270 miles	1 S. Moss and A. Brooks (Vanwall) 2 L. Musso (Ferrari) 3 J. M. Hawthorn (Ferrari)	86.8
	Not held again until			1958	Silverstone 218 miles	1 P. Collins (Ferrari) 2 J. M. Hawthorn (Ferrari) 3 R. Salvadori (Cooper)	102.0
1948	Silverstone (with Chicanes) 250 miles	1 L. Villoresi (Maserati) 2 A. Ascari (Maserati) 3 F. R. Gerrard (ERA)	72.2	1959	Aintree 225 miles	1 J. Brabham (Cooper) 2 S. Moss (BRM) 3 B. McLaren (Cooper)	89.8
1949	Silverstone 300 miles	1 E. de Graffenried (Maserati) 2 F. R. Gerard (ERA) 3 L. Rosier (Talbot)	77.3	1960	Silverstone 225 miles	1 J. Brabham (Cooper) 2 J. Surtees (Lotus) 3 I. Ireland (Lotus)	108.6
1950	Silverstone (also European Grand Prix)	1 G. Farina (Alfa-Romeo) 2 L. Fagioli (Alfa-Romeo) 3 R. Parnell (Alfa-Romeo)	90.9	* Britain's main race of the period.			
				1961	Aintree 225 miles	1 W. von Trips (Ferrari) 2 P. Hill (Ferrari) 3 R. Ginther (Ferrari)	83.9
				1962	Aintree 225 miles	1 J. Clark (Lotus) 2 J. Surtees (Lola) 3 B. McLaren (Cooper)	92.2

230

1963	Silverstone 240 miles	1 J. Clark (Lotus) 2 J. Surtees (Ferrari) 3 G. Hill (BRM)	107.7	1970	Brands Hatch 212 miles	1 J. Rindt (Lotus) 2 J. Brabham (Brabham) 3 D. Hulme (McLaren)	108.6
1964	Brands Hatch 212 miles	1 J. Clark (Lotus) 2 G. Hill (BRM) 3 J. Surtees (Ferrari)	94.1	1971	Silverstone 200 miles	1 J. Stewart (Tyrrell) 2 R. Peterson (March) 3 E. Fittipaldi (Lotus)	130.5
1965	Silverstone 232 miles	1 J. Clark (Lotus) 2 G. Hill (BRM) 3 J. Surtees (Ferrari)	112.0	1972	Brands Hatch 201 miles	1 E. Fittipaldi (John Player Special) 2 J. Stewart (Tyrrell) 3 P. Revson (McLaren)	112.1
1966	Brands Hatch 212 miles	1 J. Brabham (Brabham) 2 D. Hulme (Brabham) 3 G. Hill (BRM)	95.4	1973	Silverstone 195.11 miles	1 P. Revson (McLaren-Ford) 2 R. Peterson (John Player Special) 3 D. Hulme (McLaren-Ford)	131.75
1967	Silverstone 234 miles	1 J. Clark (Lotus) 2 D. Hulme (Brabham) 3 C. Amon (Ferrari)	117.6	1974	Brands Hatch 198.75 miles	1 J. Scheckter (Tyrrell-Ford) 2 E. Fittipaldi (McLaren-Ford) 3 J. Ickx (John Player Special)	115.73
1968	Brands Hatch 212 miles	1 J. Siffert (Lotus) 2 C. Amon (Ferrari) 3 J. Ickx (Ferrari)	104.8				
1969	Silverstone 246 miles	1 J. Stewart (Matra) 2 J. Ickx (Brabham) 3 B. McLaren (McLaren)	127.2				
1975	Silverstone 196.44 miles	1 E. Fittipaldi (McLaren-Ford)	120.01mph	2 C. Pace (Brabham-Ford)	3 J. Scheckter (Tyrrell-Ford)		

CANADIAN GRAND PRIX

1967	Mosport 221 miles	1 J. Brabham (Brabham) 2 D. Hulme (Brabham) 3 D. Gurney (Eagle)	82.6 mph	1972	Mosport 197 miles	1 J. Stewart (Tyrrell) 2 P. Revson (McLaren) 3 D. Hulme (McLaren)	114.3
1968	Mt. Tremblant 238 miles	1 D. Hulme (McLaren) 2 B. McLaren (McLaren) 3 P. Rodriguez (BRM)	97.2	1973	Mosport 196.7 miles	1 P. Revson (McLaren-Ford) 2 E. Fittipaldi (John Player Special) 3 J. Oliver (Shadow-Ford)	99.130
1969	Mosport 221 miles	1 J. Ickx (Brabham) 2 J. Brabham (Brabham) 3 J. Rindt (Lotus)	112.7	1974	Mosport 196.72 miles	1 E. Fittipaldi (McLaren-Ford) 2 C. Regazzoni (Ferrari) 3 R. Peterson (John Player Special)	117.520
1970	Mt. Tremblant 238 miles	1 J. Ickx (Ferrari) 2 C. Regazzoni (Ferrari) 3 C. Amon (March)	101.2				
1971	Mosport 157 miles	1 J. Stewart (Tyrrell) 2 R. Peterson (March) 3 M. Donohue (McLaren)	81.9				

No race in 1975

DUTCH GRAND PRIX

1949	Zandvoort 104 miles	1 L. Villoresi (Ferrari) 2 E. de Graffenreid (Maserati) 3 B. Bira (Maserati)	77.1 mph	1952	Zandvoort 234 miles	1 A. Ascari (Ferrari) 2 G. Farina (Ferrari) 3 L. Villoresi (Ferrari)	81.2
1950	Zandvoort	1 L. Rosier (Talbot) 2 L. Villoresi (Ferrari)	76.4	1953	Zandvoort 234 miles	1 A. Ascari (Junior) (Ferrari) 2 G. Farina (Ferrari) 3 J. F. Gonzales and F. Bonetto (Maserati)	81.3
1951	Zandvoort (non- Championship) 234 miles	1 L. Rosier (Talbot) 2 P. Etancelin (Talbot) 3 S. Moss (H.W.M.)	78.4				

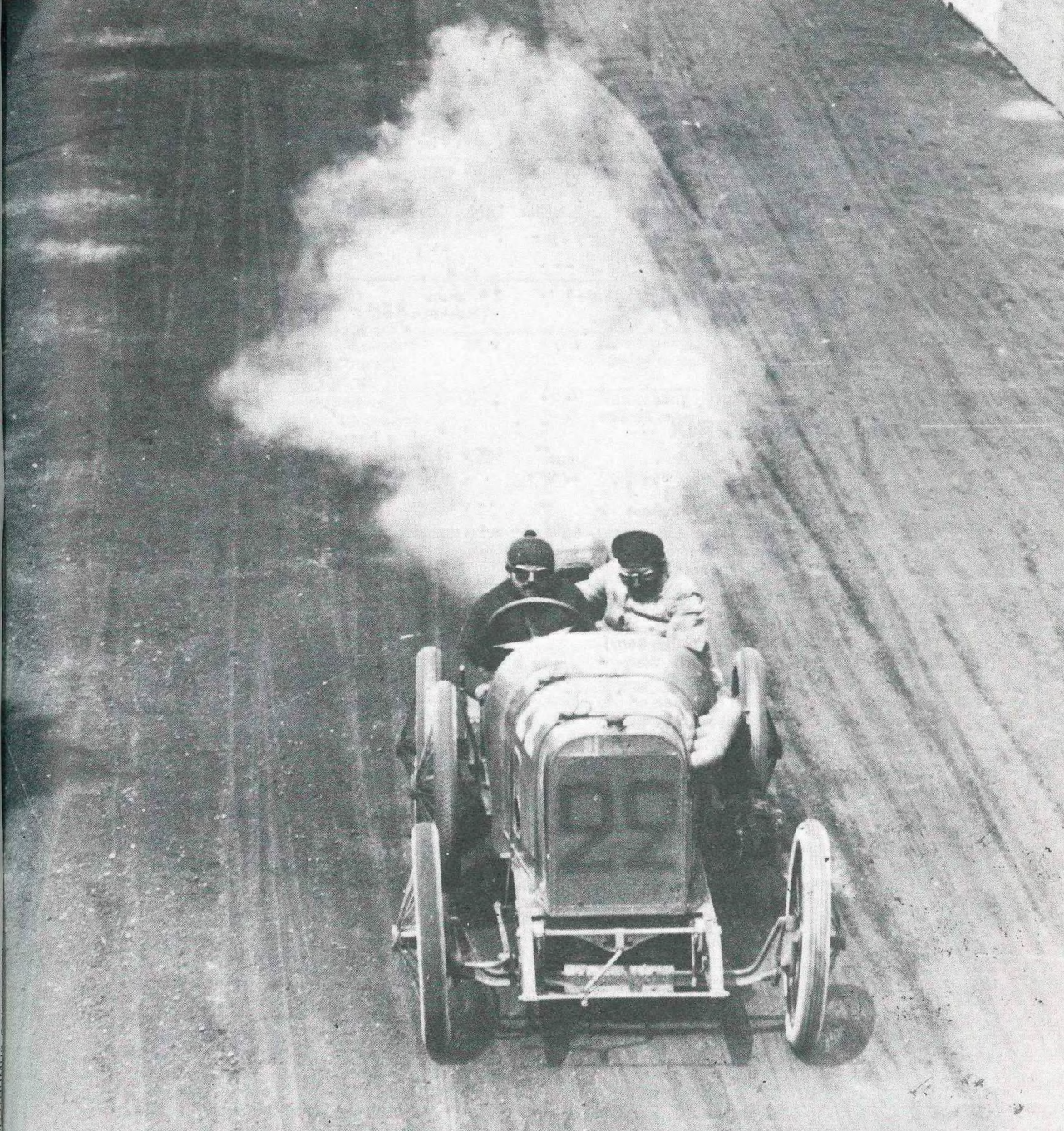
Run the following year for sports cars not run again as a Grand Prix until

1955	Zandvoort 260 miles	1 J. M. Fangio (Mercedes-Benz) 2 S. Moss (Mercedes-Benz) 3 L. Musso (Maserati)	89.6	1966	Zandvoort 238 miles	1 J. Brabham (Brabham) 2 J. Hill (B.R.M.) 3 J. Clark (Lotus)	100.0
	Not run again until			1967	Zandvoort 234 miles	1 J. Clark (Lotus) 2 J. Brabham (Brabham) 3 D. Hulme (Brabham)	103.4
1958	Zandvoort 195 miles	1 S. Moss (Vanwall) 2 H. Schell (B.R.M.) 3 J. Behra (B.R.M.)	93.9	1968	Zandvoort 234 miles	1 J. Stewart (Matra) 2 J.-P. Beltoise (Matra) 3 P. Rodriguez (B.R.M.)	84.6
1959	Zandvoort 195 miles	1 J. Bonnier (B.R.M.) 2 J. Brabham (Cooper) 3 M. Gregory (Cooper)	93.5	1969	Zandvoort 234 miles	1 J. Stewart (Matra) 2 J. Siffert (Lotus) 3 C. Amon (Ferrari)	111.0
1960	Zandvoort 195 miles	1 J. Brabham (Cooper) 2 I. Ireland (Lotus) 3 G. Hill (B.R.M.)	96.3	1970	Zandvoort 208 miles	1 J. Rindt (Lotus) 2 J. Stewart (March) 3 J. Ickx (Ferrari)	112.9
1961	Zandvoort 195 miles	1 W. von Trips (Ferrari) 2 P. Hill (Ferrari) 3 J. Clark (Lotus)	96.2	1971	Zandvoort 182 miles	1 J. Ickx (Ferrari) 2 P. Rodriguez (B.R.M.) 3 C. Regazzoni (Ferrari)	94.0
1962	Zandvoort 208 miles (European GP)	1 G. Hill (B.R.M.) 2 T. Taylor (Lotus) 3 P. Hill (Ferrari)	95.4	1973	Zandvoort 189.06 miles	1 J. Stewart (Tyrrell-Ford) 2 F. Cevert (Tyrrell-Ford) 3 J. Hunt (March)	114.35
1963	Zandvoort 208 miles	1 J. Clark (Lotus) 2 D. Gurney (Brabham) 3 J. Surtees (Ferrari)	97.5	1974	Zandvoort 196.942 miles	1 N. Lauda (Ferrari) 2 C. Regazzoni (Ferrari) 3 E. Fittipaldi (McLaren-Ford)	114.722
1964	Zandvoort 208 miles	1 J. Clark (Lotus) 2 J. Surtees (Ferrari) 3 P. Arundell (Lotus)	98.0				
1965	Zandvoort 208 miles	1 J. Clark (Lotus) 2 J. Stewart (B.R.M.) 3 D. Gurney (Brabham)	100.8				
1975	Zandvoort 196.95 miles	1 J. Hunt 110.48mph (Hesketh-Ford)		2 N. Lauda (Ferrari)		3 C. Regazzoni (Ferrari)	

FRENCH GRAND PRIX

			mph				
1906	Le Mans 770 miles	1 F. Sisz (Renault) 2 F. Nazzaro (Fiat) 3 A. Clement (Clement-Bayard)	63.0	Not run again until			
1907	Dieppe 477 miles	1 F. Nazzaro (Fiat) 2 F. Sisz (Renault) 3 P. Baras (Brasier)	70.5	1921	Le Mans 322 miles	1 J. Murphy (Duesenberg) 2 R. de Palma (Ballot) 3 J. Goux (Ballot)	78.1
1908	Dieppe 477 miles	1 C. Lautenschlager (Mercedes) 2 V. Hemery (Benz) 3 Hanriot (Benz)	69.0	1922	Strasbourg 499 miles	1 F. Nazzaro (Fiat) 2 P. de Vizcaya (Bugatti) 3 P. Marco (Bugatti)	79.2
	Not run again until			1923	Tours 496 miles	1 H. O. D. Segrave (Sunbeam) 2 A. Divo (Sunbeam) 3 E. Friderich (Bugatti)	75.3
1912	Dieppe Circuit 956 miles	1 G. Boillot (Peugeot) 2 L. Wagner (Fiat) 3 V. Rigal (Sunbeam)	68.4	1924	Lyons 503 miles (also European Grand Prix)	1 G. Campari (Alfa-Romeo) 2 A. Divo (Delage) 3 R. Benoist (Delage)	71.0
1913	Amiens 566 miles	1 G. Boillot (Peugeot) 2 J. Goux (Peugeot) 3 J. Chassagne (Sunbeam)	71.6	1925	Monthery 621 miles	1 R. Benoist and A. Divo (Delage) 2 L. Wagner and Torchy (Delage) 3 G. Masetti (Sunbeam)	69.7
1914	Lyons 467 miles	1 C. Lautenschlager (Mercedes) 2 L. Wagner (Mercedes) 3 O. Salzer (Mercedes)	65.3	1926	Miramas 316 miles	1 J. Goux (Bugatti) 2 M. Costantini (Bugatti)	68.2

1927	Monthlery 373 miles	1 R. Benoist (Delage) 2 E. Bourlier (Delage) 3 A. Morel (Delage)	77.2	1952	Rouen 240 miles	1 A. Ascari (Ferrari) 2 G. Farina (Ferrari) 3 P. Taruffi (Ferrari)	80.1
	Not run again as a major race until						
1929	Le Mans 376 miles	1 "Williams" (Bugatti) 2 A. Boillot (Peugeot) 3 C. Conelli (Bugatti)	82.6	1953	Rheims (revised circuit) 312 miles	1 J. M. Hawthorn (Ferrari) 2 J. M. Fangio (Maserati) 3 J. F. Gonzales (Maserati)	103.7
1930	Pau 247 miles	1 P. Etancelin (Bugatti) 2 Sir H. Birkin (Bentley) 3 J. Zanelli (Bugatti)	90.4	1954	Rheims 312 miles	1 J. M. Fangio (Mercedes-Benz) 2 K. Kling (Mercedes-Benz) 3 P. Manzon (Ferrari)	115.7
1931	Monthlery (10 hours)	1 A. Varzi and L. Chiron (Bugatti) 2 G. Campari and B. Borzacchini (Alfa-Romeo) 3 C. Biondetti and G. Parenti (Maserati)	78.2		Not held again until		
1932	Rheims (5 hours)	1 T. Nuvolari (Alfa-Romeo) 2 B. Borzacchini (Alfa-Romeo) 3 R. Caracciola (Alfa-Romeo)	92.2	1956	Rheims 305 miles	1 P. Collins (Ferrari) 2 E. Castellotti (Ferrari) 3 J. Behra (Maserati)	122.2
1933	Monthlery 311 miles	1 G. Campari (Maserati) 2 P. Etancelin (Alfa-Romeo) 3 G. E. T. Eyston (Alfa-Romeo)	81.5	1957	Rouen 313 miles	1 J. M. Fangio (Maserati) 2 P. Musso (Ferrari) 3 P. Collins (Ferrari)	99.9
1934	Monthlery 311 miles	1 L. Chiron (Alfa-Romeo) 2 A. Varzi (Alfa-Romeo) 3 Count Trossi and G. Moll (Alfa-Romeo)	85.5	1958	Rheims 258 miles	1 J. M. Hawthorn (Ferrari) 2 S. Moss (Vanwall) 3 W. von Trips (Ferrari)	125.5
1935	Monthlery (with Chicanes) 311 miles	1 R. Caracciola (Mercedes-Benz) 2 M. von Brauchitsch (Mercedes-Benz) 3 G. Zehender (Maserati)	77.4	1959	Rheims (European GP) 258 miles	1 A. Brooks (Ferrari) 2 P. Hill (Ferrari) 3 J. Brabham (Cooper)	127.5
	Not run again for GP cars until			1960	Rheims 258 miles	1 J. Brabham (Cooper) 2 O. Gendebien (Cooper) 3 B. McLaren (Cooper)	131.8
1938	Rheims 312 miles	1 M. von Brauchitsch (Mercedes-Benz) 2 R. Caracciola (Mercedes-Benz) 3 H. Lang (Mercedes-Benz)	101.3	1961	Rheims 268 miles	1 G. Baghetti (Ferrari) 2 D. Gurney (Porsche) 3 J. Clark (Lotus)	119.8
1939	Rheims 248 miles	1 H. Muller (Auto-Union) 2 G. Meier (Auto-Union) 3 R. Le Begue (Darracq)	105.2	1962	Rouen 219 miles	1 D. Gurney (Porsche) 2 A. Maggs (Cooper) 3 R. Ginther (BRM)	101.9
	Not run again until			1963	Rheims 273 miles	1 J. Clark (Lotus) 2 A. Maggs (Cooper) 3 G. Hill (BRM)	125.3
1947	Lyons 314 miles	1 L. Chiron (Talbot) 2 H. Louveau (Maserati) 3 E. Chaboud (Talbot)	78.1	1964	Rouen 231 miles	1 D. Gurney (Brabham) 2 G. Hill (BRM) 3 J. Brabham (Brabham)	108.7
1948	Rheims 310 miles	1 J-B. Wimille (Alfa-Romeo) 2 C. Sanesi (Alfa-Romeo) 3 A. Ascari (Alfa-Romeo)	102.1	1965	Clermont- Ferrand 200 miles	1 J. Clark (Lotus) 2 J. Stewart (BRM) 3 J. Surtees (Ferrari)	89.2
1949	Rheims (known as the GP de France)	1 L. Chiron (Talbot) 2 B. Bira (Maserati) 3 P. Whitehead (Ferrari)	99.9	1966	Rheims 247 miles	1 J. Brabham (Brabham) 2 M. Parkes (Ferrari) 3 D. Hulme (Brabham)	136.9
1950	Rheims 310 miles	1 J. M. Fangio (Alfa-Romeo) 2 L. Fagioli (Alfa-Romeo) 3 P. Whitehead (Ferrari)	104.8	1967	Le Mans (Bugatti Circuit) 220 miles	1 J. Brabham (Brabham) 2 D. Hulme (Brabham) 3 J. Stewart (BRM)	98.9
1951	Rheims (also European Grand Prix) 374 miles	1 J. M. Fangio and L. Fagioli (Alfa-Romeo) 2 A. Ascari and J. F. Gonzales (Ferrari) 3 L. Villoresi (Ferrari)	110.9	1968	Rouen 243 miles	1 J. Ickx (Ferrari) 2 J. Surtees (Honda) 3 J. Stewart (Matra)	100.4
				1969	Clermont- Ferrand 190 miles	1 J. Stewart (Matra) 2 J-P. Beltoise (Matra) 3 J. Ickx (Brabham)	97.7
				1970	Clermont- Ferrand 190 miles	1 J. Rindt (Lotus) 2 C. Amon (March) 3 J. Brabham (Brabham)	98.4



Looking to modern eyes like something out of "The Wacky Races", the immortal Boillot storms along the Dieppe straights in his Peugeot on his way to victory in the 1912 Grand Prix.

1971	Le Castellet 198 miles	1 J. Stewart (Tyrrell) 2 F. Cevert (Tyrrell) 3 E. Fittipaldi (Lotus)	111.6	1973	Le Castellet 194.61 miles	1 R. Peterson (John Player Special) 2 F. Cevert (Tyrrell-Ford) 3 C. Reutemann (Brabham-Ford)	115.17
1972	Clermont-Ferrand 190 miles	1 J. Stewart (Tyrrell) 2 E. Fittipaldi (John Player Special) 3 C. Amon (Matra)	101.6	1974	Dijon-Prenois 163.495 miles	1 R. Peterson (John Player Special) 2 N. Lauda (Ferrari) 3 C. Regazzoni (Ferrari)	119.751
1975	Paul Ricard 194.61 miles	1 N. Lauda 116.60mph (Ferrari)		2 J. Hunt (Hesketh-Ford)		3 J. Mass (McLaren-Ford)	

GERMAN GRAND PRIX

1926	Avus 243 miles	1 R. Caracciola (Mercedes) 2 C. Reicken (NAG) 3 W. Cleer (Alfa-Romeo)	83.9	1938	Nurburgring 312 miles	1 R. J. B. Seaman (Mercedes-Benz) 2 H. Lang and R. Caracciola (Mercedes-Benz) 3 H. Stuck (Auto-Union)	80.7
1927	Nurburgring 317 miles (Run for Sports Cars)	1 O. Merz (Mercedes-Benz) 2 C. Werner (Mercedes-Benz) 3 C. Walb (Mercedes-Benz)	63.4	1939	Nurburgring 312 miles	1 R. Caracciola (Mercedes-Benz) 2 H. Muller (Auto-Union) 3 P. Pietsch (Maserati)	75.3
1928	Nurburgring 317 miles (Run for Sports Cars)	1 R. Caracciola & C. Werner (Mercedes-Benz) 2 O. Merz (Mercedes-Benz) 3 C. Werner and W. Walb (Mercedes-Benz)	64.6	Not held again until			
1929	Nurburgring 317 miles	1 L. Chiron (Bugatti) 2 "G. Philippe" (Bugatti) 3 A. Momberger and Count Arco (Mercedes)	66.4	1951	Nurburgring 283 miles	1 A. Ascari (Ferrari) 2 J. M. Fangio (Alfa-Romeo) 3 J. F. Gonzales (Ferrari)	83.8
Not run again until				1952	Nurburgring 255 miles	1 A. Ascari (Ferrari) 2 G. Farina (Ferrari) 3 R. Fischer (Ferrari)	82.2
1931	Nurburgring 312 miles	1 R. Caracciola (Mercedes-Benz) 2 L. Chiron (Bugatti) 3 A. Varzi (Bugatti)	67.3	1953	Nurburgring 255 miles	1 G. Farina (Ferrari) 2 J. M. Fangio (Maserati) 3 J. M. Hawthorn (Ferrari)	83.8
1932	Nurburgring 354 miles	1 R. Caracciola (Alfa-Romeo) 2 T. Nuvolari (Alfa-Romeo) 3 B. Borzacchini (Alfa-Romeo)	74.2	1954	Nurburgring (and European Grand Prix) 312 miles Not held again until	1 J. M. Fangio (Mercedes) 2 J. M. Hawthorn and J. F. Gonzales (Ferrari) 3 M. Trintignant (Ferrari)	82.9
Not run again until				1956	Nurburgring 312 miles	1 J. M. Fangio (Ferrari) 2 S. Moss (Maserati) 3 J. Behra (Maserati)	85.6
1934	Nurburgring 354 miles	1 H. Stuck (Auto-Union) 2 L. Fagioli (Mercedes-Benz) 3 L. Chiron (Alfa-Romeo)	76.4	1957	Nurburgring 312 miles	1 J. M. Fangio (Maserati) 2 J. M. Hawthorn (Ferrari) 3 P. Collins (Ferrari)	88.8
1935	Nurburgring 312 miles	1 T. Nuvolari (Alfa-Romeo) 2 H. Stuck (Auto-Union) 3 R. Caracciola (Mercedes-Benz)	75.2	1958	Nurburgring 213 miles	1 A. Brooks (Vanwall) 2 R. Salvadori (Cooper) 3 M. Trintignant (Cooper)	90.6
1936	Nurburgring 312 miles	1 B. Rosemeyer (Auto-Union) 2 H. Stuck (Auto-Union) 3 A. Brivio (Alfa-Romeo)	81.8	1959	Avus 309 miles (Two heats) Not held again until	1 A. Brooks (Ferrari) 2 D. Gurney (Ferrari) 3 P. Hill (Ferrari)	143.6
1937	Nurburgring 312 miles	1 R. Caracciola (Mercedes-Benz) 2 M. von Brauchitsch (Mercedes-Benz) 3 B. Rosemeyer (Auto-Union)	82.7	1961	Nurburgring 213 miles	1 S. Moss (Lotus) 2 W. von Trips (Ferrari) 3 P. Hill (Ferrari)	92.3

1962	Nurburgring 213 miles	1 G. Hill (BRM) 2 J. Surtees (Lola) 3 D. Gurney (Porsche)	80.3	1969	Nurburgring 198 miles	1 J. Ickx (Brabham) 2 J. Stewart (Matra) 3 B. McLaren (McLaren)	108.4
1963	Nurburgring 213 miles	1 J. Surtees (Ferrari) 2 J. Clark (Lotus) 3 R. Ginther (BRM)	95.8	1970	Hockenheim 211 miles	1 J. Rindt (Lotus) 2 J. Ickx (Ferrari) 3 D. Hulme (McLaren)	123.9
1964	Nurburgring 213 miles	1 J. Surtees (Ferrari) 2 G. Hill (BRM) 3 L. Bandini (Ferrari)	96.6	1971	Nurburgring 170 miles	1 J. Stewart (Tyrrell) 2 F. Cevert (Tyrrell) 3 C. Regazzoni (Ferrari)	114.4
1965	Nurburgring 213 miles	1 J. Clark (Lotus) 2 G. Hill (BRM) 3 D. Gurney (Brabham)	99.8	1972	Nurburgring 199 miles	1 J. Ickx (Ferrari) 2 C. Regazzoni (Ferrari) 3 R. Peterson (March)	116.6
1966	Nurburgring 213 miles	1 J. Brabham (Brabham) 2 J. Surtees (Cooper) 3 J. Rindt (Cooper)	86.7	1973	Nurburgring 198.64 miles	1 J. Stewart (Tyrrell-Ford) 2 F. Cevert (Tyrrell-Ford) 3 J. Ickx (McLaren-Ford)	116.82
1967	Nurburgring 213 miles	1 D. Hulme (Brabham) 2 J. Brabham (Brabham) 3 C. Amon (Ferrari)	101.4	1974	Nurburgring 198.64 miles	1 C. Regazzoni (Ferrari) 2 J. Scheckter (Tyrrell-Ford) 3 C. Reutemann (Brabham)	117.33
1968	Nurburgring 198 miles	1 J. Stewart (Matra) 2 G. Hill (Lotus) 3 J. Rindt (Brabham)	86.8				
1975	Nurburgring 198.64 miles	1 C. Reutemann (Brabham-Ford)	117.732mph	2 J. Laffite (Williams-Ford)		3 N. Lauda (Ferrari)	

ITALIAN GRAND PRIX

1922	Monza 497 miles	1 P. Bordino (Fiat) 2 F. Nazzaro (Fiat) 3 P. de Vizcaya (Bugatti)	mph 86.8	1931	Monza (10 hours) (European GP)	1 G. Campari and T. Nuvolari (Alfa-Romeo) 2 F. Minoia and B. Borzacchini (Alfa-Romeo) 3 A. Divo and G. Bouriat (Bugatti)	96.1
1923	Monza 497 miles (European GP)	1 C. Salamano (Fiat) 2 F. Nazzaro (Fiat) 3 J. Murphy (Miller)	91.0	1932	Monza (5 hours)	1 T. Nuvolari and G. Campari (Alfa-Romeo) 2 L. Fagioli and E. Maserati (Maserati) 3 B. Borzacchine and A. Marinoni and R. Caracciola (Alfa-Romeo)	104.1
1924	Monza 497 miles	1 A. Ascari (Senior) (Alfa-Romeo) 2 L. Wagner (Alfa-Romeo) 3 G. Campari and E. Presenti (Alfa-Romeo)	98.7	1933	Monza 311 miles (full Circuit)	1 L. Fagioli (Alfa-Romeo) 2 T. Nuvolari (Maserati) 3 G. Zehender (Maserati)	108.5
1925	Monza 497 miles	1 G. Brilli-Peri (Alfa-Romeo) 2 G. Campari and E. Minozzi (Alfa-Romeo) 3 M. Costantini (Bugatti)	94.7	1934	Monza 311 miles	1 R. Caracciola and L. Fagioli (Mercedes-Benz) 2 H. Stuck and Prince zu Leiningen (Auto-Union) 3 G. Comotti and Count Trossi (Alfa-Romeo)	65.3
1926	Monza 373 miles	1 "Sabipa" (Bugatti) 2 M. Constantini (Bugatti)	85.8	1935	Monza 313 miles	1 H. Stuck (Auto-Union) 2 R. Dreyfus and T. Nuvolari (Alfa-Romeo) 3 P. Pietsch and B. Rosemeyer (Auto-Union)	85.1
1927	Monza 311 miles (European GP)	1 R. Benoist (Delage) 2 A. Morandi (OM) 3 P. Kreis and E. Cooper (Miller)	90.0				
1928	Monza 373 miles	1 L. Chiron (Bugatti) 2 A. Varzi & G. Campari (Alfa-Romeo) 3 T. Nuvolari (Bugatti)	99.1				
	Not held again until						

1936	Monza (with Chicane) 313 miles	1 B. Rosemeyer (Auto-Union) 2 T. Nuvolari (Alfa-Romeo) 3 E. von Delius (Auto-Union)	84.1	1959	Monza 257 miles	1 S. Moss (Cooper) 2 P. Hill (Ferrari) 3 J. Brabham (Cooper)	124.4
1937	Leghorn 250 miles	1 R. Caracciola (Mercedes-Benz) 2 H. Lang (Mercedes-Benz) 3 B. Rosemeyer (Auto-Union)	81.5	1960	Monza 310 miles (European GP)	1 P. Hill (Ferrari) 2 R. Ginther (Ferrari) 3 W. Mairesse (Ferrari)	132.1
1938	Monza 261 miles	1 T. Nuvolari (Auto-Union) 2 G. Farina (Alfa-Romeo) 3 R. Caracciola and M. von Brauchitsch (Mercedes-Benz)	96.7	1961	Monza 267 miles	1 P. Hill (Ferrari) 2 D. Gurney (Porsche) 3 B. McLaren (Cooper)	130.0
	Not held again until			1962	Monza 307 miles	1 G. Hill (BRM) 2 R. Ginther (BRM) 3 B. McLaren (Cooper)	123.6
1947	Milan 214 miles	1 Count Trossi (Alfa-Romeo) 2 A. Varzi (Alfa-Romeo) 3 C. Sanesi (Alfa-Romeo)	70.2	1963	Monza 307 miles	1 J. Clark (Lotus) 2 R. Ginther (BRM) 3 B. McLaren (Cooper)	127.7
1948	Turin 244 miles	1 J.-P. Wimille (Alfa-Romeo) 2 L. Villoresi (Maserati) 3 R. Sommer (Ferrari)	70.3	1964	Monza 278 miles	1 J. Surtees (Ferrari) 2 B. McLaren (Cooper) 3 L. Bandini (Ferrari)	127.8
1949	Monza 312 miles (European GP)	1 A. Ascari (Ferrari) 2 P. Etancelin (Talbot) 3 B. Bira (Maserati)	105.0	1965	Monza 271 miles	1 J. Stewart (BRM) 2 G. Hill (BRM) 3 D. Gurney (Brabham)	130.4
1950	Monza 312 miles	1 G. Farina (Alfa-Romeo) 2 A. Ascari and D. Serafini (Ferrari) 3 L. Fagioli (Alfa-Romeo)	109.6	1966	Monza 243 miles	1 L. Scarfiotti (Ferrari) 2 M. Parkes (Ferrari) 3 D. Hulme (Brabham)	135.9
1951	Monza 312 miles	1 A. Ascari (Ferrari) 2 J. F. Gonzales (Ferrari) 3 F. Bonetto and G. Farina (Alfa-Romeo)	115.9	1967	Monza 243 miles	1 J. Surtees (Honda) 2 J. Brabham (Brabham) 3 J. Clark (Lotus)	140.5
1952	Monza 312 miles	1 A. Ascari (Ferrari) 2 J. F. Gonzales (Maserati) 3 L. Villoresi (Ferrari)	110.0	1968	Monza 243 miles	1 D. Hulme (McLaren) 2 J. Servoz-Gavin (Matra) 3 J. Ickx (Ferrari)	145.4
1953	Monza 312 miles	1 J. M. Fangio (Maserati) 2 G. Farina (Ferrari) 3 L. Villoresi (Ferrari)	110.7	1969	Monza 243 miles	1 J. Stewart (Matra) 2 R. Rindt (Lotus) 3 J.-P. Beltoise (Matra)	146.9
1954	Monza 312 miles	1 J. M. Fangio (Mercedes) 2 J. M. Hawthorn (Ferrari) 3 J. F. Gonzales and U. Maglioli (Ferrari)	111.9	1970	Monza 243 miles	1 C. Regazzoni (Ferrari) 2 J. Stewart (March) 3 J.-P. Beltoise (Matra)	147.0
1955	Monza Banked Circuit 310 miles	1 J. M. Fangio (Mercedes-Benz) 2 P. Taruffi (Mercedes-Benz) 3 E. Castellotti (Ferrari)	128.5	1971	Monza 196 miles	1 P. Gethin (BRM) 2 R. Peterson (March) 3 F. Cevert (Tyrrell)	150.7
1956	Monza Banked Circuit 310 miles	1 S. Moss (Maserati) 2 J. M. Fangio and P. Collins (Ferrari) 3 R. Flockhart (Connaught)	129.7	1972	Monza 196 miles	1 E. Fittipaldi (John Player Special) 2 M. Hailwood (Surtees) 3 D. Hulme (McLaren)	131.6
1957	Monza 311 miles	1 S. Moss (Vanwall) 2 J. M. Fangio (Maserati) 3 W. von Trips (Ferrari)	120.3	1973	Monza 197.34 miles	1 R. Peterson (John Player Special) 2 E. Fittipaldi (John Player Special) 3 P. Revson (McLaren-Ford)	132.63
1958	Monza 250 miles	1 A. Brooks (Vanwall) 2 J. M. Hawthorn (Ferrari) 3 P. Hill (Ferrari)	121.2	1974	Monza 186.759 miles	1 R. Peterson (John Player Special) 2 E. Fittipaldi (McLaren-Ford) 3 J. Scheckter (Tyrrell-Ford)	135.41

1975 Monza
186.759 miles

1 C. Regazzoni 135.48mph
(Ferrari)

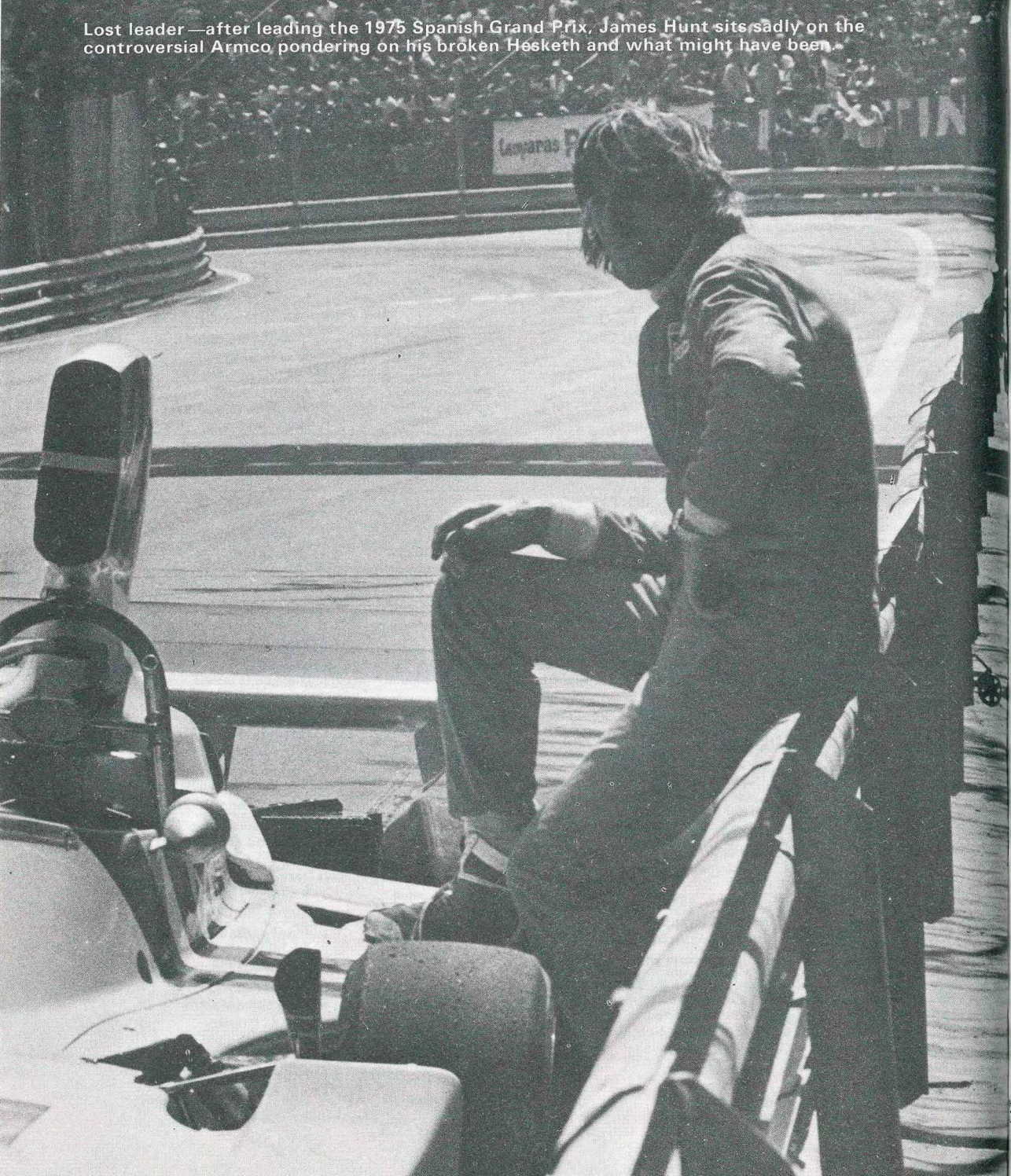
2 E. Fittipaldi
(McLaren-Ford)

3 N. Lauda
(Ferrari)

MONACO GRAND PRIX

1929	Monaco 195 miles	1 "Williams" (Bugatti) 2 E. Bouriano (Bugatti) 3 R. Caracciola (Mercedes-Benz)	mph 50.2	1957	Monaco 205 miles	1 J. M. Fangio (Maserati) 2 A. Brooks (Vanwall) 3 M. Gregory (Maserati)	64.7
1930	Monaco 195 miles	1 R. Dreyfus (Bugatti) 2 L. Chiron (Bugatti) 3 G. Bouriat (Bugatti)	55.6	1958	Monaco 195 miles	1 M. Trintignant (Cooper) 2 L. Musso (Ferrari) 3 P. Collins (Ferrari)	67.9
1931	Monaco 195 miles	1 L. Chiron (Bugatti) 2 L. Fagioli (Maserati) 3 A. Varzi (Bugatti)	54.0	1959	Monaco 195 miles	1 J. Brabham (Cooper) 2 A. Brooks (Ferrari) 3 M. Trintignant (Cooper)	66.7
1932	Monaco 195 miles	1 T. Nuvolari (Alfa-Romeo) 2 R. Caracciola (Alfa-Romeo) 3 L. Fagioli (Maserati)	55.8	1960	Monaco 195 miles	1 S. Moss (Lotus) 2 B. McLaren (Cooper) 3 P. Hill (Ferrari)	67.4
1933	Monaco 195 miles	1 A. Varzi (Bugatti) 2 B. Borzacchini (Alfa-Romeo) 3 R. Dreyfus (Bugatti)	57.0	1961	Monaco 195 miles	1 S. Moss (Lotus) 2 R. Ginther (Ferrari) 3 P. Hill (Ferrari)	70.7
1934	Monaco 195 miles	1 G. Moll (Alfa-Romeo) 2 L. Chiron (Alfa-Romeo) 3 R. Dreyfus (Bugatti)	56.0	1962	Monaco 195 miles	1 B. McLaren (Cooper) 2 P. Hill (Ferrari) 3 L. Bandini (Ferrari)	70.4
1935	Monaco 195 miles	1 L. Fagioli (Mercedes-Benz) 2 R. Dreyfus (Alfa-Romeo) 3 A. Brivio (Alfa-Romeo)	58.1	1963	Monaco 195 miles	1 G. Hill (BRM) 2 R. Ginther (BRM) 3 B. McLaren (Cooper)	72.4
1936	Monaco 195 miles	1 R. Caracciola (Mercedes-Benz) 2 A. Varzi (Auto-Union) 3 H. Stuck (Auto-Union)	51.6	1964	Monaco 195 miles	1 G. Hill (BRM) 2 R. Ginther (BRM) 3 R. Arundell (Lotus)	72.6
1937	Monaco 195 miles	1 M. von Brauchitsch (Mercedes-Benz) 2 R. Caracciola (Mercedes-Benz) 3 C. Kautz (Mercedes-Benz)	63.2	1965	Monaco 195 miles	1 G. Hill (BRM) 2 L. Bandini (Ferrari) 3 J. Stewart (BRM)	74.3
	Not run again until			1966	Monaco 195 miles	1 J. Stewart (BRM) 2 L. Bandini (Ferrari) 3 G. Hill (BRM)	76.5
1948	Monaco 195 miles	1 G. Farina (Maserati) 2 L. Chiron (Talbot) 3 E. de Graffenreid (Maserati)	59.6	1967	Monaco 195 miles	1 D. Hulme (Brabham) 2 G. Hill (Lotus) 3 C. Amon (Ferrari)	75.9
	Not run again until			1968	Monaco 156 miles	1 G. Hill (Lotus) 2 R. Attwood (BRM) 3 L. Bianchi (Cooper)	77.8
1950	Monaco 195 miles	1 J. M. Fangio (Alfa-Romeo) 2 A. Ascari (Ferrari) 3 L. Chiron (Maserati)	61.3	1969	Monaco 156 miles	1 G. Hill (Lotus) 2 P. Courage (Brabham) 3 J. Siffert (Lotus)	80.1
	Not run again until 1952 as a sports car race and not again as a Grand Prix until			1970	Monaco 156 miles	1 J. Rindt (Lotus) 2 J. Brabham (Brabham) 3 H. Pescarolo (Matra)	81.8
1955	Monaco (and European Grand Prix) 195 miles	1 M. Trintignant (Ferrari) 2 E. Castellotti (Lancia) 3 C. Perdisa and J. Behra (Maserati)	65.8	1971	Monaco 156 miles	1 J. Stewart (Tyrrell) 2 R. Peterson (March) 3 J. Ickx (Ferrari)	83.5
1956	Monaco 195 miles	1 S. Moss (Maserati) 2 J. M. Fangio and P. Collins (Ferrari) 3 J. Behra (Maserati)	64.9	1972	Monaco 156 miles	1 J.-P. Beltoise (BRM) 2 J. Ickx (Ferrari) 3 E. Fittipaldi (John Player Special)	63.8

Lost leader—after leading the 1975 Spanish Grand Prix, James Hunt sits sadly on the controversial Armco pondering on his broken Hesketh and what might have been.



1973	Monaco 158-87 miles	1 J. Stewart (Tyrrell-Ford) 2 E. Fittipaldi (John Player Special) 3 R. Peterson (John Player Special)	80-96	1974	Monaco 158-87 miles	1 R. Peterson (John Player Special) 2 J. Scheckter (Tyrrell-Ford) 3 J.-P. Jarier (Shadow-Ford)	80-74
------	------------------------	---	-------	------	------------------------	---	-------

1975	Monaco 158-87 miles	1 N. Lauda 75-55mph (Ferrari)	2 E. Fittipaldi (McLaren-Ford)	3 C. Pace (Brabham-Ford)
-------------	--------------------------------------	--	---	---

239

SOUTH AFRICAN GRAND PRIX

1962	East London 200 miles	1 G. Hill (BRM) 2 B. McLaren (Cooper) 3 A. Maggs (Cooper)	mph 93-6
1963	East London 207 miles	1 J. Clark (Lotus) 2 D. Gurney (Brabham) 3 G. Hill (BRM)	95-1
Race moved from end to beginning of season —no event therefore in 1964.			
1965	East London 207 miles	1 J. Clark (Lotus) 2 J. Surtees (Ferrari) 3 G. Hill (BRM)	97-9
1966	— did not count for Championship.		
1967	Kyalami 204 miles	1 P. Rodriguez (Cooper) 2 J. Love (Cooper) 3 J. Surtees (Honda)	97-1
1968	Kyalami 204 miles	1 J. Clark (Lotus) 2 G. Hill (Lotus) 3 J. Rindt (Brabham)	107-4
1969	Kyalami 204 miles	1 J. Stewart (Matra) 2 G. Hill (Lotus) 3 D. Hulme (McLaren)	110-6

1970	Kyalami 204 miles	1 J. Brabham (Brabham) 2 D. Hulme (McLaren) 3 J. Stewart (March)	111-7
1971	Kyalami 201 miles	1 M. Andretti (Ferrari) 2 J. Stewart (Tyrrell) 3 C. Regazzoni (Ferrari)	112-4
1972	Kyalami 201 miles	1 D. Hulme (McLaren) 2 E. Fittipaldi (John Player Special) 3 P. Revson (McLaren)	114-2
1973	Kyalami 201-45 miles	1 J. Stewart (Tyrrell-Ford) 2 P. Revson (McLaren-Ford) 3 E. Fittipaldi (John Player Special)	117-14
1974	Kyalami 198-9 miles	1 C. Reutemann (Brabham) 2 J.-P. Beltoise (BRM) 3 M. Hailwood (McLaren-Ford)	116-24

1975	Kyalami 198-9 miles	1 J. Scheckter 115-51mph (Tyrrell-Ford)	2 C. Reutemann (Brabham-Ford)	3 P. Depailler (Tyrrell-Ford)
-------------	--------------------------------------	--	--	--

SPANISH GRAND PRIX

1951	Barcelona 274 miles	1 J. M. Fangio (Alfa-Romeo) 2 J. F. Gonzales (Ferrari) 3 G. Farina (Alfa-Romeo)	mph 98-7
1954	Barcelona 313 miles	1 J. M. Hawthorn (Ferrari) 2 L. Musso (Maserati) 3 J. M. Fangio (Mercedes-Benz)	98-0
Not held again until			
1968	Jarama 190 miles	1 G. Hill (Lotus) 2 D. Hulme (McLaren) 3 B. Redman (Cooper)	84-4
1969	Barcelona 212 miles	1 J. Stewart (Matra) 2 B. McLaren (McLaren) 3 J.-P. Beltoise (Matra)	92-9
1970	Jarama 190 miles	1 J. Stewart (March) 2 B. McLaren (McLaren) 3 M. Andretti (March)	87-2
1971	Barcelona 176 miles	1 J. Stewart (Tyrrell) 2 J. Ickx (Ferrari) 3 C. Amon (Matra)	97-2
1972	Jarama 190 miles	1 E. Fittipaldi (John Player Special) 2 J. Ickx (Ferrari) 3 C. Regazzoni (Ferrari)	92-3
1973	Barcelona 176-65 miles	1 E. Fittipaldi (John Player Special) 2 F. Cevert (Tyrrell-Ford) 3 G. Follmer (Shadow-Ford)	97-86

1974 Jarama 1 N. Lauda (Ferrari) 88.48
177.67 miles 2 C. Regazzoni (Ferrari)
3 E. Fittipaldi (McLaren-Ford)

1975 Montjuich 1 J. Mass 95.54mph 2 J. Ickx 3 C. Reutemann
68.295 miles (McLaren-Ford) (John Player Special) (Brabham-Ford)

240

SWEDISH GRAND PRIX

1973 Anderstorp 1 D. Hulme 102.65 mph 1974 Anderstorp 1 J. Scheckter 101.111
199.61 miles (McLaren-Ford) 199.76 miles (Tyrrell-Ford)
2 R. Peterson (John Player Special) 2 P. Depailler (Tyrrell-Ford)
3 F. Cevert (Tyrrell-Ford) 3 J. Hunt (Hesketh-Ford)

1975 Anderstorp 1 N. Lauda 100.41mph 2 C. Reutemann 3 C. Regazzoni
199.76 miles (Ferrari) (Brabham-Ford) (Ferrari)

UNITED STATES GRAND PRIX

1959 Sebring 1 B. McLaren (Cooper) 98.8 mph
218 miles 2 M. Trintignant (Cooper)
3 A. Brooks (Ferrari)

1960 Riverside 1 S. Moss (Lotus) 99.0
245 miles 2 I. Ireland (Lotus)
3 B. McLaren (Cooper)

1961 Watkins Glen 1 I. Ireland (Lotus) 103.1
230 miles 2 D. Gurney (Porsche)
3 A. Brooks (BRM)

1962 Watkins Glen 1 J. Clark (Lotus) 108.6
230 miles 2 G. Hill (BRM)
3 B. McLaren (Cooper)

1963 Watkins Glen 1 G. Hill (BRM) 109.9
253 miles 2 R. Ginther (BRM)
3 J. Clark (Lotus)

1964 Watkins Glen 1 G. Hill (BRM) 111.1
253 miles 2 J. Surtees (Ferrari)
3 J. Siffert (Brabham)

1965 Watkins Glen 1 G. Hill (BRM) 107.9
253 miles 2 D. Gurney (Brabham)
3 J. Brabham (Brabham)

1966 Watkins Glen 1 J. Clark (Lotus) 114.9
248 miles 2 J. Rindt (Cooper)
3 J. Surtees (Cooper)

1967 Watkins Glen 1 J. Clark (Lotus) 120.9
248 miles 2 G. Hill (Lotus)
3 D. Hulme (Brabham)

1968 Watkins Glen 1 J. Stewart (Matra) 124.8
248 miles 2 G. Hill (Lotus)
3 J. Surtees (Honda)

1969 Watkins Glen 1 J. Rindt (Lotus) 126.3
248 miles 2 P. Courage (Brabham)
3 J. Surtees (BRM)

1970 Watkins Glen 1 E. Fittipaldi (Lotus) 126.7
248 miles 2 P. Rodriguez (BRM)
3 R. Wisell (Lotus)

1971 Watkins Glen 1 F. Cevert (Tyrrell) 115.1
199 miles 2 J. Siffert (BRM)
3 R. Peterson (March)

1972 Watkins Glen 1 J. Stewart (Tyrrell) 117.5
199 miles 2 F. Cevert (Tyrrell)
3 D. Hulme (McLaren)

1973 Watkins Glen 1 R. Peterson 118.005
199.243 miles (John Player Special)
2 J. Hunt (March-Ford)
3 C. Reutemann (Brabham-Ford)

1974 Watkins Glen 1 C. Reutemann 119.12
199.243 miles (Brabham)
2 C. Pace (Brabham)
3 J. Hunt (Hesketh-Ford)

1975 Watkins Glen 1 N. Lauda 116.1mph 2 E. Fittipaldi 3 J. Mass
199.243 miles (Ferrari) (McLaren-Ford) (McLaren-Ford)

THE WORLD CHAMPIONSHIP 1950-1974

Barrie Gill

Motor racing was already 55 years old before *somebody*—and nobody has ever stepped forward to claim the credit—decided that it was high time that the amorphous mass of races should be welded into a comprehensible whole: a World Drivers' Championship.

In the early days, it was the names on the bonnets or the radiators that mattered. Of course there were heroes galore at the wheels of these magnificent machines—men like Campari, Nuvolari, Caracciola, and Segrave—but the glory belonged to the marques: Bugattis, Alfas, Sunbeams, Auto Unions, and Mercedes. One can't help feeling that financial transactions must have been a lot less complicated in those days.

Since then, millions upon millions of readers, listeners, viewers, and spectators have taken pleasure in watching men from more than a score of nations battle for the new prize. In recent years, the Championship has been the goal that has revived the nationalistic

appeal which characterised the sport in the days when blue cars were French and red cars were Italian. Swiss throng circuits with cowbells; Brazilians bring their samba bands along; the British wear teddy-bears. It *matters* to the masses that *their* country has a hero. It cannot be long before the new African nations and the oil-rich Arab countries want to see one of their heroes playing the global game. The Formula One Constructors' Association could find themselves running the United Nations yet!

In the meantime, this section is designed to help you trace the growth of the Championship. Here you will find the results of every one of the 253 World Championship races which have been held so far in 19 different countries. Here you will find recorded the recipients of the 6197½ Championship points won and lost in GP races to date. In 26 seasons only 152 drivers have earned a point, and in 1975 Miss Lella Lombardi made history by becoming the first lady to score even half-a-point.

241

1950	Giuseppe Farina	Italian	Alfa-Romeo
1951	Juan M. Fangio	Argentinian	Alfa-Romeo
1952	Alberto Ascari	Italian	Ferrari
1953	Alberto Ascari	Italian	Ferrari
1954	Juan M. Fangio	Argentinian	Maserati and Mercedes
1955	Juan M. Fangio	Argentinian	Mercedes
1956	Juan M. Fangio	Argentinian	Ferrari
1957	Juan M. Fangio	Argentinian	Maserati
1958	Mike Hawthorn	English	Ferrari
1959	Jack Brabham	Australian	Cooper- Climax
1960	Jack Brabham	Australian	Cooper- Climax
1961	Phil Hill	American	Ferrari
1962	Graham Hill	English	BRM

1950

ROUND 1/EUROPEAN GRAND PRIX, Silverstone, 13th May

242

1st Farina	Alfa-Romeo	2hr 13min 23.6sec	90.9mph
2nd Fagioli	Alfa-Romeo	2hr 13min 26.2sec	
3rd Parnell	Alfa-Romeo	2hr 14min 15.6sec	
4th Giraud-			
Cabantous	Talbot	68 laps	
5th Rosier	Talbot	68 laps	
6th Gerard	E.R.A.	67 laps	

Fastest lap: Farina 1min 50.6sec, 94.0mph

ROUND 2/MONACO GRAND PRIX, Monte Carlo, 21st May

100 laps of 1.95-mile circuit—195 miles

1st Fangio	Alfa-Romeo	3hr 13min 18.7sec	61.3mph
2nd Ascari	Ferrari	99 laps	
3rd Chiron	Maserati	98 laps	
4th Sommer	Ferrari	97 laps	
5th 'Bira'	Maserati	95 laps	
6th Gerard	E.R.A.	94 laps	

Fastest lap: Fangio 1min 51sec, 64.0mph

ROUND 3/SWISS GRAND PRIX, Bremgarten, Berne, 4th June

42 laps of 4.52-mile circuit—190 miles

1st Farina	Alfa-Romeo	2hr 2min 53.7sec	92.7mph
2nd Fagioli	Alfa-Romeo	2hr 2min 54.1sec	
3rd Rosier	Talbot	41 laps	
4th 'Bira'	Maserati	40 laps	
5th Bonetto	Maserati-		
	Milan	40 laps	
6th de Graffenreid	Maserati	40 laps	

Fastest lap: Farina 2min 41.6sec, 100.8mph

ROUND 4/BELGIAN GRAND PRIX, Spa-Francorchamps, 18th June

35 laps of modified (no Stavelot hairpin)
8.76-mile circuit—306 miles

1st Fangio	Alfa-Romeo	2hr 47min 26sec	110.0mph
2nd Fagioli	Alfa-Romeo	2hr 47min 40 sec	
3rd Rosier	Talbot	2hr 49min 45sec	
4th Farina	Alfa-Romeo	2hr 51min 31sec	
5th Ascari	3.3 Ferrari	34 laps	
6th Levegh	Talbot	34 laps	

Fastest lap: Farina 4min 34.1sec, 115.1mph

ROUND 5/FRENCH GRAND PRIX, Rheims-Gueux, 2nd July

64 laps of 4.86-mile circuit—311 miles

1st Fangio	Alfa-Romeo	2hr 57min 52.8sec	104.8mph
2nd Fagioli	Alfa-Romeo	2hr 58min 18.5sec	
3rd Whitehead	Ferrari	2hr 59min 30.3sec	
4th Manzoni	1500 Simca	61 laps	
5th Chaboud and			
Etancelin	Talbot	59 laps	
6th Rosier and			
Pozzi	Talbot	56 laps	

Fastest lap: Fangio 2min 35.6sec, 112.3mph

ROUND 6/ITALIAN GRAND PRIX, Monza, 3rd September

80 laps of a 3.9-mile circuit—312 miles

1st Farina	Alfa-Romeo	2hr 51min 17.4sec	109.7mph
2nd Ascari/			
Serafini	Ferrari	2hr 52min 36.0sec	
3rd Fagioli	Alfa-Romeo	2hr 52min 53sec	
4th Rosier	Talbot	75 laps	
5th Etancelin	Talbot	75 laps	
6th de Graffenreid			
	Maserati	72 laps	

Fastest lap: Fangio 2min 0sec, 117.4mph

Drivers' World Championship 1950

1st Farina, 30 points; 2nd Fangio, 27 points; 3rd Fagioli, 24 points. Pts: 8-6-4-3-2 for first five places. Plus one point for fastest lap. Best four from seven races including Indianapolis.

1951

ROUND 1/SWISS GRAND PRIX, Bremgarten, 27th May

42 laps of 4.52-mile circuit—190 miles

1st Fangio	Alfa-Romeo	2hr 7min 53.6sec	89.0mph
2nd Taruffi	Ferrari	2hr 8min 48.9sec	
3rd Farina	Alfa-Romeo	2hr 9min 12.9sec	
4th Sanesi	Alfa-Romeo	41 laps	
5th de Graffenreid			
	Alfa-Romeo	40 laps	
6th Ascari	Ferrari	40 laps	

Fastest lap: Fangio 2min 51.1sec, 95.1mph

ROUND 2/BELGIAN GRAND PRIX,**Spa-Francorchamps, 17th June**

36 laps of an 8.76-mile circuit—315 miles

1st Farina	Alfa-Romeo	2hr 45min 46.2sec	114.3mph
2nd Ascari	Ferrari	2hr 48min 37.2sec	
3rd Villoresi	Ferrari	2hr 50min 08.1sec	
4th Rosier	Talbot	34 laps	
5th Giraud-			
Cabantous	Talbot	34 laps	
6th Pilette	Talbot	33 laps	

Fastest lap: Fangio 4min 22.1sec, 120.5mph

ROUND 6/ITALIAN GRAND PRIX,**Monza, 16th September**

80 laps of 3.92-mile circuit—312 miles

1st Ascari	Ferrari	2hr 42min 39.2sec	115.5mph
2nd Gonzales	Ferrari	2hr 43min 23.9sec	
3rd Farina and			
Bonetto	Alfa-Romeo	79 laps	
4th Villoresi	Ferrari	79 laps	
5th Taruffi	Ferrari	78 laps	
6th Simon	Simca	74 laps	

Fastest lap: Farina 1min 56.5sec, 121.5mph

243

ROUND 3/EUROPEAN GRAND PRIX,**Rheims-Gueux, 1st July**

77 laps of 4.86-mile circuit—374 miles

1st Fangio	Alfa-Romeo	3hr 22min 11sec	110.9mph
2nd Ascari	Ferrari	3hr 23min 9.2sec	
3rd Villoresi	Ferrari	74 laps	
4th Parnell	Ferrari	73 laps	
5th Farina	Alfa-Romeo	73 laps	
6th Chiron	Talbot	71 laps	

Fastest lap: Fangio 2min 27.8sec, 118.3mph

ROUND 7/SPANISH GRAND PRIX,**Pedralbes, Barcelona, 28th October**

70 laps of 3.92-mile circuit—274 miles

1st Fangio	Alfa-Romeo	2hr 46min 54.1sec	98.7mph
2nd Gonzales	Ferrari	2hr 47min 48.4sec	
3rd Farina	Alfa-Romeo	2hr 48min 39.6sec	
4th Ascari	Ferrari	68 laps	
5th Bonetto	Alfa-Romeo	68 laps	
6th de Graffenreid			

Alfa-Romeo 66 laps

Fastest lap: Fangio 2min 14.3sec, 105.2mph

ROUND 4/BRITISH GRAND PRIX,**Silverstone, 14th July**

90 laps of 2.89-mile circuit—260 miles

1st Gonzales	Ferrari	2hr 42min 18.2sec	96.1mph
2nd Fangio	Alfa-Romeo	2hr 43min 9.2sec	
3rd Villoresi	Ferrari	88 laps	
4th Bonetto	Alfa-Romeo	87 laps	
5th Parnell	B.R.M.	85 laps	
6th Sanesi	Alfa-Romeo	84 laps	

Fastest lap: Farina, 1min 44sec, 99.9mph

ROUND 5/GERMAN GRAND PRIX,**Nurburgring, 29th July**

20 laps of 14.17-mile circuit—283 miles

1st Ascari	Ferrari	3hr 23min 3.3sec	83.8mph
2nd Fangio	Alfa-Romeo	3hr 23min 33.8sec	
3rd Gonzales	Ferrari	3hr 27min 42.3sec	
4th Villoresi	Ferrari	3hr 28min 53.5sec	
5th Taruffi	Ferrari	3hr 30min 52.4sec	
6th Fischer	2.6 Ferrari	19 laps	

Fastest lap: Fangio 9min 55.8sec, 85.7mph

Drivers' World Championship 1951

1st Fangio, 31 points; 2nd Ascari, 25 points; 3rd Gonzales, 24 points. Pts: 8-6-4-3-2 for first five places. Plus one point for fastest lap. Best four from eight including Indianapolis.

1952**ROUND 1/SWISS GRAND PRIX,****Bremgarten, Berne, 18th May**

62 laps of 4.52-mile circuit—280 miles

1st Taruffi	Ferrari	3hr 1min 56.1sec	92.8mph
2nd Fischer	Ferrari	3hr 4min 23.3sec	
3rd Behra	Gordini	61 laps	
4th Wharton	Frazer-Nash	60 laps	
5th Brown	Cooper-		
Bristol		59 laps	

6th de Graffenreid

Maserati Plate 58laps

Fastest lap: Taruffi 2min 49.1sec, 96.3mph

**ROUND 2/EUROPEAN GRAND PRIX,
Spa-Francorchamps, 22nd June**

36 laps of 8.76-mile circuit—315 miles

1st Ascari	Ferrari	3hr 3min 46.3sec	103.1mph
2nd Farina	Ferrari	3hr 5min 41.5sec	
3rd Manzon	Gordini	3hr 8min 14.7sec	
4th Hawthorn	Cooper- Bristol	35 laps	
		34 laps	
5th Frere	H.W.M.		
6th Brown	Cooper- Bristol	34 laps	

Fastest lap: Ascari 4min 54sec, 107.4mph

**ROUND 3/ROUEN GRAND PRIX,
Rouen-les-Essarts, 6th July**

Three hours round 3.17-mile circuit against the clock

1st Ascari	Ferrari	77 laps	80.1mph
2nd Farina	Ferrari	76 laps	
3rd Taruffi	Ferrari	75 laps	
4th Manzon	Gordini	74 laps	
5th Trintignant	Gordini	73 laps	
6th Collins	H.W.M.	72 laps	

Fastest lap: Ascari 2min 17.3sec, 82.6mph

**ROUND 4/BRITISH GRAND PRIX,
Silverstone, 19th July**

85 laps of 2.9-mile circuit—249 miles

1st Ascari	Ferrari	2hr 44min 11sec	90.9mph
2nd Taruffi	Ferrari	84 laps	
3rd Hawthorn	Cooper-Bristol	83 laps	
4th Poore	Connaught	83 laps	
5th Thompson	Connaught	82 laps	
6th Farina	Ferrari	82 laps	

Fastest lap: Ascari 1 min 52 sec, 94.0mph

**ROUND 5/GERMAN GRAND PRIX,
Nurburgring, 3rd August**

18 laps of 14.17-mile circuit—255 miles

1st Ascari	Ferrari	3hr 6min 13.3sec	82.2mph
2nd Farina	Ferrari	3hr 6min 27.4sec	
3rd Fischer	Ferrari	3hr 13min 23.4sec	
4th Taruffi	Ferrari	17 laps	
5th Behra	Gordini	17 laps	
6th Laurent	Ferrari	16 laps	

Fastest lap: Ascari 10min 5.1sec, 84.4mph

**ROUND 6/DUTCH GRAND PRIX,
Zandvoort, August 17th**

90 laps of 2.6-mile circuit—234 miles

1st Ascari	Ferrari	2hr 53min 28sec	81.2mph
2nd Farina	Ferrari	2hr 54min 8.6sec	
3rd Villoresi	Ferrari	2hr 55min 2.9sec	
4th Hawthorn	Cooper- Bristol	88 laps	
5th Manzon	Gordini	87 laps	
6th Trintignant	Gordini	87 laps	

Fastest lap: Ascari 1 min 49.8sec, 85.4mph

**ROUND 7/ITALIAN GRAND PRIX,
Monza, 7th September**

80 laps of 3.92-mile circuit—312 miles

1st Ascari	Ferrari	2hr 50min 45.6sec	110.0mph
2nd Gonzales	Maserati	2hr 51min 47.4sec	
3rd Villoresi	Ferrari	2hr 52min 42.8sec	
4th Farina	Ferrari	2hr 52min 57sec	
5th Bonetto	Maserati	79 laps	
6th Simon	Ferrari	79 laps	

Fastest lap: Ascari and Gonzales 2min 6.1sec, 111.7mph

Drivers' World Championship 1952

1st Ascari, 36 points; 2nd Farina, 24 points; 3rd Taruffi, 22 points. Pts: 8-6-4-3-2 for first five places. Best four scores from eight races including Indianapolis.

1953

**ROUND 1/ARGENTINE GRAND PRIX,
Buenos Aires, 18th January**

Three hours round 2.43 mile circuit.

1st Ascari	Ferrari	3hr 1min 4.3sec	78.1mph
2nd Villoresi	Ferrari	96 laps	
3rd Gonzales	Maserati	96 laps	
4th Hawthorn	Ferrari	96 laps	
5th Galvez	Ferrari	96 laps	
6th Behra	Gordini	94 laps	

Fastest lap: Ascari 1 min 48.4sec, 81.2mph

**ROUND 2/DUTCH GRAND PRIX,
Zandvoort, 7th June**

90 laps of 2.6-mile circuit—234 miles

1st Ascari	Ferrari	2hr 53min 35.8sec	81.3mph
2nd Farina	Ferrari	2hr 53min 46.2sec	
3rd Gonzales/			
	Bonetto	Maserati	89 laps
4th Hawthorn	Ferrari	89 laps	
5th de Graffenreid	Maserati	88 laps	
6th Trintignant	Gordini	87 laps	

Fastest lap: Villoresi, Ferrari 1 min 52.8sec, 83.1mph

ROUND 3/BELGIAN GRAND PRIX,**Spa-Francorchamps, 21st June**

36 laps of 8-76-mile circuit—315 miles

1st Ascari	Ferrari	2hr 48min 30-35sec	112-4mph
2nd Villorosi	Ferrari	2hr 51min 18-54sec	
3rd Marimon	Maserati	35 laps	
4th de Graffenreid	Maserati	35 laps	
5th Trintignant	Gordini	35 laps	
6th Hawthorn	Ferrari	35 laps	
Fastest lap: Gonzales 4min 34sec, 115-3mph			

ROUND 4/FRENCH GRAND PRIX,**Rheims, 5th July**

60 laps of 5-19-mile (revised) circuit—311 miles

1st Hawthorn	Ferrari	2hr 44min 18-6sec	113-6mph
2nd Fangio	Maserati	2hr 44min 19-6sec	
3rd Gonzales	Maserati	2hr 44min 20sec	
4th Ascari	Ferrari	2hr 44min 23-2sec	
5th Farina	Ferrari	2hr 44min 26-2sec	
6th Villorosi	Ferrari	2hr 45min 34-5sec	
Fastest lap: Fangio, 2 min 41-1sec, 115-9mph			

ROUND 5/BRITISH GRAND PRIX,**Silverstone, 18th July**

90 laps of 2-9-mile circuit—263 miles

1st Ascari	Ferrari	2hr 50min 0sec	92-9mph
2nd Fangio	Maserati	2hr 51min 0sec	
3rd Farina	Ferrari	88 laps	
4th Gonzales	Maserati	88 laps	
5th Hawthorn	Ferrari	87 laps	
6th Bonetto	Maserati	82 laps	
Fastest lap: Ascari and Gonzales 1 min 50sec, 95-79mph			

ROUND 6/GERMAN GRAND PRIX,**Nürburgring, 2nd August**

18 laps of 14-17-mile circuit—255 miles

1st Farina	Ferrari	3hr 2min 25sec	83-9mph
2nd Fangio	Maserati	3hr 3min 29sec	
3rd Hawthorn	Ferrari	3hr 4min 8-6sec	
4th Bonetto	Maserati	3hr 11min 13-6sec	
5th de Graffenreid	Maserati	17 laps	
6th Moss	Cooper-Alta	17 laps	
Fastest lap: Ascari 9 min 56sec, 85-6mph			

ROUND 7/SWISS GRAND PRIX,**Bremgarten, Berne, 23rd August**

65 laps of 4-52-mile circuit—294 miles

1st Ascari	Ferrari	3hr 1min 34-4sec	97-1mph
2nd Farina	Ferrari	3hr 2min 47-3sec	
3rd Hawthorn	Ferrari	3hr 3min 10-4sec	

4th Bonetto/Fangio	Maserati	64 laps
5th Lang	Maserati	62 laps
6th Villorosi	Ferrari	62 laps
Fastest lap: Ascari 2min 42sec, 101-1mph		

ROUND 8/ITALIAN GRAND PRIX,**Monza, 13th September**

80 laps of 3-92-mile circuit—312 miles

1st Fangio	Maserati	2hr 49min 45-9sec	110-7mph
2nd Farina	Ferrari	2hr 49min 47-3sec	
3rd Villorosi	Ferrari	79 laps	
4th Hawthorn	Ferrari	79 laps	
5th Trintignant	Gordini	79 laps	
6th Mieres	Gordini	77 laps	
Fastest lap: Fangio 2min 4-5sec, 113-2mph			

Drivers' World Championship 1953

1st Ascari, 34½ points; 2nd Fangio, 28 points; 3rd Farina, 26 points. Pts: 8-6-4-3-2 for first five places. Plus one point for fastest lap. Best four placings from nine rounds including Indianapolis.

1954**ROUND 1/ARGENTINE GRAND PRIX,****Buenos Aires, 17th January**

1 lap—2-42 miles.

Duration of race—three hours

1st Fangio	Maserati	3hr 0min 55-8sec	87 laps at 69-5mph
2nd Farina	Ferrari	3hr 2min 14-8sec	
3rd Gonzales	Ferrari	3hr 2min 56-8sec	
4th Trintignant	Ferrari	86 laps	
5th Bayol	Gordini	86 laps	
6th Schell	Maserati	84 laps	
Fastest lap: Gonzales 1 min 48-2sec, 80-8mph			

ROUND 2/BELGIAN GRAND PRIX,**Spa-Francorchamps, 20th June**

36 laps of 8-76-mile circuit—315 miles

1st Fangio	Maserati	2hr 44min 42-4sec	115-8mph
2nd Trintignant	Ferrari	2hr 45min 6-6sec	
3rd Moss	Maserati	35 laps	
4th Gonzales/ Hawthorn	Ferrari	35 laps	
5th Pilette	Gordini	35 laps	
6th Bira	Maserati	35 laps	
Fastest lap: Fangio 4 min 25-5sec, 119-0mph			

ROUND 3/FRENCH GRAND PRIX, Rheims, 4th July

61 laps of 5.16-mile modified circuit—315 miles

1st Fangio	Mercedes	2hr 42min 47.9sec	115.9mph
2nd Kling	Mercedes	2hr 42min 48sec	
3rd Manzon	Ferrari	60 laps	
4th Bira	Maserati	60 laps	
5th Villorosi	Maserati	58 laps	
6th Behra	Gordini	56 laps	
Fastest lap: Herrmann 2min 32.9sec, 121.4mph			

ROUND 4/BRITISH GRAND PRIX, Silverstone, 17th July

90 laps of 2.9-mile circuit—263 miles

1st Gonzales	Ferrari	2hr 56min 14sec	89.6mph
2nd Hawthorn	Ferrari	2hr 57min 24sec	
3rd Marimon	Maserati	89 laps	
4th Fangio	Mercedes	89 laps	
5th Trintignant	Ferrari	87 laps	
6th Mieres	Maserati	87 laps	
Fastest lap: Gonzales, Hawthorn, Moss, Ascari, Marimon, Behra, Fangio, 1min 50sec, 95.7mph			

ROUND 5/EUROPEAN GRAND PRIX, Nurburgring, 1st August

22 laps of 14.17 miles—312 miles

1st Fangio	Mercedes	3hr 45min 45.8sec	82.9mph
2nd Hawthorn/ Gonzales	Ferrari	3hr 47min 22.3sec	
3rd Trintignant	Ferrari	3hr 50min 54.4sec	
4th Kling	Mercedes	3hr 51min 52.3sec	
5th Mantovani	Maserati	3hr 54min 36.3sec	
6th Taruffi	Ferrari	21 laps	
Fastest lap: Kling 9min 55.1sec, 85.7mph			

ROUND 6/SWISS GRAND PRIX, Bremgarten, Berne, 22nd August

66 laps of 4.52-mile circuit—298 miles

1st Fangio	Mercedes	3hr 0min 34.5sec	99.2mph
2nd Gonzales	Ferrari	3hr 1min 32.3sec	
3rd Herrmann	Mercedes	65 laps	
4th Mieres	Maserati	64 laps	
5th Mantovani	Maserati	64 laps	
6th Wharton	Maserati	64 laps	
Fastest lap: Fangio 2min 39.7sec, 101.9mph			

ROUND 7/ITALIAN GRAND PRIX, Monza, 5th September

80 laps of 3.92-mile circuit—313.6 miles

1st Fangio	Mercedes	2hr 47min 47.9sec	111.9mph
2nd Hawthorn	Ferrari	79 laps	
3rd Gonzales/ Maglioli	Ferrari	78 laps	
4th Herrmann	Mercedes	77 laps	
5th Trintignant	Ferrari	75 laps	
6th Wacker	Gordini	75 laps	
Fastest lap: Gonzales 2min 0.8sec, 116.6mph			

ROUND 8/SPANISH GRAND PRIX, Pedralbes, Barcelona, 24th October

80 laps of 3.92-mile circuit—313.6 miles

1st Hawthorn	Ferrari	3hr 13min 52.1sec	98.0mph
2nd Musso	Maserati	3hr 15min 5.3sec	
3rd Fangio	Mercedes	79 laps	
4th Mières	Maserati	79 laps	
5th Kling	Mercedes	79 laps	
6th Godia	Maserati	76 laps	
Fastest lap: Ascari 2min 20.4sec, 100.7mph			

Drivers' World Championship 1954

1st Fangio, 40 points; 2nd Gonzales, 25-1/7ths points; 3rd Hawthorn, 24-9/14ths points. Pts: 8-6-4-3-2 for first five places. Best five scores out of nine races including Indianapolis. N.B. Fractions above were because drivers shared points for the fastest lap on occasions.

1955

ROUND 1/ARGENTINE GRAND PRIX, Buenos Aires, 16th January

96 laps of 2.42-mile circuit—232 miles

1st Fangio	Mercedes	3hr 0min 38.6sec	75.1mph
2nd Farina	Ferrari	3hr 2min 8.2sec	
(also Gonzales and Trintignant)			
3rd Maglioli	Ferrari	94 laps	
(also driven by Farina and Trintignant)			
4th Kling	Mercedes	94 laps	
(also driven by Moss and Herrmann)			
5th Mières	Maserati	91 laps	
6th Behra (with Schell)	Maserati	88 laps	
Fastest lap: Fangio 1min 48.3sec, 80.8mph			

ROUND 2/EUROPEAN GRAND PRIX, Monte Carlo, 22nd May

100 laps of 1.95-mile circuit—195 miles

1st	Trintignant	Ferrari	2hr 58min 9.8sec	65.8mph
2nd	Castellotti	Lancia	2hr 58min 30sec	
3rd	Perdisa/ Behra	Maserati	99 laps	
4th	Farina	Ferrari	99 laps	
5th	Villoresi	Lancia	99 laps	
6th	Chiron	Lancia	95 laps	
Fastest lap: Fangio 1min 42.4sec, 68.7mph				

ROUND 3/BELGIAN GRAND PRIX, Spa-Francorchamps, 5th June

36 laps of 8.76-mile circuit—315 miles

1st	Fangio	Mercedes	2hr 39min 29sec	118.9mph
2nd	Moss	Mercedes	2hr 39min 37.1sec	
3rd	Farina	Ferrari	2hr 41min 9.5sec	
4th	Frère	Ferrari	2hr 42min 54.5sec	
5th	Mières/ Behra	Maserati	35 laps	
6th	Trintignant	Ferrari	35 laps	
Fastest lap: Fangio 4min 20.6sec, 121.2mph				

ROUND 4/DUTCH GRAND PRIX, Zandvoort, 19th June

100 laps of 2.6-mile circuit—260 miles

1st	Fangio	Mercedes	2hr 54min 23.8sec	89.6mph
2nd	Moss	Mercedes	2hr 54min 24.1sec	
3rd	Musso	Maserati	2hr 55min 20.9sec	
4th	Mières	Maserati	99 laps	
5th	Castellotti	Ferrari	97 laps	
6th	Behra	Maserati	97 laps	
Fastest lap: Mières 1min 40.9sec, 92.9mph				

ROUND 5/BRITISH GRAND PRIX, Aintree, 16th July

90 laps of 3-mile circuit—270 miles

1st	Moss	Mercedes	3hr 7min 21.2sec	86.4mph
2nd	Fangio	Mercedes	3hr 7min 21.4sec	
3rd	Kling	Mercedes	3hr 8min 33sec	
4th	Taruffi	Mercedes	89 laps	
5th	Musso	Maserati	89 laps	
6th	Hawthorn/ Castellotti	Ferrari	87 laps	
Fastest lap: Moss 2min 0.4sec, 89.7mph				

ROUND 6/ITALIAN GRAND PRIX, Monza, 11th September

50 laps of new 6.2-mile circuit (with bankings)
—310 miles

1st	Fangio	Mercedes	2hr 25min 4.4sec	128.5mph
2nd	Taruffi	Mercedes	2hr 25min 5.1sec	

3rd	Castellotti	Ferrari	2hr 25min 50.6sec	
4th	Behra	Maserati	49 laps	
5th	Menditeguy	Maserati	49 laps	
6th	Maglioli	Ferrari	49 laps	
Fastest lap: Moss 2min 46.9sec, 134.0mph				

Drivers' World Championship 1956

247

1st Fangio, 40 points; 2nd Moss, 23 points; 3rd Castellotti, 12 points. Pts: 8-6-4-3-2 for first five places. Plus one point for fastest lap. Best five scores out of seven races including Indianapolis.

1956

ROUND 1/ARGENTINE GRAND PRIX, Buenos Aires, 22nd January

98 laps of 2.42-mile circuit—237 miles

1st	Fangio/ Musso	Ferrari	3hr 0min 3.7sec	79.4mph
2nd	Behra	Maserati	3hr 0min 28.1sec	
3rd	Hawthorn	Maserati	96 laps	
4th	Landi/ Gerini	Maserati	92 laps	
5th	Gendebien	Ferrari	91 laps	
6th	Uria/ O. González	Maserati	88 laps	
Fastest lap: Fangio 1min 45.3sec, 83.1mph				

ROUND 2/MONACO GRAND PRIX, Monte Carlo, 13th May

100 laps of 1.95-mile circuit—195 miles

1st	Moss	Maserati	3hr 0min 32.9sec	64.9mph
2nd	Fangio/ Collins	Ferrari	3hr 0min 39sec	
3rd	Behra	Maserati	99 laps	
4th	Castellotti/ Fangio	Ferrari	94 laps	
5th	Da Silva Ramos	Gordini	93 laps	
6th	Pilette/ Bayol	Gordini	88 laps	
Fastest lap: Fangio 1min 44.4sec, 67.4mph				

ROUND 3/BELGIAN GRAND PRIX, Spa-Francorchamps, 3rd June

36 laps of 8.76-mile circuit—315 miles

1st	Collins	Ferrari	2hr 40min 00.3sec	118.4mph
2nd	Frère	Ferrari	2hr 41min 51.6sec	
3rd	Moss/ Perdisa	Maserati	2hr 43min 16.9sec	

4th Schell	Vanwall	34 laps
5th Villoresi	Maserati	33 laps
6th Pilette	Ferrari	33 laps

Fastest lap: Moss 4min 14.7sec, 124.0mph

ROUND 4/FRENCH GRAND PRIX, Rheims, 1st July

61 laps of 5.16-mile circuit—315 miles

1st Collins	Ferrari	2hr 34min 23.4sec	122.3mph
2nd Castellotti	Ferrari	2hr 34min 23.7sec	
3rd Behra	Maserati	2hr 35min 53.3sec	
4th Fangio	Ferrari	2hr 35min 58.5sec	
5th Moss/ Perdisa	Maserati	59 laps	
6th Rosier	Maserati	57 laps	

Fastest lap: Fangio 2min 25.8sec, 127.3mph

ROUND 5/BRITISH GRAND PRIX, Silverstone, 14th July

101 laps of 2.9-mile circuit—295 miles

1st Fangio	Ferrari	2hr 59min 47sec	98.6mph
2nd Collins/ de Portago	Ferrari	100 laps	
3rd Behra	Maserati	99 laps	
4th Fairman	Connaught	98 laps	
5th Gould	Maserati	97 laps	
6th Villoresi	Maserati	96 laps	

Fastest lap: Moss 1min 43.2sec, 102.1mph

ROUND 6/GERMAN GRAND PRIX, Nurburgring, 5th August

22 laps of 14.17-mile circuit—312 miles

1st Fangio	Ferrari	3hr 38min 43.7sec	85.6mph
2nd Moss	Maserati	3hr 39min 30.1sec	
3rd Behra	Maserati	3hr 46min 22sec	
4th Godia	Maserati	20 laps	
5th Rosier	Maserati	19 laps	
6th Volonterio	Maserati	16 laps	

Fastest lap: Fangio 9min 41.6sec, 87.7mph

ROUND 7/EUROPEAN GRAND PRIX, Monza, 2nd September

50 laps of 6.2-mile circuit—310 miles

1st Moss	Maserati	2hr 23min 41.3sec	129.7mph
2nd Fangio/ Collins	Ferrari	2hr 23min 47sec	
3rd Flockhart	Connaught	49 laps	
4th Godia	Maserati	49 laps	
5th Fairman	Connaught	47 laps	
6th Piotti	Maserati	47 laps	

Fastest lap: Moss 2min 45.5sec, 135.4mph

Drivers' World Championship 1956

1st Fangio, 30 points; 2nd Moss, 27 points; 3rd Collins, 25 points. Pts: 8-6-4-3-2 for first five places. Plus one point for fastest lap. Best five out of eight scores including Indianapolis.

1957

ROUND 1/ARGENTINE GRAND PRIX, Buenos Aires, 13th January
100 laps (three hours)

1st Fangio	Maserati	3hr 00min 55.9sec	80.6mph
2nd Behra	Maserati	3hr 01min 14.2sec	
3rd Menditeguy	Maserati	99 laps	
4th Schell	Maserati	99 laps	
5th Gonzales/ de Portago	Ferrari	98 laps	
6th Perdisa/ Collins/ von Trips	Ferrari	98 laps	

Fastest lap: Moss 1min 44.7sec, 83.6mph

ROUND 2/MONACO GRAND PRIX, Monte Carlo, 19th May

105 laps of 1.95-mile circuit—205 miles

1st Fangio	Maserati	3hr 10min 12.8sec	64.7mph
2nd Brooks	Vanwall	3hr 10min 38sec	
3rd Gregory	Maserati	103 laps	
4th Lewis- Evans	Connaught	102 laps	
5th Trintignant	Ferrari	100 laps	
6th Brabham Cooper- Climax		100 laps	

Fastest lap: Fangio 1min 45.6sec, 66.6mph

ROUND 3/FRENCH GRAND PRIX, Rouen-les-Essarts, 7th July

77 laps of 4.06-mile circuit—312 miles

1st Fangio	Maserati	3hr 7min 46.4sec	100.0mph
2nd Musso	Ferrari	3hr 8min 37.2sec	
3rd Collins	Ferrari	3hr 9min 52.4sec	
4th Hawthorn	Ferrari	76 laps	
5th Schell	Maserati	70 laps	
6th Behra	Maserati	70 laps	

Fastest lap: Musso 2min 22.4sec, 102.7mph

ROUND 4/EUROPEAN GRAND PRIX, Aintree, 20th July

90 laps of 3-mile circuit—270 miles

1st Moss/ Brooks	Vanwall	3hr 06min 37.8sec	86.8mph
---------------------	---------	-------------------	---------

2nd Musso	Ferrari	3hr 7min 03.4sec
3rd Hawthorn	Ferrari	3hr 7min 20.6sec
4th Trintignant	Ferrari	88 laps
5th Salvadori	Cooper- Climax	85 laps
6th Gerard	Cooper- Bristol	82 laps

Fastest lap: Moss 1min 59.2sec, 90.6mph

ROUND 5/GERMAN GRAND PRIX, Nurburgring, 4th August

22 laps of 14.17-mile circuit—312 miles

1st Fangio	Maserati	3hr 30min 38.3sec	88.8mph
2nd Hawthorn	Ferrari	3hr 30min 41.9sec	
3rd Collins	Ferrari	3hr 31min 13.9sec	
4th Musso	Ferrari	3hr 34min 15.9sec	
5th Moss	Vanwall	3hr 35min 15.8sec	
6th Behra	Maserati	3hr 35min 16.8sec	

Fastest lap: Fangio 9min 17.4sec, 91.5mph

ROUND 6/PESCARA GRAND PRIX, Pescara, Italy, 18th August

18 laps of 15.9-mile circuit—286 miles

1st Moss	Vanwall	2hr 59min 22.7sec	95.5mph
2nd Fangio	Maserati	3hr 02min 36.6sec	
3rd Schell	Maserati	3hr 06min 9.5sec	
4th Gregory	Maserati	3hr 07min 27.8sec	
5th Lewis- Evans	Vanwall	17 laps	
6th Scarlatti	Maserati	17 laps	

Fastest lap: Moss 9min 44.6sec, 97.6mph

ROUND 7/ITALIAN GRAND PRIX, Monza, 8th September

87 laps of 3.57-mile circuit—311 miles

1st Moss	Vanwall	2hr 35min 03.9sec	120.3mph
2nd Fangio	Maserati	2hr 35min 45.1sec	
3rd von Trips	Ferrari	85 laps	
4th Gregory	Maserati	84 laps	
5th Schell/ Scarlatti	Maserati	84 laps	
6th Hawthorn	Ferrari	83 laps	

Fastest lap: Brooks 1min 43.7sec, 124.0mph

Drivers' World Championship 1957

1st Fangio, 40 points; 2nd Moss, 25 points; 3rd Musso, 16 points. Pts: 8-6-4-3-2 for first five places. Plus one point for fastest lap. Best five scores from eight races including Indianapolis.

1958

ROUND 1/ARGENTINE GRAND PRIX, Buenos Aires, 18th January

80 laps of 2.42-mile circuit—194 miles

1st Moss	Cooper- Climax	2hr 19min 33.7sec	83.6mph	249
2nd Musso	Ferrari	2hr 19min 36.4sec		
3rd Hawthorn	Ferrari	2hr 19min 46.3sec		
4th Fangio	Maserati	2hr 20min 26.7sec		
5th Behra	Maserati	78 laps		
6th Schell	Maserati	77 laps		

Fastest lap: Fangio 1min 41.8sec, 88.1mph

ROUND 2/MONACO GRAND PRIX, Monte Carlo, 18th May

100 laps of 1.95-mile circuit—195 miles

1st Trintignant	Cooper- Climax	2hr 52min 27.9sec	67.9mph
2nd Musso	Ferrari	2hr 52min 48.2sec	
3rd Collins	Ferrari	2hr 53min 6.7sec	
4th Brabham	Cooper- Climax	97 laps	
5th Schell	B. R. M.	91 laps	
6th Allison	Lotus	90 laps	

Fastest lap: Hawthorn 1min 40.6sec, 69.9mph

ROUND 3/DUTCH GRAND PRIX, Zandvoort, 26th May

75 laps of 2.6-mile circuit—195 miles

1st Moss	Vanwall	2hr 4min 49.2sec	93.9mph
2nd Schell	B. R. M.	2hr 5min 37.1sec	
3rd Behra	B. R. M.	2hr 6min 31.5sec	
4th Salvadori	Cooper- Climax	74 laps	
5th Hawthorn	Ferrari	74 laps	
6th Allison	Lotus- Climax	73 laps	

Fastest lap: Moss 1min 37.6sec, 96.1mph

ROUND 4/EUROPEAN GRAND PRIX, Spa-Francorchamps, 15th June

24 laps of 8.76-mile circuit—210 miles

1st Brooks	Vanwall	1hr 37min 6.3sec	129.9mph
2nd Hawthorn	Ferrari	1hr 37min 27sec	
3rd Lewis-Evans	Vanwall	1hr 40min 7.2sec	
4th Allison	Lotus- Climax	1hr 41min 21.8sec	
5th Schell	B. R. M.	23 laps	
6th Gendebien	Ferrari	23 laps	

Fastest lap: Hawthorn 3min 58.3sec, 132.4mph

**ROUND 5/FRENCH GRAND PRIX,
Rheims, 7th July**

50 laps of 5·16-mile circuit—258 miles

1st Hawthorn	Ferrari	2hr 3min 21·3sec	125·4mph
2nd Moss	Vanwall	2hr 3min 45·9sec	
3rd von Trips	Ferrari	2hr 4min 21sec	
4th Fangio	Maserati	2hr 5min 51·9sec	
5th Collins	Ferrari	2hr 8min 46·2sec	
6th Brabham	Cooper- Climax	49 laps	

Fastest lap: Hawthorn 2min 24·9sec, 128·1mph

**ROUND 6/BRITISH GRAND PRIX,
Silverstone, 19th July**

75 laps of 2·9-mile circuit—218 miles

1st Collins	Ferrari	2hr 9min 4·2sec	102·0mph
2nd Hawthorn	Ferrari	2hr 9min 28·4sec	
3rd Salvadori	Cooper- Climax	2hr 9min 54·8sec	
4th Lewis-Evans	Vanwall	2hr 9min 55sec	
5th Schell	B.R.M.	2hr 10min 19sec	
6th Brabham	Cooper- Climax	2hr 10min 27·4sec	

Fastest lap: Hawthorn 1 min 40·8sec, 104·5mph

**ROUND 7/GERMAN GRAND PRIX,
Nurburgring, 3rd August**

15 laps (reduced from 22) of 14·17-mile circuit—213 miles

1st Brooks	Vanwall	2hr 21min 15sec	90·6mph
2nd Salvadori	Cooper- Climax	2hr 24min 44·7sec	
3rd Trintignant	Cooper- Climax	2hr 26min 26·2sec	
4th von Trips	Ferrari	2hr 27min 31·3sec	
5th McLaren	Cooper- Climax	2hr 27min 41·3sec	
6th Barth	Porsche	2hr 27min 47·4sec	

Fastest lap: Moss 9min 9·2sec, 92·9mph

**ROUND 8/PORTUGUESE GRAND PRIX,
Oporto, 24th August**

50 laps of 4·6-mile Oporto circuit—230 miles

1st Moss	Vanwall	2hr 11min 27·8sec	104·0mph
2nd Hawthorn	Ferrari	2hr 16min 40·5sec	
3rd Lewis-Evans	Vanwall	49 laps	
4th Behra	B.R.M.	49 laps	
5th von Trips	Ferrari	49 laps	
6th Schell	B.R.M.	49 laps	

Fastest lap: Hawthorn 2min 32·37sec, 108·7mph

**ROUND 9/ITALIAN GRAND PRIX,
Monza, 7th September**

70 laps of 3·57-mile circuit—250 miles

1st Brooks	Vanwall	2hr 3min 47·8sec	121·2mph
2nd Hawthorn	Ferrari	2hr 4min 12sec	
3rd P. Hill	Ferrari	2hr 4min 16·1sec	
4th Shelby and Gregory	Maserati	69 laps	
5th Salvadori	Cooper- Climax	62 laps	
6th G. Hill	Lotus- Climax	62 laps	

Fastest lap: Phil Hill 1 min 42·9sec, 125·0mph

**ROUND 10/MOROCCAN GRAND PRIX,
Ain-Diab, Casablanca, 19th October**

53 laps of 4·73-mile circuit—250 miles

1st Moss	Vanwall	2hr 9min 15·1sec	116·2mph
2nd Hawthorn	Ferrari	2hr 10min 39·8sec	
3rd P. Hill	Ferrari	2hr 10min 40·6sec	
4th Bonnier	B. R. M.	2hr 11min 1·8sec	
5th Schell	B. R. M.	2hr 11min 48·8sec	
6th Gregory	Maserati	52 laps	

Fastest lap: Moss 2min 22·5sec, 119·3mph

Drivers' World Championship 1958

1st Hawthorn, 42 points; 2nd Moss, 41 points; 3rd Brooks, 24 points. Pts: 8-6-4-3-2 for first five places. Plus one point for fastest lap. Best six out of eleven races including Indianapolis.

1959**ROUND 1/MONACO GRAND PRIX,
Monte Carlo, 10th May**

100 laps of 1·95-mile circuit—195 miles

1st Brabham	Cooper- Climax	2hr 55min 51·3sec	66·7mph
2nd Brooks	Ferrari	2hr 56min 11·7sec	
3rd Trintignant	Cooper- Climax	98 laps	
4th P. Hill	Ferrari	97 laps	
5th McLaren	Cooper- Climax	96 laps	
6th Salvadori	Cooper- Maserati	83 laps	

Fastest lap: Brabham 1 min 40·4sec, 70·1mph

**ROUND 2/DUTCH GRAND PRIX,
Zandvoort, 31st May**

75 laps of 2·6-mile circuit—195 miles

1st	Bonnier	B.R.M.	2hr 5min 26.8sec	93.5mph
2nd	Brabham	Cooper-Climax	2hr 5min 41sec	
3rd	Gregory	Cooper-Climax	2hr 6min 49.8sec	
4th	Ireland	Lotus	74 laps	
5th	Behra-	Ferrari	74 laps	
6th	P. Hill	Ferrari	73 laps	
Fastest lap: Moss 1min 36.7sec, 96.9mph				

ROUND 3/EUROPEAN GRAND PRIX, Rheims, 5th July

50 laps of 5.16-mile circuit—258 miles

1st	Brooks	Ferrari	2hr 1min 26.5sec	127.4mph
2nd	P. Hill	Ferrari	2hr 1min 54sec	
3rd	Brabham	Cooper-Climax	2hr 3min 4.2sec	
4th	Gendebien	Ferrari	2hr 3min 14sec	
5th	McLaren	Cooper-Climax	2hr 3min 14.2sec	
6th	Flockhart	B.R.M.	2hr 3min 32.2sec	
Fastest lap: Moss 2min 22.8sec, 130.0mph				

ROUND 4/BRITISH GRAND PRIX, Aintree, 18th July

75 laps of 3-mile circuit—225 miles

1st	Brabham	Cooper-Climax	2hr 30min 11.6sec	89.8mph
2nd	Moss	B.R.M.	2hr 30min 33.8sec	
3rd	McLaren	Cooper-Climax	2hr 30min 34.0sec	
4th	Schell	B.R.M.	74 laps	
5th	Trintignant	Cooper-Climax	74 laps	
6th	Salvadori	Aston-Martin	74 laps	
Fastest lap: Moss and McLaren 1min 57sec, 92.3mph				

ROUND 5/GERMAN GRAND PRIX, AVUS, Berlin, 2nd August

60 laps of 5.16-mile circuit—309 miles (run in two heats)

1st	Brooks	Ferrari	2hr 9min 31.6sec	143.3mph
2nd	Gurney	Ferrari	2hr 9min 32.2sec	
3rd	P. Hill	Ferrari	2hr 10min 36.7sec	
4th	Trintignant	Cooper-Climax	59 laps	
5th	Bonnier	B.R.M.	58 laps	
6th	Burgess	Cooper-Maserati	56 laps	
Fastest lap: Brooks 2min 4.5sec, 149.0mph				

ROUND 6/PORTUGUESE GRAND PRIX, Monsanto, Lisbon, 23rd August

62 laps of 3.38-mile circuit—210 miles

1st	Moss	Cooper-Climax	2hr 11min 55.41sec	95.3mph
2nd	Gregory	Cooper-Climax	61 laps	
3rd	Gurney	Ferrari	61 laps	
4th	Trintignant	Cooper-Climax	60 laps	
5th	Schell	B.R.M.	59 laps	
6th	Salvadori	Aston-Martin	59 laps	
Fastest lap: Moss 2min 5.07sec, 97.3mph				

ROUND 7/ITALIAN GRAND PRIX, Monza, 13th September

72 laps of 3.57-mile circuit—257 miles

1st	Moss	Cooper-Climax	2hr 4min 5.4sec	124.4mph
2nd	P. Hill	Ferrari	2hr 4min 52.1sec	
3rd	Brabham	Cooper-Climax	2hr 5min 17.9sec	
4th	Gurney	Ferrari	2hr 5min 25sec	
5th	Allison	Ferrari	71 laps	
6th	Gendebien	Ferrari	71 laps	
Fastest lap: P. Hill 1min 40.4sec, 128.13mph				

ROUND 8/U.S. GRAND PRIX, Sebring, Florida, 12th December

42 laps of 5.2-mile circuit—218 miles

1st	McLaren	Cooper-Climax	2hr 12min 35.7sec	98.8mph
2nd	Trintignant	Cooper-Climax	2hr 12min 36.3sec	
3rd	Brooks	Ferrari	2hr 15min 36.6sec	
4th	Brabham	Cooper-Climax	2hr 17min 33.0sec	
5th	Ireland	Lotus-Climax	39 laps	
6th	von Trips	Ferrari	38 laps	
Fastest lap: Trintignant 3min 5.0sec, 101.1mph				

Drivers' World Championship—1959

1st Brabham, 31 points; 2nd Brooks, 27 points; 3rd Moss, 25½ points. Pts: 8-6-4-3-2 for first five places. Plus one point for fastest lap. Best five out of nine races including Indianapolis.

1960

ROUND 1/ARGENTINE GRAND PRIX, Buenos Aires, 7th February

80 laps of 2.42-mile circuit—194 miles

252	1st McLaren	Cooper- Climax	2hr 17min 49.5sec	82.7mph
	2nd Allison	Ferrari	2hr 18min 16.8sec	
	3rd Moss/ Trintignant	Cooper- Climax	2hr 18min 26.4sec	
	4th Menditeguy	Cooper- Maserati	2hr 18min 42.2sec	
	5th von Trips	Ferrari	79 laps*	
	6th Ireland	Lotus- Climax	79 laps	

Fastest lap: Moss 1 min 38.9sec, 88.4mph

* Pushed across the line

ROUND 2/MONACO GRAND PRIX, Monte Carlo, 29th May

100 laps of 1.95-mile circuit—195 miles

1st Moss	Lotus-Climax	2hr 53 min 45.5sec	67.4mph
2nd McLaren	Cooper- Climax	2hr 54min 37.6sec	
3rd P. Hill	Ferrari	2hr 54min 47.4sec	
4th Brooks	Cooper- Climax	99 laps	
5th Bonnier	B.R.M.	83 laps	
6th Ginther	Ferrari	70 laps	

Fastest lap: McLaren 1 min 36.2sec, 73.1 mph

ROUND 3/DUTCH GRAND PRIX, Zandvoort, 6th June

75 laps of 2.6-mile circuit—195 miles

1st Brabham	Cooper- Climax	2hr 1min 47.2sec	96.3mph
2nd Ireland	Lotus-Climax	2hr 2min 11.2sec	
3rd G. Hill	B.R.M.	2hr 2min 43.8sec	
4th Moss	Lotus-Climax	2hr 2min 44.9sec	
5th von Trips	Ferrari	74 laps	
6th Ginther	Ferrari	74 laps	

Fastest lap: Moss 1 min 33.8sec, 99.9mph

ROUND 4/BELGIAN GRAND PRIX, Spa-Francorchamps, 19th June

36 laps of 8.76-mile circuit—315 miles

1st Brabham	Cooper- Climax	2hr 21 min 37.3sec	133.6mph
2nd McLaren	Cooper- Climax	2hr 22min 40.6sec	
3rd Gendebien	Cooper- Climax	35 laps	

4th P. Hill	Ferrari	35 laps
5th Clark	Lotus-Climax	34 laps
6th Bianchi	Cooper- Climax	28 laps

Fastest lap: Brabham 3min 51.9sec, 136.0mph

ROUND 5/FRENCH GRAND PRIX, Rheims, 3rd July

50 laps of 5.16-mile circuit—258 miles

1st Brabham	Cooper- Climax	1 hr 57min 24.9sec	131.8mph
2nd Gendebien	Cooper- Climax	1 hr 58min 13.2sec	
3rd McLaren	Cooper- Climax	1 hr 58min 16.8sec	
4th H. Taylor	Cooper- Climax	49 laps	
5th Clark	Lotus- Climax	49 laps	
6th Flockhart	Lotus- Climax	49 laps	

Fastest lap: Brabham 2min 17.5sec, 135.0mph

ROUND 6/BRITISH GRAND PRIX, Silverstone, 16th July

77 laps of 2.9-mile circuit—223 miles

1st Brabham	Cooper- Climax	2hr 4min 24.6sec	108.6mph
2nd Surtees	Lotus- Climax	2hr 5min 14.2sec	
3rd Ireland	Lotus- Climax	2hr 5min 54.2 sec	
4th McLaren	Cooper- Climax	76 laps	
5th Brooks	Cooper- Climax	76 laps	
6th von Trips	Ferrari	75 laps	

Fastest lap: G. Hill 1min 34.4sec, 111.6mph

ROUND 7/PORTUGUESE GRAND PRIX, Oporto, 14th August

55 laps of 4.6-mile circuit—253 miles

1st Brabham	Cooper- Climax	2hr 19min 0.03sec	109.3mph
2nd McLaren	Cooper- Climax	2hr 19min 58sec	
3rd Clark	Lotus- Climax	2hr 20min 53.26sec	
4th von Trips	Ferrari	2hr 20min 58.84sec	
5th Brooks	Cooper- Climax	49 laps	
6th Ireland	Lotus- Climax	48 laps	

Fastest lap: Surtees 2min 27.53sec, 112.3mph

**ROUND 8/EUROPEAN GRAND PRIX,
Monza, 4th September**50 laps of 6·2-mile circuit (including banking)
—310 miles

1st P. Hill	Ferrari	2hr 21min 09·2sec	132·0mph
2nd Ginther	Ferrari	2hr 23min 36·8sec	
3rd Mairesse	Ferrari	49 laps	
4th Cabianca	Cooper-		
	Ferrari	48 laps	
5th von Trips	Ferrari F.2.	48 laps	
6th Herrmann	Porsche F.2.	47 laps	
Fastest lap: P. Hill 2min 43·6sec, 136·7mph			

**ROUND 9/U.S. GRAND PRIX,
Riverside, California, 20th November**
75 laps of 3·3-mile circuit—247·5 miles

1st Moss	Lotus-		
	Climax	2hr 52min 52·2sec	99·0mph
2nd Ireland	Lotus-		
	Climax	2hr 53min 30sec	
3rd McLaren	Cooper-		
	Climax	2hr 54min 12sec	
4th Brabham	Cooper-		
	Climax	74 laps	
5th Bonnier	B.R.M.	74 laps	
6th P. Hill	Cooper-		
	Climax	74 laps	

Fastest lap: Brabham 1min 56·3sec, 101·3mph

Drivers' World Championship—1960

1st Brabham, 43 points; 2nd McLaren, 34 points; 3rd Moss, 19 points. Pts: 8-6-4-3-2-1 (first season with no point for fastest lap) for first six places. Best six scores from ten events—including Indianapolis.

1961**ROUND 1/MONACO GRAND PRIX,
Monte Carlo, 14th May**

100 laps of 1·95-mile circuit—195 miles

1st Moss	Lotus-		
	Climax	2hr 45min 50·1sec	70·7mph
2nd Ginther	Ferrari	2hr 45min 53·7sec	
3rd P. Hill	Ferrari	2hr 46min 31·4sec	
4th von Trips	Ferrari	98 laps	
5th Gurney	Porsche	98 laps	
6th McLaren	Cooper-		
	Climax	95 laps	

Fastest lap: Moss and Ginther 1min 36·3sec, 73·0mph

**ROUND 2/DUTCH GRAND PRIX
Zandvoort, 22nd May**

75 laps of 2·6-mile circuit—195 miles

1st von Trips	Ferrari	2hr 1min 52·1sec	96·2mph
2nd P. Hill	Ferrari	2hr 1min 53sec	
3rd Clark	Lotus-		
	Climax	2hr 2min 5·2sec	
4th Moss	Lotus-		
	Climax	2hr 2min 14·3sec	
5th Ginther	Ferrari	2hr 2min 14·4sec	
6th Brabham	Cooper-		
	Climax	2hr 3min 12·2sec	

Fastest lap: Clark 1min 35·5sec, 98·2mph

**ROUND 3/BELGIAN GRAND PRIX
Spa-Francorchamps, 18th June**

30 laps of 8·76-mile circuit—263 miles

1st P. Hill	Ferrari	2hr 3min 3·8sec	128·1mph
2nd von Trips	Ferrari	2hr 3min 4·5sec	
3rd Ginther	Ferrari	2hr 3min 23·3sec	
4th Gendebien	Ferrari	2hr 3min 49·4sec	
5th Surtees	Cooper-		
	Climax	2hr 4min 30·6sec	
6th Gurney	Porsche	2hr 4min 34·8sec	
Fastest lap: Ginther 3min 59·8sec, 137·7mph			

**ROUND 4/FRENCH GRAND PRIX
Rheims, 2nd July**

52 laps of 5·16-mile circuit—268 miles

1st Baghetti	Ferrari	2hr 14min 17·5sec	119·8mph
2nd Gurney	Porsche	2hr 14min 17·6sec	
3rd Clark	Lotus-		
	Climax	2hr 15min 18·6sec	
4th Ireland	Lotus-		
	Climax	2hr 15min 27·8sec	
5th McLaren	Cooper-		
	Climax	2hr 15min 59·3sec	
6th G. Hill	B.R.M.	2hr 15min 59·4sec	
Fastest lap: P. Hill 2min 27·1sec, 126·249mph			

**ROUND 5/BRITISH GRAND PRIX
Aintree, 15th July**

75 laps of 3-mile circuit—225 miles

1st von Trips	Ferrari	2hr 40min 53·6sec	83·9mph
2nd P. Hill	Ferrari	2hr 41min 39·6sec	
3rd Ginther	Ferrari	2hr 41min 40·4sec	
4th Brabham	Cooper-		
	Climax	2hr 42min 2·2sec	
5th Bonnier	Porsche	2hr 42min 9·8sec	
6th Salvadori	Cooper-		
	Climax	2hr 42min 19·8sec	

Fastest lap: Brooks 1min 57·8sec, 91·6mph

ROUND 6/EUROPEAN GRAND PRIX**Nurburgring, 6th August**

15 laps of 14·17-mile circuit—213 miles

1st Moss	Lotus- Climax	2hr 18min 12·4sec	92·3mph
2nd von Trips	Ferrari	2hr 18min 33·8sec	
3rd P. Hill	Ferrari	2hr 18min 34·9sec	
4th Clark	Lotus- Climax	2hr 19min 29·5sec	
5th Surtees	Cooper- Climax	2hr 20min 5·5sec	
6th McLaren	Cooper- Climax	2hr 20min 53·8sec	

Fastest lap: P. Hill 8min 57·8sec, 94·9mph

ROUND 7/ITALIAN GRAND PRIX**Monza, 10th September**

43 laps of 6·2-mile circuit—267 miles

1st P. Hill	Ferrari	2hr 3min 13sec	130·0mph
2nd Gurney	Porsche	2hr 3min 44·2sec	
3rd McLaren	Cooper- Climax	2hr 5min 41·4sec	
4th Lewis	Cooper- Climax	2hr 5min 53·4sec	
5th Brooks	B.R.M. Climax	2hr 5min 53·5sec	
6th Salvadori	Cooper- Climax	42 laps	

Fastest lap: Baghetti 2min 48·4sec, 132·8mph

ROUND 8/U.S. GRAND PRIX,**Watkins Glen, 8th October**

100 laps of 2·3-mile circuit—230 miles

1st Ireland	Lotus- Climax	2hr 13min 45·8sec	103·1mph
2nd Gurney	Porsche	2hr 13min 50·1sec	
3rd Brooks	B.R.M. Climax	2hr 14min 34·8sec	
4th McLaren	Cooper- Climax	2hr 14min 43·8sec	
5th G. Hill	B.R.M. Climax	99 laps	
6th Bonnier	Porsche	98 laps	

Fastest lap: Brabham 1min 18·2sec, 106·2mph

Drivers' World Championship—1961

1st Phil Hill, 34 points; 2nd von Trips, 33 points; 3rd Moss and Gurney, 21 points. Pts: 9—6—4—3—2—1 for first six places. Best five placings from eight rounds.

1962**ROUND 1/EUROPEAN GRAND PRIX****Zandvoort, 20th May**

80 laps of 2·6-mile circuit—208 miles

1st G. Hill	B.R.M.	2hr 11min 2·1sec	95·4mph
2nd T. Taylor	Lotus- Climax	2hr 11min 29·3sec	
3rd P. Hill	Ferrari	2hr 12min 23·2sec	
4th Baghetti	Ferrari	79 laps	
5th Maggs	Cooper- Climax	78 laps	
6th de Beaufort	Porsche	76 laps	

Fastest lap: McLaren 1min 34·4sec, 99·3mph

ROUND 2/MONACO GRAND PRIX**Monte Carlo, 3rd June**

100 laps of 1·95-mile circuit—195 miles

1st McLaren	Cooper- Climax	2hr 46min 29·7sec	70·4mph
2nd P. Hill	Ferrari	2hr 46min 31sec	
3rd Bandini	Ferrari	2hr 47min 53·8sec	
4th Surtees	Lola-Climax	99 laps	
5th Bonnier	Porsche	93 laps	
6th G. Hill	B.R.M.	92 laps	

Fastest lap: Clark 1min 35·5sec, 78·7mph

ROUND 3/BELGIAN GRAND PRIX**Spa-Francorchamps, 17th June**

32 laps of 8·76-mile circuit—280 miles

1st Clark	Lotus- Climax	2hr 7min 32·5sec	131·9mph
2nd G. Hill	B.R.M.	2hr 8min 16·4sec	
3rd P. Hill	Ferrari	2hr 9min 38·8sec	
4th R. Rodriguez	Ferrari	2hr 9min 38·9sec	
5th Surtees	Lola-Climax	31 laps	
6th Brabham	Lotus- Climax	30 laps	

Fastest lap: Clark 3min 55·6sec, 133·9mph

ROUND 4/FRENCH GRAND PRIX**Rouen-les-Essarts, 8th July**

54 laps of 4·06-mile circuit—219 miles

1st Gurney	Porsche	2hr 7min 35·5sec	101·9mph
2nd Maggs	Cooper- Climax	53 laps	
3rd Ginther	B.R.M.	52 laps	
4th McLaren	Cooper- Climax	51 laps	
5th Surtees	Lola-Climax	51 laps	
6th de Beaufort	Porsche	51 laps	

Fastest lap: G. Hill 2min 16·9sec, 106·9mph

ROUND 5/BRITISH GRAND PRIX**Aintree, 21st July**

75 laps of 3-mile circuit—225 miles

1st Clark	Lotus- Climax	2hr 26min 20·8sec	92·2mph
2nd Surtees	Lola-Climax	2hr 27min 10sec	
3rd McLaren	Cooper- Climax	2hr 28min 5·6sec	
4th G. Hill	B.R.M.	2hr 28min 17·6sec	
5th Brabham	Lotus- Climax	74 laps	
6th Maggs	Cooper- Climax	74 laps	

Fastest lap: Clark 1min 55sec, 93·9mph

ROUND 6/GERMAN GRAND PRIX**Nurburgring, 5th August**

15 laps of 14·17-mile circuit—213 miles

1st G. Hill	B.R.M.	2hr 38min 45·3sec	80·3mph
2nd Surtees	Lola-Climax	2hr 38min 47·8sec	
3rd Gurney	Porsche	2hr 38min 49·7sec	
4th Clark	Lotus- Climax	2hr 39min 27·4sec	
5th McLaren	Cooper- Climax	2hr 40min 4·9sec	
6th R. Rodriguez	Ferrari	2hr 40min 9·1sec	

Fastest lap: G. Hill 10min 12·2sec, 83·3mph

ROUND 7/ITALIAN GRAND PRIX**Monza, 16th September**

86 laps of 3·57-mile circuit—307 miles

1st G. Hill	B.R.M.	2hr 29min 8·4sec	123·6mph
2nd Ginther	B.R.M.	2hr 29min 38·2sec	
3rd McLaren	Cooper- Climax	2hr 30min 6·2sec	
4th Mairesse	Ferrari	2hr 30min 6·6sec	
5th Baghetti	Ferrari	2hr 30min 39·7sec	
6th Bonnier	Porsche	85 laps	

Fastest lap: G. Hill 1min 42·3sec, 125·7mph

ROUND 8/U.S. GRAND PRIX**Watkins Glen, 7th October**

100 laps of 2·3-mile circuit—230 miles

1st Clark	Lotus- Climax	2hr 7min 13sec	108·6mph
2nd G. Hill	B.R.M.	2hr 7min 22·2sec	
3rd McLaren	Cooper- Climax	99 laps	
4th Brabham	Brabham- Climax	99 laps	
5th Gurney	Porsche	99 laps	

6th Gregory	Lotus- B.R.M.	99 laps	
-------------	------------------	---------	--

Fastest lap: Clark 1min 15sec, 110·4mph

ROUND 9/S.AFRICAN GRAND PRIX,**East London, 29th December**

82 laps of 2·43-mile circuit—200 miles

1st G. Hill	B.R.M.	2hr 8min 3·3sec	93·6mph
2nd McLaren	Cooper- Climax	2hr 8min 53·1sec	
3rd Maggs	Cooper- Climax	2hr 8min 53·6sec	
4th Brabham	Brabham- Climax	2hr 8min 57·1sec	
5th Ireland	Lotus- Climax	81 laps	
6th Lederle	Lotus- Climax	78 laps	

Fastest lap: Clark 1min 31sec, 96·3mph

Drivers' World Championship—1962

1st G. Hill, 42 points (best five, real total, 52 points); 2nd Clark, 30 points; 3rd McLaren, 27 points (best five, real total, 32 points). Pts: 9-6-4-3-2-1 for first five placings. Best five scores from nine races.

1963**ROUND 1/EUROPEAN GRAND PRIX,****Monte Carlo, 26th May**

100 laps of 1·95-mile circuit—195 miles

1st G. Hill	B.R.M.	2hr 41min 49·7sec	72·4mph
2nd Ginther	B.R.M.	2hr 41min 54·3sec	
3rd McLaren	Cooper- Climax	2hr 42min 2·5sec	
4th Surtees	Ferrari	2hr 42min 3·8sec	
5th Maggs	Cooper- Climax	98 laps	
6th T. Taylor	Lotus- Climax	98 laps	

Fastest lap: Surtees 1min 34·5sec, 74·4mph

ROUND 2/BELGIAN GRAND PRIX,**Spa-Francorchamps, 9th June**

32 laps of 8·76-mile circuit—280 miles

1st Clark	Lotus- Climax	2hr 27min 47·6sec	114·1mph
2nd McLaren	Cooper- Climax	2hr 32min 41·6sec	

3rd Gurney	Brabham- Climax	31 laps
4th Ginther	B.R.M.	31 laps
5th Bonnier	Cooper- Climax	30 laps
6th de Beaufort	Porsche	30 laps
Fastest lap: Clark 3min 58.1sec, 132.5mph		

ROUND 3/DUTCH GRAND PRIX, Zandvoort, 23rd June

80 laps of 2.6-mile circuit—208 miles

1st Clark	Lotus- Climax	2hr 8min 13.07sec 97.5mph
2nd Gurney	Brabham- Climax	79 laps
3rd Surtees	Ferrari	79 laps
4th Ireland	B.R.P.- B.R.M.	79 laps
5th Ginther	B.R.M.	79 laps
6th Scarfiotti	Ferrari	78 laps
Fastest lap: Clark 1min 33.7sec 100.1mph		

ROUND 4/FRENCH GRAND PRIX, Rheims, 30th June

53 laps of 5.16-mile circuit—273 miles

1st Clark	Lotus- Climax	2hr 10min 54.3sec, 125.3mph
2nd Maggs	Cooper- Climax	2hr 11min 59.2sec
3rd G. Hill	B.R.M.	2hr 13min 8.2sec (included penalty of 1 min)
4th Brabham	Brabham- Climax	2hr 13min 9.5sec
5th Gurney	Brabham- Climax	2hr 13min 27.7sec
6th Siffert	Lotus- B.R.M.	52 laps
Fastest lap: Clark 2min 21.6sec, 131.1mph		

ROUND 5/BRITISH GRAND PRIX, Silverstone, 20th July

82 laps of 2.9-mile circuit—240 miles

1st Clark	Lotus- Climax	2hr 14min 9.6sec 107.7mph
2nd Surtees	Ferrari	2hr 14min 35.4sec
3rd G. Hill	B.R.M.	2hr 14min 47.2sec
4th Ginther	B.R.M.	81 laps
5th Bandini	B.R.M.	81 laps
6th Hall	Lotus- B.R.M.	80 laps
Fastest lap: Surtees 1min 36sec, 109.7mph		

ROUND 6/GERMAN GRAND PRIX, Nurburgring, 4th August

15 laps of 14.17-mile circuit—213 miles

1st Surtees	Ferrari	2hr 13min 6.8sec 95.8mph
2nd Clark	Lotus- Climax	2hr 14min 24.3sec
3rd Ginther	B.R.M.	2hr 15min 51.7 sec
4th Mitter	Porsche	2hr 21min 18.3sec
5th Hall	Lotus- B.R.M.	14 laps
6th Bonnier	Cooper- Climax	14 laps
Fastest lap: Surtees 8min 47sec, 96.8mph		

ROUND 7/ITALIAN GRAND PRIX, Monza, 8th September

86 laps of 3.57-mile circuit—307 miles

1st Clark	Lotus- Climax	2hr 24min 19.6sec 127.7mph
2nd Ginther	B.R.M.	2hr 25min 54.6sec
3rd McLaren	Cooper- Climax	85 laps
4th Ireland	B.R.P.- B.R.M.	84 laps
5th Brabham	Brabham- Climax	84 laps
6th Maggs	Cooper- Climax	84 laps
Fastest lap: Clark 1min 38.9sec, 130.0mph		

ROUND 8/U.S. GRAND PRIX, Watkins Glen, 6th October

110 laps of 2.3-mile circuit—253 miles

1st G. Hill	B.R.M.	2hr 19min 22.1sec 109.9mph
2nd Ginther	B.R.M.	2hr 19min 56.4sec
3rd Clark	Lotus- Climax	109 laps
4th Brabham	Brabham- Climax	108 laps
5th Bandini	Ferrari	106 laps
6th de Beaufort	Porsche	99 laps
Fastest lap: Clark 1min 14.5sec, 111.1mph		

ROUND 9/MEXICAN GRAND PRIX, Mexico City, 27th October

65 laps of 3.1-mile circuit—203 miles

1st Clark	Lotus- Climax	2hr 9min 52.1sec 93.3mph
2nd Brabham	Brabham- Climax	2hr 11min 33.2sec

3rd Ginther	B.R.M.	2hr 11min 46·8sec
4th G. Hill	B.R.M.	64 laps
5th Bonnier	Cooper- Climax	62 laps
6th Gurney	Brabham- Climax	62 laps

Fastest lap: Clark 1min 58·1sec, 94·7mph

ROUND 10/S.AFRICAN GRAND PRIX, East London, 28th December

85 laps of 2·43-mile circuit—207 miles

RESULTS

1st Clark	Lotus- Climax	2hr 10min 36·9sec 95·1mph
2nd Gurney	Brabham- Climax	2hr 11min 43·7sec
3rd G. Hill	B.R.M.	84 laps
4th McLaren	Cooper- Climax	84 laps
5th Bandini	Ferrari	84 laps
6th Bonnier	Cooper- Climax	83 laps

Fastest lap: Gurney 1min 29·1sec, 98·4mph

Drivers' World Championship—1963

1st J. Clark, 54 points (best six—actual total, 73); 2nd G. Hill, 29 points; 3rd Ginther, 29 points. Pts: 9–6–4–3–2–1 for first six places. Best six scores from ten events.

1964

ROUND 1/MONACO GRAND PRIX, Monte Carlo, 10th May

100 laps of 1·95-mile circuit—195 miles

1st G. Hill	B.R.M.	2hr 41min 19·5sec 72·6mph
2nd Ginther	B.R.M.	99 laps
3rd Arundell	Lotus- Climax	97 laps
4th Clark	Lotus- Climax	96 laps
5th Bonnier	Cooper- Climax	96 laps
6th Hailwood	Lotus- B.R.M.	96 laps

Fastest lap: G. Hill 1min 33·9sec, 74·9mph

ROUND 2/DUTCH GRAND PRIX, Zandvoort, 24th May

80 laps of 2·6-mile circuit—208 miles

1st Clark	Lotus- Climax	2hr 7min 35·4sec 98·0mph
-----------	------------------	--------------------------

2nd Surtees	Ferrari	2hr 8min 29sec
3rd Arundell	Lotus- Climax	79 laps
4th G. Hill	B.R.M.	79 laps
5th Amon	Lotus- B.R.M.	79 laps
6th Anderson	Brabham- Climax	78 laps

Fastest lap: Clark 1min 32·8sec, 101·0mph

ROUND 3/BELGIAN GRAND PRIX, Spa-Francorchamps, 14th June

32 laps of 8·76-mile circuit—280 miles

1st Clark	Lotus- Climax	2hr 6min 40·5sec 132·7mph
2nd McLaren	Cooper- Climax	2hr 6min 43·9sec
3rd Brabham	Brabham- Climax	2hr 7min 28·6sec
4th Ginther	B.R.M.	2hr 8min 39·1sec
5th G. Hill	B.R.M.	31 laps
6th Gurney	Brabham- Climax	31 laps

Fastest lap: Gurney 3min 49·2sec, 137·6mph

ROUND 4/FRENCH GRAND PRIX, Rouen-les-Essarts, 28th June

57 laps of 4·06-mile circuit—231 miles

1st Gurney	Brabham- Climax	2hr 7min 49·1sec 108·7mph
2nd G. Hill	B.R.M.	2hr 8min 13·2sec
3rd Brabham	Brabham- Climax	2hr 8min 14sec
4th Arundell	Lotus- Climax	2hr 8min 59·7sec
5th Ginther	B.R.M.	2hr 10min 1·2sec
6th McLaren	Cooper- Climax	56 laps

Fastest lap: Brabham 2min 11·4 sec, 111·3 mph

ROUND 5/BRITISH GRAND PRIX, Brands Hatch, 11th July

80 laps of 2·65-mile circuit—212 miles

1st Clark	Lotus- Climax	2hr 15min 7sec 94·1mph
2nd G. Hill	B.R.M.	2h 15min 9·8sec
3rd Surtees	Ferrari	2hr 16min 27·6sec
4th Brabham	Brabham- Climax	79 laps
5th Bandini	Ferrari	78 laps
6th P. Hill	Cooper- Climax	78 laps

Fastest lap: Clark 1min 38·8sec, 96·5mph

**ROUND 6/GERMAN GRAND PRIX,
Nurburgring, 2nd August**

15 laps of 14.17-mile circuit—213 miles

1st Surtees	Ferrari	2hr 12min 4.8sec 96.6mph
2nd G. Hill	B.R.M.	2hr 13min 20.4sec
3rd Bandini	Ferrari	2hr 16min 56.6sec
4th Siffert	Brabham-	
	B.R.M.	2hr 17min 27.9sec
5th Trintignant	B.R.M.	14 laps
6th Maggs	B.R.M.	14 laps

Fastest lap: Surtees 8min 39sec, 98.3mph

**ROUND 7/AUSTRIAN GRAND PRIX,
Zeltweg, 23rd August**

105 laps of 1.99-mile circuit—209 miles

1st Bandini	Ferrari	2hr 6min 18.23sec 99.2mph
2nd Ginther	B.R.M.	2hr 6min 24.41sec
3rd Anderson	Brabham-	
	Climax	102 laps
4th Maggs	B.R.M.	102 laps
5th Ireland	B.R.P.-	
	B.R.M.	102 laps
6th Bonnier	Brabham-	
	Climax	101 laps

Fastest lap: Gurney 1min 10.56sec, 101.5mph

**ROUND 8/ITALIAN GRAND PRIX,
Monza, 6th September**

78 laps of 3.57-mile circuit—278 miles

1st Surtees	Ferrari	2hr 10min 51.8sec 127.8mph
2nd McLaren	Cooper-	
	Climax	2hr 11min 57.8sec
3rd Bandini	Ferrari	77 laps
4th Ginther	B.R.M.	77 laps
5th Ireland	B.R.P.-	
	B.R.M.	77 laps
6th Spence	Lotus-	
	Climax	77 laps

Fastest lap: Surtees 1min 38.8sec, 130.1mph

**ROUND 9/U.S. GRAND PRIX,
Watkins Glen, 4th October**

110 laps of 2.3-mile circuit—253 miles

1st G. Hill	B.R.M.	2hr 16min 38sec 111.1mph
2nd Surtees	Ferrari	2hr 17min 8.5sec
3rd Siffert	Brabham-	
	B.R.M.	109 laps
4th Ginther	B.R.M.	107 laps
5th Hansgen	Lotus-	
	Climax	107 laps
6th T. Taylor	B.R.P.- B.R.M.	106 laps

Fastest lap: Clark 1min 13.2sec, 113.1mph

**ROUND 10/MEXICAN GRAND PRIX,
Mexico City, 25th October**

65 laps of 3.1-mile circuit—201.5 miles

1st Gurney	Brabham-	
	Climax	2hr 9min 50.32sec 93.3mph
2nd Surtees	Ferrari	2hr 10min 59.26sec
3rd Bandini	Ferrari	2hr 10min 59.95sec
4th Spence	Lotus-	
	Climax	2hr 11min 12.18sec
5th Clark	Lotus-	
	Climax	64 laps
6th P. Rodriguez	Ferrari	64 laps

Fastest lap: Clark 1min 58.37sec, 95.4mph

Drivers' World Championship—1964

1st Surtees, 40 points; 2nd G. Hill, 39 points; 3rd Clark, 32 points. Pts: 9-6-4-3-2-1 for first six places. Best six results from ten events.

1965

**ROUND 1/S.AFRICAN GRAND PRIX,
East London, 1st January**

85 laps of 2.43-mile circuit—207 miles

1st Clark	Lotus-	
	Climax	2hr 6min 46sec 97.9mph
2nd Surtees	Ferrari	2hr 7min 15sec
3rd G. Hill	B.R.M.	2hr 7min 17.8sec
4th Spence	Lotus-	
	Climax	2hr 7min 40.4sec
5th McLaren	Cooper-	
	Climax	84 laps
6th Stewart	B.R.M.	83 laps

Fastest lap: Clark 1min 27.6sec, 100.1mph

**ROUND 2/MONACO GRAND PRIX,
Monte Carlo, 30th May**

100 laps of 1.95-mile circuit—195 miles

1st G. Hill	B.R.M.	2hr 37min 39.6sec 74.3mph
2nd Bandini	Ferrari	2hr 38min 43.6sec
3rd Stewart	B.R.M.	2hr 39min 21.5sec
4th Surtees	Ferrari	99 laps
5th McLaren	Cooper-	
	Climax	98 laps
6th Siffert	Brabham-	
	B.R.M.	98 laps

Fastest lap: Hill 1min 31.7sec, 76.8mph

**ROUND 3/BELGIAN GRAND PRIX,
Spa-Francorchamps 13th June**

32 laps of 8.76-mile circuit—280 miles

1st Clark	Lotus- Climax	2hr 23min 34·8sec 117·2mph
2nd Stewart	B.R.M.	2hr 24min 19·6sec
3rd McLaren	Cooper- Climax	31 laps
4th Brabham	Brabham- Climax	31 laps
5th G Hill	B.R.M.	31 laps
6th Ginther	Honda	31 laps
Fastest lap: Clark 4min 12·9sec, 124·7mph		

ROUND 4/FRENCH GRAND PRIX, Clermont Ferrand, 27th June

40 laps of 5-mile circuit—200 miles

1st Clark	Lotus- Climax	2hr 14min 38·4sec 89·2mph
2nd Stewart	B.R.M.	2hr 15min 4·7sec
3rd Surtees	Ferrari	2hr 17min 11·9sec
4th Hulme	Brabham- Climax	2hr 17min 31·5sec
5th G. Hill	B.R.M.	39 laps
6th Siffert	Brabham- B.R.M.	39 laps
Fastest lap: Clark 3min 18·9sec, 90·6mph		

ROUND 5/BRITISH GRAND PRIX, Silverstone, 10th July

80 laps of 2·9-mile circuit—232 miles

1st Clark	Lotus- Climax	2hr 5min 25·4sec 112·0mph
2nd G. Hill	B.R.M.	2hr 5min 28·6sec
3rd Surtees	Ferrari	2hr 5min 53sec
4th Spence	Lotus- Climax	2hr 6min 5sec
5th Stewart	B.R.M.	2hr 6min 40sec
6th Gurney	Brabham- Climax	79 laps
Fastest lap: Hill 1min 32·2sec, 114·3mph		

ROUND 6/DUTCH GRAND PRIX, Zandvoort, 18th July

80 laps of 2·6-mile circuit—208 miles

1st Clark	Lotus- Climax	2hr 3min 59·1sec 100·8mph
2nd Stewart	B.R.M.	2hr 4min 7·1sec
3rd Gurney	Brabham- Climax	2hr 4min 12·1sec
4th G. Hill	B.R.M.	2hr 4min 44·2sec
5th Hulme	Brabham- Climax	79 laps
6th Ginther	Honda	79 laps
Fastest lap: Clark 1min 30·6sec, 103·5mph		

ROUND 7/GERMAN GRAND PRIX, Nurburgring, 1st August

15 laps of 14·17-mile circuit—213 miles

1st Clark	Lotus- Climax	2hr 7min 52·4sec 99·8mph
2nd G. Hill	B.R.M.	2hr 8min 8·3sec
3rd Gurney	Brabham- Climax	2hr 8min 13·8sec
4th Rindt	Cooper- Climax	2hr 11min 22sec
5th Brabham	Brabham- Climax	2hr 12min 33·6sec
6th Bandini	Ferrari	2hr 13min 1sec
Fastest lap: Clark 8min 24·1sec, 101·2mph		

ROUND 8/ITALIAN GRAND PRIX, Monza, 12th September

76 laps of 3·57-mile circuit—271 miles

1st Stewart	B.R.M.	2hr 4min 52·8sec 130·4mph
2nd G. Hill	B.R.M.	2hr 4min 56·1sec
3rd Gurney	Brabham- Climax	2hr 5min 9·3sec
4th Bandini	Ferrari	2hr 6min 8·7sec
5th McLaren	Cooper- Climax	75 laps
6th Attwood	Lotus- B.R.M.	75 laps
Fastest lap: Clark 1min 36·4sec, 133·4mph		

ROUND 9/U.S. GRAND PRIX, Watkins Glen, 3rd October

110 laps of 2·3-mile circuit—253 miles

1st G. Hill	B.R.M.	2hr 20min 36·1sec 107·9mph
2nd Gurney	Brabham- Climax	2hr 20min 48·6sec
3rd Brabham	Brabham- Climax	2hr 21min 33·6sec
4th Bandini	Ferrari	109 laps
5th P. Rodriguez	Ferrari	109 laps
6th Rindt	Cooper- Climax	108 laps
Fastest lap: Hill 1min 11·9sec, 115·1mph		

ROUND 10/MEXICAN GRAND PRIX, Mexico City, 24th October

65 laps of 3·1-mile circuit—203 miles

1st Ginther	Honda	2hr 8min 32·10sec 94·3mph
2nd Gurney	Brabham- Climax	2hr 8min 34·99sec
3rd Spence	Lotus- Climax	2hr 9min 32·25sec

4th Siffert	Brabham- B.R.M.	2hr 10min 26.52sec
5th Bucknum	Honda	64 laps
6th Attwood	Lotus- B.R.M.	64 laps

Fastest lap: Gurney 1 min 55.84sec, 96.6mph

260

Drivers' World Championship—1965

1st Clark, 54 points; 2nd Hill, 40 points; 3rd Stewart, 33 points. Pts: 9-6-4-3-2-1 for first six places. Best six scores from ten events.

1966

ROUND 1/MONACO GRAND PRIX, Monte Carlo, 22nd May

100 laps of 1.95-mile circuit—195 miles

1st Stewart	B.R.M. (2-litre)	2hr 33min 10.5sec	76.5mph
2nd Bandini	Ferrari (2.4 litre)	2hr 33min 50.7sec	
3rd G. Hill	B.R.M. (2-litre)	99 laps	
4th Bondurant	B.R.M. (2-litre)	95 laps	
5th Ginther	Cooper- Maserati	80 laps	
6th Ligier	Cooper- Maserati	75 laps (not classified as finisher)	

Fastest lap: Bandini 1 min 29.8sec, 78.3mph

ROUND 2/BELGIAN GRAND PRIX, Spa-Francorchamps, 12th June

28 laps of 8.76-mile circuit—245 miles

1st Surtees	Ferrari	2hr 9min 11.3sec	113.9mph
2nd Rindt	Cooper- Maserati	2hr 9min 53.4sec	
3rd Bandini	Ferrari (2.4 litre)	27 laps	
4th Brabham	Brabham- Repco	26 laps	
5th Ginther	Cooper- Maserati	25 laps	
6th Ligier	Cooper- Maserati	24 laps (not classified as finisher)	

Fastest lap: Surtees 4min 18.7sec, 121.9mph

ROUND 3/FRENCH GRAND PRIX, Rheims, 3rd July

48 laps of 5.16-mile circuit—247 miles

1st Brabham	Brabham- Repco	1hr 48min 31.3sec	136.9mph
2nd Parkes	Ferrari	1hr 48min 40.8sec	
3rd Hulme	Brabham- Repco	46 laps	
4th Rindt	Cooper- Maserati	46 laps	
5th Gurney	Eagle- Climax (2.7 litre)	45 laps	
6th J. Taylor	Brabham- B.R.M. (2-litre)	45 laps	

Fastest lap: Bandini 2min 11.3sec, 141.4mph

ROUND 4/BRITISH GRAND PRIX, Brands Hatch, 16th July

80 laps of 2.65-mile circuit—212 miles

1st Brabham	Brabham- Repco	2hr 13min 13.4sec	95.4mph
2nd Hulme	Brabham- Repco	2hr 13min 23sec	
3rd G. Hill	B.R.M. (2-litre)	79 laps	
4th Clark	Lotus- Climax (2-litre)	79 laps	
5th Rindt	Cooper- Maserati	79 laps	
6th McLaren	McLaren- Serenissima	78 laps	

Fastest lap: Brabham 1 min 37sec, 98.3mph

ROUND 5/DUTCH GRAND PRIX, Zandvoort, 24th July

90 laps of 2.6-mile circuit—234 miles

1st Brabham	Brabham- Repco	2hr 20min 32.5sec	100.1mph
2nd G. Hill	B.R.M. (2-litre)	89 laps	
3rd Clark	Lotus- Climax (2-litre)	88 laps	
4th Stewart	B.R.M. (2-litre)	88 laps	
5th Spence	Lotus- B.R.M. (2-litre)	87 laps	
6th Bandini	Ferrari	87 laps	

Fastest lap: Hulme 1 min 30.6sec, 103.5mph

ROUND 6/GERMAN GRAND PRIX, Nurburgring, 7th August

15 laps of 14.17-mile circuit—213 miles

1st Brabham	Brabham- Repco	2hr 27min 3sec 86.7mph
2nd Surtees	Cooper- Maserati	2hr 27min 47.4sec
3rd Rindt	Cooper- Maserati	2hr 29min 35.6sec
4th G. Hill	B.R.M. (2-litre)	2hr 33min 44.4sec
5th Stewart	B.R.M. (2-litre)	2hr 35min 31.9sec
6th Bandini	Ferrari	2hr 37min 59.4sec

Fastest lap: Surtees 8min 49sec, 96.4mph

**ROUND 7/ITALIAN GRAND PRIX,
Monza, 4th September****68 laps of 3.57-mile circuit—243 miles**

1st Scarfiotti	Ferrari	1hr 47min 14.8sec	135.9mph
2nd Parkes	Ferrari	1hr 47min 20.6sec	
3rd Hulme	Brabham- Repco	1hr 47min 20.9sec	
4th Rindt	Cooper- Maserati	67 laps	
5th Spence	Lotus- B.R.M.	67 laps	
6th Anderson	Brabham- Climax	66 laps	

Fastest lap: Scarfiotti 1min 32.4sec, 139.2mph

**ROUND 8/U.S. GRAND PRIX,
Watkins Glen, 2nd October****108 laps of 2.3-mile circuit—248 miles**

1st Clark	Lotus- B.R.M.	2hr 9min 40.1sec 114.9mph
2nd Rindt	Cooper- Maserati	2hr 11min 26.9sec
3rd Surtees	Cooper- Maserati	107 laps
4th Siffert	Cooper- Maserati	105 laps
5th McLaren	McLaren- Ford	105 laps
6th Arundell	Lotus- Climax (2-litre)	101 laps

Fastest lap: Surtees 1min 9.67sec, 118.8mph

**ROUND 9/MEXICAN GRAND PRIX,
Mexico City, 23rd October****65 laps of 3.1-mile circuit—203 miles**

1st Surtees	Cooper- Maserati	2hr 6min 35.34sec 95.7mph
-------------	---------------------	---------------------------

2nd Brabham	Brabham- Repco	2hr 6min 43.22sec
3rd Hulme	Brabham- Repco	64 laps
4th Ginther	Honda	64 laps
5th Gurney	Eagle- Climax (2.7 litre)	64 laps
6th Bonnier	Cooper- Maserati	63 laps

Fastest lap: Ginther 1min 53.75sec, 98.3mph

Drivers' World Championship—1966

1st Brabham, 42 points; 2nd Surtees, 28 points; 3rd Rindt, 22 points. Pts: 9-6-4-3-2-1 for first six places. Best five scores from nine races.

1967**ROUND 1/S.AFRICAN GRAND PRIX,
Kyalami, 2nd January****80 laps of 2.55-mile circuit—204 miles**

1st P. Rodriguez	Cooper- Maserati	2hr 5min 45.9sec 97.1mph
2nd Love	Cooper- Climax 4	2hr 6min 12.3sec
3rd Surtees	Honda	79 laps
4th Hulme	Brabham- Repco	78 laps
5th Anderson	Brabham- Climax 4	78 laps
6th Brabham	Brabham- Repco	76 laps

Fastest lap: Hulme 1min 29.9sec, 101.8mph

**ROUND 2/MONACO GRAND PRIX,
Monte Carlo, 7th May****100 laps of 1.95-mile circuit—195 miles**

1st Hulme	Repco- Brabham	2hr 34min 34.3sec 75.9mph
2nd G. Hill	Lotus-B.R.M. (2-litre)	99 laps
3rd Amon	Ferrari	98 laps
4th McLaren	McLaren-B.R.M. (2-litre)	97 laps
5th P. Rodriguez	Cooper- Maserati	96 laps
6th Spence	B.R.M. H16	96 laps

Fastest lap: Clark 1min 29.55sec, 78.6mph

**ROUND 3/DUTCH GRAND PRIX,
Zandvoort, 4th June**

90 laps of 2.6-mile circuit—234 miles

1st Clark	Lotus-Ford	2hr 14min 45.1sec	104.4mph
2nd Brabham	Brabham- Recco	2hr 15min 08.7sec	
3rd Hulme	Brabham- Recco	2hr 15min 10.8sec	
4th Amon	Ferrari	2hr 15min 12.4sec	
5th Parkes	Ferrari	89 laps	
6th Scarfiotti	Ferrari	89 laps	
Fastest lap: Clark 1min 28.08sec, 106.5mph			

**ROUND 4/BELGIAN GRAND PRIX,
Spa-Francorchamps, 18th June**
28 laps of 8.76-mile circuit—245 miles

1st Gurney	Eagle- Weslake V12	1hr 40min 49.4sec	145.9mph
2nd Stewart	B.R.M. H16	1hr 41min 52.4sec	
3rd Amon	Ferrari	1hr 42min 29.4sec	
4th Rindt	Cooper- Maserati	1hr 43min 3.3sec	
5th Spence	B.R.M. H16	27 laps	
6th Clark	Lotus-Ford	27 laps	
Fastest lap: Gurney 3min 31.9sec, 148.8 mph			

**ROUND 5/FRENCH GRAND PRIX,
Le Mans, Bugatti Circuit, 2nd July**
80 laps of 2.74-mile circuit—220 miles

1st Brabham	Brabham- Recco	2hr 13min 21.3sec	98.9mph
2nd Hulme	Brabham- Recco	2hr 14min 10.8sec	
3rd Stewart	B.R.M. V-8 (2-litre)	79 laps	
4th Siffert	Cooper- Maserati	77 laps	
5th Irwin	B.R.M. H16	76 laps	
6th P. Rodriguez	Cooper- Maserati	76 laps	
Fastest lap: Hill 1min 36.7sec, 102.3mph			

**ROUND 6/BRITISH GRAND PRIX,
Silverstone, 15th July**
80 laps of 2.9-mile circuit—234 miles

1st Clark	Lotus-Ford	1hr 59min 25.6sec	117.6mph
2nd Hulme	Brabham- Recco	1hr 59min 38.4sec	
3rd Amon	Ferrari	1hr 59min 42.2sec	
4th Brabham	Brabham- Recco	1hr 59min 47.4sec	
5th P. Rodriguez	Cooper- Maserati	79 laps	
6th Surtees	Honda	78 laps	
Fastest lap: Hulme 1min 27sec, 121.1mph			

**ROUND 7/GERMAN GRAND PRIX,
Nurburgring, 6th August**
15 laps of 14.17-mile circuit—213 miles

1st Hulme	Brabham- Recco	2hr 5min 55.7sec	101.4mph
2nd Brabham	Brabham- Recco	2hr 6min 34.2sec	
3rd Amon	Ferrari	2hr 6min 34.7sec	
4th Surtees	Honda	2hr 8min 21.4sec	
5th Bonnier	Cooper- Maserati	2hr 14min 37.8sec	
6th Ligier	Brabham- Recco	14 laps	
Fastest lap: Gurney 8min 15.1sec, 103.1 mph			

**ROUND 8/CANADIAN GRAND PRIX,
Mosport Park, Toronto, 27th August**
90 laps of 2.46-mile circuit—221 miles

1st Brabham	Brabham- Recco	2hr 40min 40sec	82.6 mph
2nd Hulme	Brabham- Recco	2hr 41min 41.9sec	
3rd Gurney	Eagle- Weslake	89 laps	
4th G. Hill	Lotus-Ford	88 laps	
5th Spence	B.R.M. H16	87 laps	
6th Amon	Ferrari	87 laps	
Fastest lap: Clark 1min 23.1sec, 106.5mph			

**ROUND 9/ITALIAN GRAND PRIX,
Monza, 10th September**
68 laps of 3.57-mile circuit—243 miles

1st Surtees	Honda	1hr 43min 45sec	140.5mph
2nd Brabham	Brabham- Recco	1hr 43min 45.2sec	
3rd Clark	Lotus-Ford	1hr 44min 8.1sec	
4th Rindt	Cooper- Maserati	1hr 44min 41.6sec	
5th Spence	B.R.M. H-16	67 laps	
6th Ickx	Cooper- Maserati	66 laps	
Fastest lap: Clark 1min 28.5 sec 145.3mph			

**ROUND 10/U.S. GRAND PRIX,
Watkins Glen, 1st October**
108 laps of 2.3-mile circuit—248 miles

1st Clark	Lotus-Ford	2hr 3min 13.2sec	120.9mph
2nd G. Hill	Lotus-Ford	2hr 3min 19.5sec	
3rd Hulme	Brabham- Recco	107 laps	
4th Siffert	Cooper- Maserati	106 laps	

5th Brabham	Brabham- Recco	104 laps
6th Bonnier	Cooper- Maserati	101 laps
Fastest lap: Hill 1 min 6sec, 125.4mph		

ROUND 11/MEXICAN GRAND PRIX, Mexico City, 22nd October

65 laps of 3.1-mile circuit—203 miles

1st Clark	Lotus-Ford	1hr 59min 28.70sec	101.4mph
-----------	------------	--------------------	----------

2nd Brabham	Brabham- Recco	2hr 0min 54.06sec
-------------	-------------------	-------------------

3rd Hulme	Brabham- Recco	64 laps
-----------	-------------------	---------

4th Surtees	Honda	64 laps
-------------	-------	---------

5th Spence	B.R.M. H-16	63 laps
------------	-------------	---------

6th Rodriguez	Cooper- Maserati	63 laps
---------------	---------------------	---------

Fastest lap: Clark 1 min 48.13sec, 103.4mph

Drivers' World Championship—1967

1st Hulme, 51 points; 2nd Brabham, 46 points; 3rd Clark, 41 points. Pts: 9-6-4-3-2-1 for first six places. Season divided into two sections. Best five out of first six scores. Best four out of second five scores.

1968

ROUND 1/S.AFRICAN GRAND PRIX, Kyalami, 1st January

80 laps of 2.55 mile-circuit—204 miles

1st Clark	Lotus-Ford	1hr 53min 56.6sec	107.4 mph
-----------	------------	-------------------	-----------

2nd G. Hill	Lotus-Ford	1hr 54min 21.9sec
-------------	------------	-------------------

3rd Rindt	Brabham- Recco	1hr 54min 27sec
-----------	-------------------	-----------------

4th Amon	Ferrari	78 laps
----------	---------	---------

5th Hulme	McLaren- B.R.M.	78 laps
-----------	--------------------	---------

6th Beltoise	Matra-Ford	77 laps
Fastest lap: Clark 1 min 23.7sec, 109.6mph		

ROUND 2/SPANISH GRAND PRIX, Jarama, Madrid, 12th May

90 laps of 2.11-mile circuit—190 miles

1st G. Hill	Lotus-Ford	2hr 15min 20.1sec	84.4mph
-------------	------------	-------------------	---------

2nd Hulme	McLaren- Ford	2hr 15min 36sec
-----------	------------------	-----------------

3rd Redman	Cooper- B.R.M.	89 laps
------------	-------------------	---------

4th Scarfiotti	Cooper- B.R.M.	89 laps
----------------	-------------------	---------

5th Beltoise	Matra- Ford	81 laps
--------------	----------------	---------

Fastest lap: Beltoise 1 min 28.3sec, 86.2mph

ROUND 3/MONACO GRAND PRIX, Monte Carlo, 26th May

80 laps of 1.95-mile circuit—156 miles

1st G. Hill	Lotus-Ford	2hr 0min 32.3sec	77.8mph
-------------	------------	------------------	---------

2nd Attwood	B.R.M.	2hr 0min 34.5sec
-------------	--------	------------------

3rd Bianchi	Cooper- B.R.M.	76 laps
-------------	-------------------	---------

4th Scarfiotti	Cooper- B.R.M.	76 laps
----------------	-------------------	---------

5th Hulme	McLaren- Ford	73 laps
-----------	------------------	---------

Fastest lap: Attwood 1 min 28.1sec, 79.8mph

ROUND 4/BELGIAN GRAND PRIX, Spa-Francorchamps, 9th June

28 laps of 8.76-mile circuit—245 miles

1st McLaren	McLaren- Ford	1hr 40min 2.1sec	147.1mph
-------------	------------------	------------------	----------

2nd P. Rodriguez	B.R.M.	1hr 40min 14.2sec
------------------	--------	-------------------

3rd Ickx	Ferrari	1hr 40min 41.7sec
----------	---------	-------------------

4th Stewart	Matra- Ford	27 laps
-------------	----------------	---------

5th Oliver	Lotus-Ford	26 laps
------------	------------	---------

6th Bianchi	Cooper- B.R.M.	26 laps
-------------	-------------------	---------

Fastest lap: Surtees 3 min 30.5sec, 149.8mph

ROUND 5/DUTCH GRAND PRIX, Zandvoort, 23rd June

90 laps of 2.6-mile circuit—234 miles

1st Stewart	Matra- Ford	2hr 46min 11.26sec	84.6mph
-------------	----------------	--------------------	---------

2nd Beltoise	Matra-V12	2hr 47min 45.19sec
--------------	-----------	--------------------

3rd Rodriguez	B.R.M.	89 laps
---------------	--------	---------

4th Ickx	Ferrari	88 laps
----------	---------	---------

5th Moser	Brabham- Recco	87 laps
-----------	-------------------	---------

6th Amon	Ferrari	85 laps
----------	---------	---------

Fastest lap: Beltoise 1 min 45.91sec, 87.5mph

ROUND 6/FRENCH GRAND PRIX, Rouen-les-Essarts, 7th July

60 laps of 4.06-mile circuit—243 miles

1st Ickx	Ferrari	2hr 25min 40.9sec	100.4mph
----------	---------	-------------------	----------

2nd Surtees	Honda	2hr 27min 39.5sec
-------------	-------	-------------------

3rd Stewart	Matra- Ford	59 laps
-------------	----------------	---------

4th Elford	Cooper- B.R.M.	58 laps
------------	-------------------	---------

5th Hulme McLaren-
Ford 58 laps
6th Courage B.R.M. 57 laps
Fastest lap: Rodriguez 2min 11·5sec, 111·2mph

ROUND 7/BRITISH GRAND PRIX, Brands Hatch, 20th July

80 laps of 2·65-mile circuit—212 miles

1st Siffert Lotus-Ford 2hr 1min 20·3sec 86·8mph
2nd Amon Ferrari 2hr 1min 24·7sec
3rd Ickx Ferrari 79 laps
4th Hulme McLaren-
Ford 79 laps
5th Surtees Honda 78 laps
6th Stewart Matra-Ford 77 laps
Fastest lap: Siffert 1min 29·7sec, 106·3mph

ROUND 8/GERMAN GRAND PRIX, Nurburgring, 4th August

14 laps of 14·17-mile circuit—198 miles

1st Stewart Matra-Ford 2hr 19min 3·2sec 86·8mph
2nd G. Hill Lotus-Ford 2hr 23min 6·4sec
3rd Rindt Brabham-
Repco 2hr 23min 12·6sec
4th Ickx Ferrari 2hr 24min 58·4sec
5th Brabham Brabham-
Repco 2hr 25min 24·3sec
6th P. Rodriguez B.R.M. 2hr 25min 28·2sec
Fastest lap: Stewart 9min 36sec, 88·6mph

ROUND 9/ITALIAN GRAND PRIX, Monza, 8th September

68 laps of 3·57-mile circuit—243 miles

1st Hulme McLaren-
Ford 1hr 40min 14·8sec 145·4mph
2nd Servoz-Gavin
Matra-Ford 1hr 41min 43·2sec
3rd Ickx Ferrari 1hr 41min 43·4sec
4th Courage B.R.M. 67 laps
5th Beltoise Matra-V12 66 laps
6th Bonnier McLaren-
B.R.M. 64 laps
Fastest lap: Oliver 1min 26·5sec, 148·6mph

ROUND 10/CANADIAN GRAND PRIX, Mont Tremblant—St Jovite, Quebec, 22nd September

90 laps of 2·65-mile circuit—238 miles

1st Hulme McLaren-
Ford 2hr 27min 11·2sec 97·2mph
2nd McLaren McLaren-
Ford 89 laps
3rd P. Rodriguez B.R.M. 88 laps
4th G. Hill Lotus-Ford 86 laps

5th Elford Cooper-
B.R.M. 86 laps
6th Stewart Matra-Ford 83 laps
Fastest lap: Siffert 1min 35·1sec, 100·3mph

ROUND 11/U.S. GRAND PRIX, Watkins Glen, 6th October

108 laps of 2·3-mile circuit—248 miles

1st Stewart Matra-Ford 1hr 59min 20·29sec
124·8mph
2nd G. Hill Lotus-Ford 1hr 59min 44·97sec
3rd Surtees Honda 107 laps
4th Gurney McLaren-
Ford 107 laps
5th Siffert Lotus-Ford 105 laps
6th McLaren McLaren-
Ford 103 laps
Fastest lap: Stewart 1min 5·22sec, 126·9mph

ROUND 12/MEXICAN GRAND PRIX, Mexico City, 3rd November

65 laps of 3·1-mile circuit—203 miles

1st G. Hill Lotus-Ford 1hr 56min 43·95sec
103·8mph
2nd McLaren McLaren-
Ford 1hr 58min 3·27sec
3rd Oliver Lotus-Ford 1hr 58min 24·6sec
4th P. Rodriguez B.R.M. 1hr 58min 25·4sec
5th Bonnier Honda 64 laps
6th Siffert Lotus-Ford 64 laps
Fastest lap: Siffert 1min 44·23sec, 107·3mph

Drivers' World Championship—1968

1st Hill, 48 points; 2nd Stewart, 36 points; 3rd Hulme, 33 points. Pts: 9–6–4–3–2–1 for first six places. Season divided into two: best five results from first six races; best five results from second six.

1969

ROUND 1/S.AFRICAN GRAND PRIX, Kyalami, Johannesburg, 1st March

80 laps of 2·55-mile circuit—204 miles

1st Stewart Matra-Ford 1hr 50min 39·1sec 110·6mph
2nd G. Hill Lotus-Ford 1hr 50min 57·9sec
3rd Hulme McLaren-
Ford 1hr 51min 10·9sec
4th Siffert Lotus-Ford 1hr 51min 28·3sec
5th McLaren McLaren-
Ford 79 laps
6th Beltoise Matra-Ford 78 laps
Fastest lap: Stewart 1min 21·6sec, 112·5mph

**ROUND 2/SPANISH GRAND PRIX,
Montjuich Park, Barcelona, 4th May**

90 laps of 2.36-mile circuit—212 miles

1st Stewart	Matra-Ford	2hr 16min 53sec	92.9mph
2nd McLaren	McLaren-Ford	88 laps	
3rd Beltoise	Matra-Ford	87 laps	
4th Hulme	McLaren-Ford	87 laps	
5th Surtees	B.R.M.	84 laps	
6th Ickx	Brabham-Ford	83 laps	

Fastest lap: Rindt 1min 28.3sec, 96.0mph

**ROUND 3/MONACO GRAND PRIX,
Monte Carlo, 18th May**

80 laps of 1.95-mile circuit—156 miles

1st G. Hill	Lotus-Ford	1hr 56min 59.4sec	80.1mph
2nd Courage	Brabham-Ford	1hr 57min 16.7sec	
3rd Siffert	Lotus-Ford	1hr 57min 34sec	
4th Attwood	Lotus-Ford	1hr 57min 52.3sec	
5th McLaren	McLaren-Ford	79 laps	
6th Hulme	McLaren-Ford	78 laps	

Fastest lap: Stewart 1min 25.1sec, 82.6mph

**ROUND 4/DUTCH GRAND PRIX,
Zandvoort, 21st June**

90 laps of 2.6-mile circuit—234 miles

1st Stewart	Matra-Ford	2hr 6min 42.08sec	111.0mph
2nd Siffert	Lotus-Ford	2hr 7min 6.6sec	
3rd Amon	Ferrari	2hr 7min 12.59sec	
4th Hulme	McLaren-Ford	2hr 7min 19.24sec	
5th Ickx	Brabham-Ford	2hr 7min 19.75sec	
6th Brabham	Brabham-Ford	2hr 7min 52.89sec	

Fastest lap: Stewart 1min 22.94sec, 113.0mph

**ROUND 5/FRENCH GRAND PRIX,
Clermont-Ferrand, 6th July**

38 laps of 5-mile circuit—190 miles

1st Stewart	Matra-Ford	1hr 56min 47.4sec,	97.7mph
2nd Beltoise	Matra-Ford	1hr 57min 44.5sec	
3rd Ickx	Brabham-Ford	1hr 57min 44.7sec	
4th McLaren	McLaren-Ford	37 laps	
5th Elford	McLaren-Ford	37 laps	

6th G. Hill Lotus-Ford 37 laps
Fastest lap: Stewart 3min 2.7sec, 98.6mph

**ROUND 6/BRITISH GRAND PRIX,
Silverstone, 19th July**

84 laps of 2.9-mile circuit—246 miles

1st Stewart	Matra-Ford	1hr 55min 55.6sec	127.2mph	265
2nd Ickx	Brabham-Ford	83 laps		
3rd McLaren	McLaren-Ford	83 laps		
4th Rindt	Lotus-Ford	83 laps		
5th Courage	Brabham-Ford	83 laps		
6th Elford	McLaren-Ford	82 laps		

Fastest lap: Stewart 1min 21.3sec, 129.6mph

**ROUND 7/GERMAN GRAND PRIX,
Nurburgring, 3rd August**

14 laps of 14.17-mile circuit—198 miles

1st Ickx	Brabham-Ford	1hr 49min 55.4sec	108.4mph
2nd Stewart	Matra-Ford	1hr 50min 53.1sec	
3rd McLaren	McLaren-Ford	1hr 53min 17sec	
4th G. Hill	Lotus-Ford	1hr 53min 54.2sec	
5th Siffert	Lotus-Ford	12 laps	
6th Beltoise	Matra-Ford	12 laps	

Fastest lap: Ickx 7min 43.8sec, 110.1mph

**ROUND 8/ITALIAN GRAND PRIX,
Monza, 7th September**

1st Stewart Matra-Ford 1hr 39min 11.26sec
146.9mph

2nd Rindt	Lotus-Ford	1hr 39min 11.34sec	
3rd Beltoise	Matra-Ford	1hr 39min 11.43sec	
4th McLaren	McLaren-Ford	1hr 39min 11.45sec	
5th Courage	Brabham-Ford	1hr 39min 44.70sec	
6th P. Rodriguez	Ferrari	66 laps	

Fastest lap: Beltoise 1min 25.2sec, 150.9mph

**ROUND 9/CANADIAN GRAND PRIX,
Mosport, Toronto, 20th September**

90 laps of 2.46-mile circuit—221 miles

1st Ickx	Brabham-Ford	1hr 59min 29.7sec	112.7mph
2nd Brabham	Brabham-Ford	2hr 0min 11.9sec	
3rd Rindt	Lotus-Ford	2hr 0min 17.7sec	
4th Beltoise	Matra-Ford	89 laps	

5th McLaren McLaren-
Ford 87 laps
6th Servoz-Gavin
Matra-Ford 84 laps
Fastest lap: Ickx and Brabham 1 min 18.1sec, 114.7mph

**ROUND 10/U.S. GRAND PRIX,
Watkins Glen, 5th October**
108 laps of 2.3-mile circuit—248 miles

1st Rindt Lotus-Ford 1 hr 57min 56.84sec
126.3mph
2nd Courage Brabham-
Ford 1 hr 58min 43.83sec
3rd Surtees B.R.M. 106 laps
4th Brabham Brabham-
Ford 106 laps
5th P. Rodriguez Ferrari 101 laps
6th Moser Brabham-
Ford 98 laps
Fastest lap: Rindt 1 min 4.34sec, 128.6mph

**ROUND 11/MEXICAN GRAND PRIX,
Mexico City, 19th October**
65 laps of 3.1-mile circuit—203 miles

1st Hulme McLaren-
Ford 1 hr 54min 8.80sec 106.1mph
2nd Ickx Brabham-
Ford 1 hr 54min 11.36sec
3rd Brabham Brabham-
Ford 1 hr 54min 47.28sec
4th Stewart Matra-Ford 1 hr 54min 55.84sec
5th Beltoise Matra-Ford 1 hr 55min 47.32sec
6th Oliver B.R.M. 63 laps
Fastest lap: Ickx 1 min 43.05sec, 108.5mph

Drivers' World Championship—1969

1st J. Stewart, 63 points; 2nd J. Ickx, 37 points; 3rd B. McLaren, 26 points. Pts: 9-6-4-3-2-1 for first six places. Divided season. Best five scores from first six races. Best four scores from last five races.

1970

**ROUND 1/S.AFRICAN GRAND PRIX,
Kyalami, 7th March**
80 laps of 2.55-mile circuit—204 miles

1st Brabham Brabham-
Ford 1 hr 49min 34.6sec 111.7mph
2nd Hulme McLaren-
Ford 1 hr 49min 42.7sec
3rd Stewart March-
Ford 1 hr 49min 51.7sec

4th Beltoise Matra-
Simca-V12 1 hr 50min 47.7sec
5th Miles Lotus-Ford 79 laps
6th G. Hill Lotus-Ford 79 laps
Fastest lap: Surtees and Brabham 1 min 20.8 sec, 113.6mph

**ROUND 2/SPANISH GRAND PRIX,
Jarama, Madrid, 19th April**
90 laps of 2.11-mile circuit—190 miles

1st Rindt Lotus-Ford 1 hr 54min 36.6sec 81.8mph
2nd Brabham Brabham-
Ford 1 hr 54min 59.7sec
3rd Pescarolo Matra-
Simca 1 hr 55min 28sec
4th Hulme McLaren-
Ford 1 hr 56min 4.9sec
5th G. Hill Lotus-Ford 79 laps
6th P. Rodriguez B.R.M. 78 laps
Fastest lap: Rindt (last lap!) 1 min 23.2sec, 84.5mph

**ROUND 4/BELGIAN GRAND PRIX,
Spa-Francorchamps, 7th June**
28 laps of 8.76-mile circuit—245 miles

1st Stewart March-Ford 2 hr 10min 58.2sec 87.2mph
2nd McLaren McLaren-
Ford 89 laps
3rd Andretti March-Ford 89 laps
4th G. Hill Lotus-Ford 89 laps
5th Servoz-Gavin
March-Ford 88 laps
Fastest lap: Brabham 1 min 24.3sec, 90.3mph

**ROUND 3/MONACO GRAND PRIX,
Monte Carlo, 10th May**

80 laps of 1.95-mile circuit—156 miles
1st P. Rodriguez B.R.M. 1 hr 38min 9.9sec 149.9mph
2nd Amon March-Ford 1 hr 38min 11sec
3rd Beltoise Matra-
Simca-V12 1 hr 39min 53.6sec
4th Giunti Ferrari 1 hr 40min 48.4sec
5th Stommelen Brabham-
Ford 1 hr 41 min 41.7sec
6th Pescarolo Matra-
Simca-V12 27 laps
Fastest lap: Amon 3 min 27.4sec, 152.0mph

**ROUND 5/DUTCH GRAND PRIX,
Zandvoort, 21st June**
80 laps of 2.6-mile circuit—208 miles

1st Rindt Lotus-Ford 1 hr 50min 43.41sec
112.9mph
2nd Stewart March-Ford 1 hr 51 min 13.41sec
3rd Ickx Ferrari 79 laps
4th Regazzoni Ferrari 79 laps

5th Beltoise Matra-Simca-V12 79 laps
 6th Surtees McLaren-Ford 79 laps
 Fastest lap: Ickx 1min 19.23sec, 118.3mph

ROUND 6/FRENCH GRAND PRIX, Clermont-Ferrand, 5th July

38 laps of 5-mile circuit—190 miles

1st Rindt Lotus-Ford 1hr 55min 57sec 98.4mph
 2nd Amon March-Ford 1hr 56min 4.61sec
 3rd Brabham Brabham-Ford 1hr 56min 41.83sec
 4th Hulme McLaren-Ford 1hr 56min 42.66sec
 5th Pescarolo Matra-Simca-V12 1hr 57min 16.42sec
 6th Gurney McLaren-Ford 1hr 57min 16.65sec
 Fastest lap: Brabham 3min 0.75sec, 99.6mph

ROUND 7/BRITISH GRAND PRIX, Brands Hatch, 18th July

80 laps of 2.65-mile circuit—212 miles

1st Rindt Lotus-Ford 1hr 57min 2sec 108.6mph
 2nd Brabham Brabham-Ford 1hr 57min 34.9sec
 3rd Hulme McLaren-Ford 1hr 57min 56.4sec
 4th Regazzoni Ferrari 1hr 57min 56.8sec
 5th Amon March-Ford 79 laps
 6th G. Hill Lotus-Ford 79 laps
 Fastest lap: Brabham 1min 25.9sec, 111.0mph

ROUND 8/GERMAN GRAND PRIX, Hockenheim, 2nd August

50 laps of 4.22-mile circuit—211 miles

1st Rindt Lotus-Ford 1hr 42min 0.3sec 123.9mph
 2nd Ickx Ferrari 1hr 42min 1sec
 3rd Hulme McLaren-Ford 1hr 43min 22.1sec
 4th Fittipaldi Lotus-Ford 1hr 43min 55.4sec
 5th Stommelen Brabham-Ford 49 laps
 6th Pescarolo Matra-Simca-V12 49 laps
 Fastest lap: Ickx 2min 0.5sec, 126.0mph

ROUND 9/AUSTRIAN GRAND PRIX, Osterreichring, 16th August

60 laps of 3.67-mile circuit—220 miles

1st Ickx Ferrari 1hr 42min 17.32sec 129.2mph
 2nd Regazzoni Ferrari 1hr 42min 17.93sec

3rd Stommelen Brabham-Ford 1hr 43min 45.20sec
 4th P. Rodriguez B.R.M. 59 laps
 5th Oliver B.R.M. 59 laps
 6th Beltoise Matra-Simca-V12 59 laps

Fastest lap: Ickx and Regazzoni 1min 40.4sec, 131.7mph

ROUND 10/ITALIAN GRAND PRIX, Monza, 6th September

68 laps of 3.57-mile circuit—243 miles

1st Regazzoni Ferrari 1hr 39min 6.88sec 147.0mph
 2nd Stewart March-Ford 1hr 39min 12.61sec
 3rd Beltoise Matra-Simca-V12 1hr 39min 12.68sec
 4th Hulme McLaren-Ford 1hr 39min 13.03sec
 5th Stommelen Brabham-Ford 1hr 39min 13.29sec
 6th Cevert March-Ford 1hr 40min 10.34sec
 Fastest lap: Regazzoni 1min 25.2sec, 150.9mph

ROUND 11/CANADIAN GRAND PRIX, Mont Tremblant—St Jovite, Quebec, 20th September

90 laps of 2.65-mile circuit—238 miles

1st Ickx Ferrari 2hr 21min 18.4sec 101.2mph
 2nd Regazzoni Ferrari 2hr 21min 33.2sec
 3rd Amon March-Ford 2hr 22min 16.3sec
 4th P. Rodriguez B.R.M. 89 laps
 5th Surtees Surtees-Ford 89 laps
 6th Gethin McLaren-Ford 88 laps
 Fastest lap: Regazzoni 1min 32.2sec, 103.4mph

ROUND 12/U.S. GRAND PRIX, Watkins Glen, 4th October

108 laps of 2.3-mile circuit—248 miles

1st Fittipaldi Lotus-Ford 1hr 57min 32.79sec 126.7mph
 2nd P. Rodriguez B.R.M. 1hr 58min 9.18sec
 3rd Wisell Lotus-Ford 1hr 58min 17.96sec
 4th Ickx Ferrari 107 laps
 5th Amon March-Ford 107 laps
 6th Bell Surtees-Ford 107 laps
 Fastest lap: Ickx Ferrari 1min 27.4sec, 131.9mph

ROUND 13/MEXICAN GRAND PRIX, Ricardo Rodriguez Circuit, 25th October

65 laps of 3.1-mile circuit—203 miles

1st Ickx Ferrari 1hr 53min 28.36sec 106.7mph
 2nd Regazzoni Ferrari 1hr 54min 13.82sec

3rd Hulme	McLaren-	
	Ford	1 hr 54min 14.33sec
4th Amon	March-Ford	1 hr 54min 15.41sec
5th Beltoise	Matra-	
	Simca-V12	1 hr 54min 18.47sec
6th P. Rodriguez	B.R.M.	1 hr 54min 53.12sec
Fastest lap: Ickx 1 min 43.11sec, 108.4mph		

Drivers' World Championship—1970

1st J. Rindt, 45 points; 2nd J. Ickx, 40 points; 3rd C. Regazzoni, 33 points. Pts: 9-6-4-3-2-1 for first six places. Best five results from first seven races. Best five from second six.

1971

ROUND 1/S.AFRICAN GRAND PRIX, Kyalami, 6th March

79 laps of 2.55-mile circuit—201 miles

1st Andretti	Ferrari	1 hr 47min 35.5sec	112.4mph
2nd Stewart	Tyrrell-		
	Ford	1 hr 47min 56.4sec	
3rd Regazzoni	Ferrari	1 hr 48min 06.9sec	
4th Wisell	Lotus-Ford	1 hr 48min 44.9sec	
5th Amon	Matra-		
	Simca	78 laps	
6th Hulme	McLaren-		
	Ford	78 laps	

Fastest lap: Andretti 1 min 20.3sec, 114.3mph

ROUND 2/SPANISH GRAND PRIX, Montjuich Park, Barcelona, 18th May

75 laps of 2.35-mile circuit—176 miles

1st Stewart	Tyrrell-Ford	1 hr 49min 3.4sec	97.2mph
2nd Ickx	Ferrari	1 hr 49min 6.8sec	
3rd Amon	Matra-		
	Simca	1 hr 50min 1.5sec	
4th Rodriguez	B.R.M.	1 hr 50min 21.3sec	
5th Hulme	McLaren-		
	Ford	1 hr 50min 30.4sec	
6th Beltoise	Matra-		
	Simca	74 laps	

Fastest lap: Ickx 1 min 25.1sec, 99.6mph

ROUND 3/MONACO GRAND PRIX, Monte Carlo, 23rd May

80 laps of 1.95-mile circuit—156 miles

1st Stewart	Tyrrell-Ford	1 hr 52min 21.3sec	83.5mph
2nd Peterson	March-Ford	1 hr 52min 46.9sec	
3rd Ickx	Ferrari	1 hr 53min 14.6sec	
4th Hulme	McLaren-		
	Ford	1 hr 53min 28sec	
5th Fittipaldi	Lotus-Ford	79 laps	

6th Stommelen	Surtees-	
	Ford	79 laps
Fastest lap: Stewart 1 min 22.2sec, 85.6mph		

ROUND 4/DUTCH GRAND PRIX, Zandvoort, 20th June

70 laps of 2.6-mile circuit—182 miles

1st Ickx	Ferrari	1 hr 56min 20.09sec	94mph
2nd Rodriguez	B.R.M.	1 hr 56min 28.08sec	
3rd Regazzoni	Ferrari	69 laps	
4th Peterson	March-Ford	68 laps	
5th Surtees	Surtees-		
	Ford	68 laps	
6th Siffert	B.R.M.	68 laps	
Fastest lap: Ickx 1 min 34.95sec, 98.8mph			

ROUND 5/FRENCH GRAND PRIX, Paul Ricard Circuit, 4th July

55 laps of 3.6-mile circuit—198 miles

1st Stewart	Tyrrell-Ford	1 hr 46min 41.68sec	111.6mph
2nd Cevert	Tyrrell-Ford	1 hr 47min 9.80sec	
3rd Fittipaldi	Lotus-Ford	1 hr 47min 15.75sec	
4th Siffert	B.R.M.	1 hr 47min 18.85sec	
5th Amon	Matra-		
	Simca	1 hr 47min 22.76sec	
6th Wisell	Lotus-Ford	1 hr 47min 57.66sec	
Fastest lap: Stewart 1 min 54.09sec, 113.9mph			

ROUND 6/WOOLMARK BRITISH GRAND PRIX,

Silverstone, 17th July

68 laps of 2.9-mile circuit—199 miles

1st Stewart	Tyrrell-Ford	1 hr 31min 31.5sec	130.5mph
2nd Peterson	March-Ford	1 hr 32min 7.6sec	
3rd Fittipaldi	Lotus-Ford	1 hr 32min 22sec	
4th Pescarolo	March-Ford	67 laps	
5th Stommelen	Surtees-		
	Ford	67 laps	
6th Surtees	Surtees-		
	Ford	67 laps	
Fastest lap: Stewart 1 min 19.9sec, 131.9mph			

ROUND 7/GERMAN GRAND PRIX, Nurburgring, 1st August

12 laps of 14.19-mile circuit—170 miles

1st Stewart	Tyrrell-Ford	1 hr 29min 15.7sec	114.4mph
2nd Cevert	Tyrrell-Ford	1 hr 29min 45.8sec	
3rd Regazzoni	Ferrari	1 hr 29min 52.8sec	
4th Andretti	Ferrari	1 hr 31min 20.7sec	
5th Peterson	March-Ford	1 hr 31min 44.8sec	
6th Schenken	Brabham-		
	Ford	1 hr 32min 14.3sec	
Fastest lap: Cevert 7min 20.1sec, 116.1mph			

ROUND 8/AUSTRIAN GRAND PRIX, Osterreichring, 15th August

54 laps of 3.67-mile circuit—198 miles

1st Siffert	B. R. M.	1 hr 30min 23.91sec	132.3mph
2nd Fittipaldi	Lotus-Ford	1 hr 30min 28.03sec	
3rd Schenken	Brabham-Ford	1 hr 30min 43.68sec	
4th Wisell	Lotus-Ford	1 hr 30min 55.78sec	
5th Hill	Brabham-Ford	1 hr 31min 12.34sec	
6th Pescarolo	March-Ford	1 hr 31min 48.42sec	
Fastest lap: Siffert 1min 38.47sec, 134.4mph			

ROUND 9/ITALIAN GRAND PRIX, Monza, 5th September

55 laps of 3.57-mile circuit—196 miles

1st Gethin	B. R. M.	1 hr 18min 12.6sec	150.7mph
2nd Peterson	March-Ford	1 hr 18min 12.61sec	
3rd Cevert	Tyrrell-Ford	1 hr 18min 12.69sec	
4th Hailwood	Surtees-Ford	1 hr 18min 12.78sec	
5th Ganley	B. R. M.	1 hr 18min 13.21sec	
6th Amon	Matra-Simca	1 hr 18min 44.96sec	
Fastest lap: Pescarolo 1min 23.8sec, 153.5mph			

ROUND 10/CANADIAN GRAND PRIX, Mosport, Toronto, 19th September

64 laps of 2.46-mile circuit—157 miles

1st Stewart	Tyrrell-Ford	1 hr 55min 12.9sec	81.9mph
2nd Peterson	March-Ford	1 hr 55min 51.2sec	
3rd Donohue	McLaren-Ford	1 hr 56min 48.7sec	
4th Hulme	McLaren-Ford	63 laps	
5th Wisell	Lotus-Ford	63 laps	
6th Cevert	Tyrrell-Ford	62 laps	
Fastest lap: Hulme 1min 43.5sec, 85.5mph			

ROUND 11/U.S. GRAND PRIX, Watkins Glen, 3rd October

59 laps of 3.77-mile circuit—199 miles

1st Cevert	Tyrrell-Ford	1 hr 43min 51.99sec	115.09mph
2nd Siffert	B. R. M.	1 hr 44min 32.05sec	
3rd Peterson	March-Ford	1 hr 44min 36.06sec	
4th Ganley	B. R. M.	1 hr 44min 48.74sec	
5th Stewart	Tyrrell-Ford	1 hr 44min 51.99sec	
6th Regazzoni	Ferrari	1 hr 45min 8.42sec	
Fastest lap: Ickx 1min 43.47sec, 117.5mph			

Drivers' World Championship—1971

1st J. Stewart, 62 points; 2nd R. Peterson,

33 points; 3rd F. Cevert, 26 points. Pts: 9-6-4-3-2-1 for first six places. Best five results from first six races. Best four from second five.

1972

ROUND 1/ARGENTINE GRAND PRIX Buenos Aires, 23rd January

95 laps of 2.12 mile circuit—201.4 miles

1st Stewart	Tyrrell-Ford	1 hr 57min 58.82sec	100.325mph
2nd Hulme	McLaren-Ford	1 hr 58min 24.78sec	
3rd Ickx	Ferrari	1 hr 58min 58.21sec	
4th Regazzoni	Ferrari	1 hr 59min 5.54sec	
5th Schenken	Surtees-Ford	1 hr 59min 7.93sec	
6th Peterson	March-Ford	94 laps	
Fastest lap: Stewart 1min 12.66sec, 101.59mph			

ROUND 2/SOUTH AFRICAN GRAND PRIX Kyalami, 4th March

79 laps of 2.55 mile circuit—201.45 miles

1st Hulme	McLaren-Ford	1 hr 45min 49.1sec	114.23mph
2nd Fittipaldi	John Player Special	1 hr 46min 3.2sec	
3rd Revson	McLaren-Ford	1 hr 46min 14.9sec	
4th Andretti	Ferrari	1 hr 46min 27.6sec	
5th Peterson	March-Ford	1 hr 46min 38.1sec	
6th Hill	Brabham-Ford	78 laps	
Fastest lap: Hailwood 1min 18.9sec, 116.35mph			

ROUND 3/SPANISH GRAND PRIX Jarama, Madrid, 1st May

90 laps of 2.11 mile circuit—189.9 miles

1st Fittipaldi	John Player Special	2 hr 3min 41.23sec	92.35mph
2nd Ickx	Ferrari	2 hr 4min 0.15sec	
3rd Regazzoni	Ferrari	89 laps	
4th de Adamich	Surtees-Ford	89 laps	
5th Revson	McLaren-Ford	89 laps	
6th Pace	March-Ford		
Fastest lap: Ickx 1min 21.01sec, 94.00mph			

ROUND 4/MONACO GRAND PRIX Monte Carlo, 14th May

80 laps of 1.95 mile circuit—156 miles

1st Beltoise	BRM	2 hr 26min 54.7sec	63.85mph
2nd Ickx	Ferrari	2 hr 27min 32.9sec	
3rd Fittipaldi	John Player Special	79 laps	

4th	Stewart	Tyrrell-Ford	78 laps
5th	Redman	McLaren-Ford	77 laps
6th	Amon	Matra-Simca	77 laps
Fastest lap: Beltoise 1min 40·0sec, 70·35mph			

ROUND 5/BELGIAN GRAND PRIX**Nivelles, Brussels, 4th June**

85 laps of 2·314 mile circuit—196·69 miles

1st	Fittipaldi	John Player Special	1hr 44min 6·7sec 113·35mph
2nd	Cevert	Tyrrell-Ford	1hr 44min 33·3sec
3rd	Hulme	McLaren-Ford	1hr 45min 4·8sec
4th	Hailwood	Surtees-Ford	1hr 45min 18·7sec
5th	Pace	March-Ford	84 laps
6th	Amon	Matra-Simca	84 laps
Fastest lap: Amon 1min 12·12sec, 115·38mph			

ROUND 6/FRENCH GRAND PRIX**Clemtont-Ferrand, 2nd July**

38 laps of 5·005 mile circuit—190·19 miles

1st	Stewart	Tyrrell-Ford	1hr 52min 21·5sec 101·56mph
2nd	Fittipaldi	John Player Special	1hr 52min 49·2sec
3rd	Amon	Matra-Simca	1hr 52min 53·4sec
4th	Cevert	Tyrrell-Ford	1hr 53min 10·8sec
5th	Peterson	March-Ford	1hr 53min 18·3sec
6th	Hailwood	Surtees-Ford	1hr 53min 57·6sec
Fastest lap: Amon 2min 53·9sec, 103·61mph			

**ROUND 7/JOHN PLAYER (BRITISH)
GRAND PRIX****Brands Hatch, 15th July**

76 laps of 2·65 mile circuit—201·4 miles

1st	Fittipaldi	John Player Special	1hr 47min 50·2sec 112·06mph
2nd	Stewart	Tyrrell-Ford	1hr 47min 54·3sec
3rd	Revson	McLaren-Ford	1hr 49min 2·7sec
4th	Amon	Matra-Simca	75 laps
5th	Hulme	McLaren-Ford	75 laps
6th	Merzario	Ferrari	75 laps
Fastest lap: Stewart 1min 24·0sec, 113·57mph			

ROUND 8/GERMAN GRAND PRIX**Nurburgring, 30th July**

14 laps of 14·19 mile circuit—198·66 miles

1st	Ickx	Ferrari	1hr 42min 12·3sec 116·63mph
2nd	Regazzoni	Ferrari	1hr 43min 00·6sec
3rd	Peterson	March-Ford	1hr 43min 19·0sec
4th	Ganley	BRM	1hr 44min 32·5sec
5th	Redman	McLaren-Ford	1hr 44min 48·0sec
6th	Hill	Brabham-Ford	1hr 45min 11·9sec
Fastest lap: Ickx 7min 13·6sec, 117·81mph			

ROUND 9/AUSTRIAN GRAND PRIX**Osterreichring, Zeltweg, 13th August**

54 laps of 3·67 mile circuit—198·18 miles

1st	Fittipaldi	John Player Special	1hr 29min 16·66sec 133·32mph
2nd	Hulme	McLaren-Ford	1hr 29min 17·84sec
3rd	Revson	McLaren-Ford	1hr 29min 53·19sec
4th	Hailwood	Surtees-Ford	1hr 30min 1·49sec
5th	Amon	Matra-Simca	1hr 30min 2·30sec
6th	Ganley	BRM	1hr 30min 17·85sec
Fastest lap: Hulme 1min 38·32sec, 134·50mph			

ROUND 10/ITALIAN GRAND PRIX**Monza, 10th September**

55 laps of 3·57 mile circuit—196·35 miles

1st	Fittipaldi	John Player Special	1hr 29min 58·4sec 131·61mph
2nd	Hailwood	Surtees-Ford	1hr 30min 12·9sec
3rd	Hulme	McLaren-Ford	1hr 30min 22·2sec
4th	Revson	McLaren-Ford	1hr 30min 34·1sec
5th	Hill	Brabham-Ford	1hr 31min 4·0sec
6th	Gethin	BRM	1hr 31min 20·3sec
Fastest lap: Ickx 1min 36·3sec, 134·14mph			

ROUND 11/CANADIAN GRAND PRIX**Mosport Park, Ontario, 24th September**

80 laps of 2·459 mile circuit—196·72 miles

1st	Stewart	Tyrrell-Ford	1hr 43min 16·9sec 114·282mph
2nd	Revson	McLaren-Ford	1hr 44min 5·1sec
3rd	Hulme	McLaren-Ford	1hr 44min 11·5sec
4th	Reutemann	Brabham-Ford	1hr 44min 17·6sec
5th	Regazzoni	Ferrari	1hr 44min 23·9sec
6th	Amon	Matra-Simca	79 laps
Fastest lap: Stewart 1min 15·7sec, 117·568mph			

**ROUND 12/UNITED STATES GRAND
PRIX****Watkins Glen, 8th October**

59 laps of 3·377 mile circuit—199·243 miles

1st	Stewart	Tyrrell-Ford	1hr 41min 45·35sec 115·092mph
2nd	Cevert	Tyrrell-Ford	1hr 42min 22·78sec
3rd	Hulme	McLaren-Ford	1hr 42min 28·08sec
4th	Peterson	March-Ford	1hr 43min 7·87sec
5th	Ickx	Ferrari	1hr 43min 8·47sec
6th	Andretti	Ferrari	58 laps
Fastest lap: Stewart 1min 41·644sec, 119·610mph			

Drivers' World Championship—1972

1st E. Fittipaldi, 61 points; 2nd J. Stewart, 45 points; 3rd D. Hulme, 39 points. Pts: 9-6-4-3-2-1 for first six places.

1973**ROUND 1/ARGENTINE GRAND PRIX****Buenos Aires, January 28**

96 laps of 2.078-mile circuit—199.56 miles

1st Fittipaldi	John Player Special-Ford	1hr 56min 18.22sec 108.842mph
2nd Cevert	Tyrrell-Ford	1hr 56min 22.91sec
3rd Stewart	Tyrrell-Ford	1hr 56min 51.41sec
4th Ickx	Ferrari	1hr 57min 00.79sec
5th Hulme	McLaren-Ford	95 laps
6th W. Fittipaldi	Brabham-Ford	95 laps

Fastest lap: Fittipaldi, 1min 11.22sec, 105.08mph
Pole position: Regazzoni, BRM, 1min 10.54sec

ROUND 2/BRAZILIAN GRAND PRIX**Interlagos, February 11**

40 laps of 4.946-mile circuit—197.84 miles

1st Fittipaldi	John Player Special-Ford	1hr 43min 55.6sec 114.24mph
2nd Stewart	Tyrrell-Ford	1hr 44min 09.1sec
3rd Hulme	McLaren-Ford	1hr 45min 42.0sec
4th Merzario	Ferrari	39 laps
5th Ickx	Ferrari	39 laps
6th Regazzoni	BRM	39 laps

Fastest lap: Fittipaldi and Hulme, 2min 35.0sec, 114.88mph
Pole position: Peterson, John Player Special, 2min 30.5sec

ROUND 3/SOUTH AFRICAN GRAND PRIX**Kyalami, March 3**

79 laps of 2.55-mile circuit—201.45 miles

1st Stewart	Tyrrell-Ford	1hr 43min 11.07sec 117.14mph
2nd Revson	McLaren-Ford	1hr 43min 35.62sec
3rd Fittipaldi	John Player Special-Ford	78 laps
4th Merzario	Ferrari	78 laps
5th Hulme	McLaren-Ford	78 laps
6th Follmer	UOP-Shadow-Ford	77 laps

Fastest lap: Fittipaldi, 1min 17.10sec, 110.07mph
Pole position: Hulme, McLaren-Ford M23, 1min 16.28sec

ROUND 4/SPANISH GRAND PRIX**Montjuich, Barcelona, April 29**

75 laps of 2.355-mile circuit—176.65 miles

1st Fittipaldi	John Player Special-Ford	1hr 48min 18.70sec 97.86mph
2nd Cevert	Tyrrell-Ford	1hr 49min 01.40sec
3rd Follmer	Shadow-Ford	1hr 49min 31.80sec
4th Revson	McLaren-Ford	74 laps
5th Beltoise	BRM	74 laps
6th Hulme	McLaren-Ford	74 laps

Fastest lap: Peterson, 1min 23.8sec, 101.19mph

Pole position: Peterson, John Player Special, 1min 21.8sec

ROUND 5/BELGIAN GRAND PRIX**Zolder, May 20**

70 laps of 2.692-mile circuit—183.54 miles

1st Stewart	Tyrrell-Ford	1hr 42min 13.43sec 107.73mph
2nd Cevert	Tyrrell-Ford	1hr 42min 45.27sec
3rd Fittipaldi	John Player Special-Ford	1hr 44min 16.22sec
4th A. de Adamich	Brabham-Ford	69 laps
5th Lauda	BRM	69 laps
6th Amon	Tecno	67 laps

Fastest lap: Cevert, 1min 25.42sec, 110.51mph
Pole position: Peterson, John Player Special, 1min 22.46sec

271

ROUND 6/MONACO GRAND PRIX**Monte Carlo, June 3**

78 laps of 2.037-mile circuit—158.87 miles

1st Stewart	Tyrrell-Ford	1hr 57min 44.3sec 80.96mph
2nd Fittipaldi	John Player Special	1hr 57min 45.6sec
3rd Peterson	John Player Special	77 laps
4th Cevert	Tyrrell-Ford	77 laps
5th Revson	McLaren-Ford	76 laps
6th Hulme	McLaren-Ford	76 laps

Fastest lap: Fittipaldi, 1min 28.1sec, 83.23mph
Pole position: Stewart, 1min 27.5sec

ROUND 7/SWEDISH GRAND PRIX**Anderstorp, June 17**

80 laps of 2.49-mile circuit—199.61 miles

1st Hulme	McLaren-Ford	1hr 56min 46.049sec 102.65mph
2nd Peterson	John Player Special	1hr 56min 50.088sec
3rd Cevert	Tyrrell-Ford	1hr 57min 00.716sec
4th Reutemann	Brabham-Ford	1hr 57min 04.117sec
5th Stewart	Tyrrell-Ford	1hr 57min 12.047sec
6th Ickx	Ferrari	79 laps

Fastest lap: Hulme, 1min 26.146sec, 104.056mph
Pole Position: Peterson, 1min 23.810sec

ROUND 8/FRENCH GRAND PRIX**Paul Ricard, July 1**

54 laps of 3.604-mile circuit—194.61 miles

1st Peterson	John Player Special	1hr 41min 36.52sec 115.17mph
2nd Cevert	Tyrrell-Ford	1hr 42min 17.44sec
3rd Reutemann	Brabham-Ford	1hr 42min 23.00sec
4th Stewart	Tyrrell-Ford	1hr 42min 23.40sec

5th Ickx Ferrari 1hr 42min 25.42sec
 6th Hunt March-Ford 1hr 42min 59.06sec
 Fastest lap: Hulme, McLaren-Ford, 1min 50.99sec,
 117.51mph
 Pole position: Stewart, 1min 48.37sec

**ROUND 9/JOHN PLAYER GRAND PRIX
 Silverstone, July 14**

67 laps of 2.927-mile circuit—195.11 miles
 1st Revson McLaren-Ford 1hr 29min 18.5sec
 131.75mph

2nd Peterson John Player
 Special 1hr 29min 21.3sec
 3rd Hulme McLaren-Ford 1hr 29min 21.5sec
 4th Hunt March-Ford 1hr 29min 21.9sec
 5th Cevert Tyrrell-Ford 1hr 29min 55.1sec
 6th Reutemann Brabham-Ford 1hr 30min 03.2sec
 Fastest lap: Hunt, 1min 18.6sec, 134.06mph
 Pole position: Peterson, 1min 16.3sec

**ROUND 10/DUTCH GRAND PRIX
 Zandvoort, July 29**

72 laps of 2.626-mile circuit—189.06 miles
 1st Stewart Tyrrell-Ford 1hr 39min 12.45sec
 114.35mph

2nd Cevert Tyrrell-Ford 1hr 39min 28.28sec
 3rd Hunt March-Ford 1hr 40min 15.46sec
 4th Revson McLaren-Ford 1hr 40min 21.58sec
 5th Beltoise BRM 1hr 40min 25.82sec
 6th Gijs van
 Lennep Iso-Ford 70 laps

Fastest lap: Peterson 1min 20.31sec, 117.71mph
 Pole position: Peterson, John Player Special,
 1min 19.47sec

**ROUND 11/GERMAN GRAND PRIX
 Nurburgring, August 5**

14 laps of 14.19-mile circuit—198.64 miles
 1st Stewart Tyrrell-Ford 1hr 42min 03.0sec
 116.82mph

2nd Cevert Tyrrell-Ford 1hr 42min 04.6sec
 3rd Ickx McLaren-Ford 1hr 42min 44.2sec
 4th Pace Surtees-Ford 1hr 42min 56.8sec
 5th W. Fittipaldi Brabham-Ford 1hr 43min 22.9sec
 6th E. Fittipaldi John Player
 Special 1hr 43min 27.3sec

Fastest lap: Pace, 7min 11.4sec, 118.43mph
 Pole position: Stewart, 7min 09.3sec

**ROUND 12/AUSTRIAN GRAND PRIX
 Osterreichring, Zeltweg, August 19**

54 laps of 3.673-mile circuit—198.34 miles
 1st Peterson John Player
 Special 1hr 28min 48.7sec
 133.50mph
 2nd Stewart Tyrrell-Ford 1hr 28min 57.79sec
 3rd Pace Surtees-Ford 1hr 29min 35.42sec

4th Reutemann Brabham-Ford 1hr 29min 36.69sec
 5th Beltoise BRM 1hr 30min 10.38sec
 6th Regazzoni BRM 1hr 30min 21.1sec
 Fastest lap: Pace, 1min 37.29sec, 135.90mph
 Pole position: Emerson Fittipaldi, John Player Special,
 1min 34.98mph

**ROUND 13/ITALIAN GRAND PRIX
 Monza, September 9**

55 laps of 3.588-mile circuit—197.34 miles
 1st Peterson John Player
 Special 1hr 29min 17.0sec
 132.63mph

2nd Fittipaldi John Player
 Special 1hr 29min 17.8sec
 3rd Revson McLaren-Ford 1hr 29min 45.8sec
 4th Stewart Tyrrell-Ford 1hr 29min 50.2sec
 5th Cevert Tyrrell-Ford 1hr 30min 03.2sec
 6th Reutemann Brabham-Ford 1hr 30min 16.8sec
 Fastest lap: Stewart, 1min 35.3sec, 135.55mph
 Pole position: Peterson, 1min 34.80sec

**ROUND 14/CANADIAN GRAND PRIX
 Mosport Park, Ontario, September 23**

80 laps of 2.459-mile circuit—196.7 miles
 1st Revson McLaren-Ford 1hr 59min 04.083sec
 99.130mph

2nd Fittipaldi John Player
 Special 1hr 59min 36.81sec
 3rd Oliver Shadow-Ford 1hr 59min 38.588sec
 4th Beltoise BRM 1hr 59min 40.597sec
 5th Stewart Tyrrell-Ford 79 laps
 6th Ganley Iso-Ford 79 laps

Fastest lap: Fittipaldi, 1min 15.49sec, (no official speed)
 Pole position: Peterson, John Player Special,
 1min 13.697sec

**ROUND 15/UNITED STATES GRAND
 PRIX**

Watkins Glen, October 7

59 laps of 3.377-mile circuit—199.243 miles
 1st Peterson John Player
 Special 1hr 41min 15.779sec

2nd Hunt March-Ford 1hr 41min 16.467sec
 3rd Reutemann Brabham-Ford 1hr 41min 38.729sec
 4th Hulme McLaren-Ford 1hr 42min 06.025sec
 5th Revson McLaren-Ford 1hr 42min 36.166sec
 6th Fittipaldi John Player
 Special 1hr 43min 03.744sec

Fastest lap: Hunt, 1min 41.652sec, 119.596mph
 Pole position: Peterson, 1min 39.657sec

Drivers' World Championship—1973

1st J. Stewart, 71 points; 2nd E. Fittipaldi,
 55 points; 3rd R. Peterson, 52 points. Pts: 9—6—
 4—3—2—1 for first six places.

1974

The season began in the gloom of an oil crisis when the very fabric of the sport was threatened by petrol rationing, speed limits, and the possibility of widespread legislation. In Britain, motorsport was abandoned for the winter; the Monte Carlo Rally was cancelled; the South African Grand Prix postponed.

Yet from the gloom flared a Championship of such equality, such intensity, such high drama, and such variety that it must rank as the most exciting World Drivers' Championship ever held. Jackie Stewart had gone, leaving an obvious vacuum, and driver after driver muscled his way into it in a season that saw three drivers win their first Grand Prix, two teams return from the wilderness, and no fewer than 55 drivers take their places on the Championship grids. Between them they provided a ten-month, fifteen-chapter melodrama that remained a cliff-hanger until lap fifteen of the very last race on the calendar!

ROUND 1/ARGENTINE GRAND PRIX Buenos Aires, January 13

53 laps of 3.708-mile circuit—196.524 miles

The most hectic transfer season in Grand Prix history saw Emerson Fittipaldi leave Lotus to lead the new Texaco-Marlboro sponsored McLaren team. Peter Revson joined Shadow from McLaren; Mike Hailwood joined McLaren from Surtees; Jacky Ickx joined John Player Lotus; Jochen Mass joined Surtees; Niki Lauda and Clay Regazzoni left BRM for Ferrari; Henri Pescarolo and Francois Migault replaced them at BRM, and Ken Tyrrell signed Jody Scheckter (from McLaren) and Patrick Depailler to step into the shoes of Stewart and Cevert. Only Peterson (JPS), Reutemann (Brabham), Hulme (McLaren), and Hunt (Hesketh) were sitting in familiar seats when the flag fell.

It was a whole new game, but Peterson still earned pole position (his tenth in 16

races) though everyone was surprised to find Regazzoni, in a Ferrari, sitting next to him.

Hunt overtook Peterson to lead a Grand Prix for the first time, but after only two corners, he spun. Revson and Jarier eliminated both Shadows in a first-corner pile-up, while Reutemann hounded Ronnie.

On lap three, Reutemann was through—an Argentinian led the Argentine Grand Prix for the first time since Fangio's day. Peterson was having tyre problems and Denny Hulme promoted himself to second place on lap ten. Fittipaldi had a bad day, knocking the ignition switch off while changing gear in his new mount. He finished tenth.

It was not to be Latin America's day. With a lap-and-a-half to go, Reutemann was passed by Hulme. Half-a-lap later he parked his car—he had run out of petrol! The tears shed around that despairing circuit could have floated a whole fleet of tankers. Denny Hulme had scored his eighth and last Grand Prix victory, and the Ferraris were second and third!

RESULTS

1st Hulme	McLaren-Ford	1 hr 41min 2.01sec 116.723mph
2nd Lauda	Ferrari	1 hr 41min 11.28sec
3rd Regazzoni	Ferrari	1 hr 41min 22.42sec
4th Hailwood	McLaren-Ford	1 hr 41min 33.80sec
5th Beltoise	BRM	1 hr 41min 53.85sec
6th Depailler	Tyrrell-Ford	1 hr 42min 54.49sec
Fastest lap: Regazzoni, 1min 52.10sec, 119.094mph		
Pole position: Peterson, John Player Special, 1min 50.78sec		

ROUND 2/BRAZILIAN GRAND PRIX Interlagos, January 27

32 laps of 4.946-mile circuit—158.272 miles
(*Race shortened from 40 laps by rain*)

Now Emerson Fittipaldi had to justify his move to McLaren in front of his own supporters. He earned his first pole position for his new team and the crowds flocked in to see him sitting next to Reutemann on the front row. But, after a delayed start while the fire

brigade dealt with broken glass and mechanics from many teams dealt with Merzario's broken engine, the flag caught half the field by surprise.

274 Reutemann and Peterson leapt ahead but, by lap four, Reutemann's tyres began to go off and the crowd settled back to watch the old team-mates, Peterson and Fittipaldi, lock horns in a very meaningful duel indeed. Emerson v Ronnie; Texaco-Marlboro v John Player Special. Firm friends; bitter rivals!

Their determination carried them far ahead of the rest of the field. Ronnie was faster *out* of corners, Emerson quicker *into* them under braking. It was a perfect match. Fittipaldi electrified the crowd when he whipped by on lap 16 as the combatants screamed up behind Merzario, but Peterson was not to have the opportunity to fight back. A tiny piece of glass—perhaps the debris of a Brazilian reveller—forced him into the pits. Fittipaldi was out on his own ahead of Regazzoni and Ickx.

He had a fifteen-second lead when the heavens opened on lap 31. Soon the track was awash. The flag came out. Fittipaldi had won his second successive Brazilian Grand Prix in his brand new car. The new Texaco-Marlboro team had scored two-out-of-two. But they didn't lead the Championship—Clay Regazzoni had put Ferrari on top of the title table for the first time since March 1971!

RESULTS

1st	Fittipaldi	McLaren-Ford	1 hr 24min 37.06sec 112.238mph
2nd	Regazzoni	Ferrari	1 hr 24min 50.63sec
3rd	Ickx	John Player Special	31 laps
4th	Pace	Surtees-Ford	31 laps
5th	Hailwood	McLaren-Ford	31 laps
6th	Peterson	John Player Special	31 laps

Fastest lap: Regazzoni, 2min 36.04sec, 114.110mph

Pole position: Fittipaldi, 2min 32.97sec

ROUND 3/SOUTH AFRICAN GRAND PRIX

Kyalami, March 30

78 laps of 2.55-mile circuit—198.90 miles

As the gloom lifted from the energy crisis, the South African Grand Prix was restored—albeit a little late. Colin Chapman and Ralph Bellamy used the extra time to introduce two new John Player Specials with double wings, *four* pedals and the choice of an electrically-activated clutch. BRM brought along a very impressive looking P201 for Beltoise, Frank Williams brought the Dane, Tom Belso, and Jody Scheckter's brother, Ian, was to start in his first Grand Prix.

But the gloom returned as Peter Revson was killed when his Shadow car suddenly veered into the Armco barrier. For the second time in six months, the barriers that were to be the panacea for all motor-racing's ills had proved to be a cruelly deceptive cure. The Shadow team withdrew, and the sport mourned the brilliant, handsome, personable American.

Pole position was disputed by two newcomers to the front row: Carlos Pace in the Surtees and Niki Lauda in the Ferrari. Lauda won the argument by fractions of a second to claim his first pole position. It was not to be his last!

But there was no joy for the two pristine John Player cars. They started way down the grid and then eliminated each other at Crowthorne corner. Mass and Pescarolo joined in the destruction in the season's second first-lap fiasco. Belso's first Grand Prix lasted but a few yards as his clutch failed him—what a way to become the first Dane to start a Grand Prix!

Meanwhile, Lauda and Reutemann were disputing the lead ahead of Regazzoni, Scheckter, and Hunt. But many of the leaders were suffering from vibration problems. Hailwood was hanging on grimly while Scheckter's car was shaking itself out of gear.

Reutemann took the lead on lap nine. It was not to be Ferrari's day. Regazzoni retired on

lap 65 and, three laps from the end, Lauda lost a certain second place to the same oil-pressure problem. Meanwhile, Beltoise was having one of the best races of his career. He carved his way from twelfth to second place after treating us to a superb duel with Hailwood. Hans Stuck gained his first Championship points, but Carlos Reutemann was claiming a whole fistful of "firsts". He became the first Argentinian to win a Grand Prix since Fangio, and gave Brabham their first win since Jack Brabham's own Kyalami win four years previously. And a South African, Gordon Murray, had designed the winning car.

RESULTS

1st	Reutemann	Brabham	1hr 42min 40.96sec 116.24mph
2nd	Beltoise	BRM	1hr 43min 14.90sec
3rd	Hailwood	McLaren-Ford	1hr 43min 23.12sec
4th	Depailler	Tyrrell-Ford	1hr 43min 25.15sec
5th	Stuck	March	1hr 43min 27.19sec
6th	Merzario	Iso-Ford	1hr 43min 37.00sec

Fastest lap: Beltoise, 1min 18.14sec 117.46mph
Pole position: Lauda, Ferrari, 1min 16.58sec

ROUND 4/SPANISH GRAND PRIX

Jarama, April 28

84 laps of 2.115-mile circuit—177.67 miles

By the time the teams arrived in Madrid, yet another driver had added his name to the season's F1 victory roll. James Hunt had scored both his and the new Hesketh's first victory at Silverstone's International Trophy meeting. Five drivers from five different countries had won the first five races, and a man who hadn't won any of them, Clay Regazzoni, headed the title table.

Ken Tyrrell produced the new 007 for Scheckter. Tim Schenken arrived with the new Trojan-Tauranac, while Chris Amon brought along his new car. March brought along Brambilla, a burly Italian, while Robarts was replaced by Riki von Opel in the Brabham team. Jarama's new catch fencing saved both Depailler and Brambilla from harm while Niki

Lauda claimed his second pole position. Peterson jettisoned his "magic" clutch and earned a front-row position for the new John Player Special 76.

The rains came on race day and Peterson left the two Ferraris in his spray as he slithered into the lead. Ickx was fourth, and there were smiles in the JPS camp when he promoted himself to third place by lap nineteen.

By now the track was drying and soon lap-charts would collapse in chaos as the narrow pit road filled with cars. The Ferrari mechanics stole the honours as they applied their sports-car training to the task of changing wheels in 35 seconds. There was no such exemplary efficiency in the JPS camp, however, and the Ferraris quickly consolidated a lead on the track that had been won in the pits.

Merzario lost fourth place when he launched himself along a barrier while Stuck earned more plaudits in a stern duel which he just lost to a most determined Fittipaldi. Jody Scheckter earned his first ever points and gave the new Tyrrell a satisfactory debut, but it was Ferrari's day. Lauda and Regazzoni lapped everyone to give the team their first victory since 1972—a one-two triumph that left them together at the top of the table.

RESULTS

1st	Lauda	Ferrari	2hr 00min 29.56sec 88.48mph
2nd	Regazzoni	Ferrari	2hr 01min 05.17sec
3rd	Fittipaldi	McLaren-Ford	83 laps
4th	Stuck	March-Ford	82 laps
5th	Scheckter	Tyrrell-Ford	82 laps
6th	Hulme	McLaren-Ford	82 laps

Fastest lap: Lauda, 1min 20.83sec, 94.20mph
Pole position: Lauda, 1min 18.44sec

ROUND 5/BELGIAN GRAND PRIX

Nivelles, May 12

85 laps of 2.314-mile circuit—196.69 miles

The Belgian race returned to clinical Nivelles but there was nothing clinical about the time-keeping. Scheckter quickly came to terms with the circuit's unique problems but was

robbed of his rightful pole position by a crass and obstinate time-keeping system which handed it to a reluctant Regazzoni. The sporting Clay protested in vain, but he made his own luck with a superb start that saw Fittipaldi, Scheckter, Peterson, Lauda, and Hunt streaming behind him. Lauda soon promoted himself to third place and Fittipaldi found himself in a Ferrari sandwich.

There are those who have criticised the Nivelles track as "dull", but there was nothing dull about this race as the leading six harried and hunted each other every inch of the way. The order didn't change again until laps 38 and 39. Then, as so often, everything happened at once.

First Peterson pitted with tyre vibrations and a leaking fuel tank, then Regazzoni made a mess of lapping a back-marker and was instantly outfumbled by both Fittipaldi and Lauda. James Hunt suddenly veered from the fray with a broken rose-joint, and we were left to concentrate on two superb duels—one in which Fittipaldi upheld the Ford honour ahead of Lauda, the other between Regazzoni and Scheckter.

Fittipaldi had never driven so hard in his life before. At one stage he had to duck to avoid a flying balance-weight that shattered his screen. The tension lasted right to the flag as Fittipaldi won by just half-a-second. Behind Lauda, Regazzoni was spluttering along with engine problems. Scheckter passed him on the very last lap. It had been quite a motor race, especially for Emerson. He had proved that the Ferraris weren't invincible—and leapfrogged over both Lauda and Regazzoni to lead the Championship by just one point.

RESULTS

1st Fittipaldi	McLaren-Ford	1hr 44min 20.57sec 114.10mph
2nd Lauda	Ferrari	1hr 44min 20.92sec
3rd Scheckter	Tyrrell-Ford	1hr 45min 06.18sec
4th Regazzoni	Ferrari	1hr 45min 12.59sec
5th Beltoise	BRM	1hr 45min 28.62sec

6th Hulme McLaren-Ford 1hr 45min 31.11sec
Fastest lap: Hulme, 1min 11.31sec, 116.82mph
Pole position: Regazzoni, 1min 09.82mph

ROUND 6/MONACO GRAND PRIX Monte Carlo, May 26

78 laps of 2.037-mile circuit—158.88 miles

Niki Lauda's bid for his third pole position began badly when he crashed his car in the very first practice session, but the mechanics dragged out the "old mule" which proved it had quite a kick when Lauda took pole with Regazzoni beside him. Colin Chapman had swallowed his pride and brought out the old Lotus 72E's—one from his private museum. Ronnie said "Thank you" by claiming third spot on the grid next to Patrick Depailler, who had obviously listened very intently indeed to some blackboard lessons from Jackie Stewart. But there was bitter disappointment for the young Frenchman when his car sprung a leak in the warming-up lap and he started the race right at the back.

Jarier took advantage of the gap to chase the Ferraris up the hill leaving chaos behind him. Two previous winners, Hulme and Beltoise, touched and began a chain-reaction in which Merzario, Redman, Pace, Schenken, and Brambilla were eliminated from the race. First-lap accident number three! And, to add to the farce, the pace car spun too. Now Lauda and Regazzoni were duelling with each other ahead of Peterson, who had taken Jarier. But Ronnie vanished from their mirrors when he spun on lap six, collected Reutemann, but somehow struggled on in sixth place behind the Ferraris, Jarier, Scheckter, and Hailwood. But Mike was to exit on a mixture of oil and powder, while Regazzoni was to spin his lead away for the second time in a fortnight.

The Italians blamed Lauda for pressuring their hero as he revolved at the Rascasse on lap 21. Lauda led. Peterson sorted out both Scheckter and Jarier to claim second place by lap 25. The fight was on. But by lap 32, Lauda's

hopes of keeping the Swede at bay were shattered by a stuttering engine. He couldn't even make it back to the pits. The excitement was over.

The John Player Team had had their first success of the year with a car that had been pensioned off. Ronnie was back in the victory business and the next stop was Sweden!

RESULTS

1st Peterson	John Player Special	1hr 58min 03.7sec 80.74mph
2nd Scheckter	Tyrrell-Ford	1hr 58min 32.5sec
3rd Jarier	Shadow-Ford	1hr 58min 52.6sec
4th Regazzoni	Ferrari	1hr 59min 06.8sec
5th Fittipaldi	McLaren-Ford	77 laps
6th Watson	Brabham-Ford	77 laps

Fastest lap: Peterson, 1min 27.9sec, 83.42mph
Pole position: Lauda, Ferrari, 1min 26.3sec

ROUND 7/SWEDISH GRAND PRIX Anderstorp, June 9

80 laps of 2.497-mile circuit—199.76 miles

Brian Redman decided to retire from Grand Prix racing after the Monaco melée, and Sweden's Bertil Roos jetted in from a successful American career to take his place in the Shadow team. There were two other famous Scandinavians on parade to swell the crowds: Reine Wisell, deputising for Stuck, who was on March Formula Two duty, and Denmark's Tom Belso back in the Iso-Marlboro.

Colin Chapman occupied the first day's wet practice rehearsing his mechanics in the art of wheel-changing, but we had to wait until Saturday for real fireworks. And they came from the Tyrrell "twins". First Jody Scheckter showed he could learn a circuit as quickly as anyone, and then Patrick Depailler gave Ken an even bigger shock by claiming pole position. Two blue Tyrrells shared the front row for the first time since the Stewart/Cevert days. Tom Belso nearly missed the grid when his suspension snapped during a race-day warm-up, but Roberts (deputising for the injured Merzario) handed over his car, and that meant that Finland's Kinnunen earned a start too.

But the Scandinavian that mattered was Peterson, and he stormed into second place behind Scheckter. Depailler, Lauda, Regazzoni, and Hunt followed briskly behind. Suddenly there was a giant sigh as Ronnie retired on lap eight with a broken rear-driveshaft. Now the Tyrrells were first and second with Lauda a lonely third as Regazzoni obdurately held back all challengers. Suddenly he turned into the pits with gearbox problems, and James Hunt began a snorting chase after Lauda that was the highlight of the race. But Lauda was as stubborn as his Swiss teammate. He held Hunt at bay for 20 frustrating laps, but when the Englishman finally charged by with just fourteen laps to go, it was obvious that he intended to make a race of it. He was twenty seconds behind the Tyrrells—a deficit he narrowed to ten seconds before Tyrrell hung out the "Go" sign to his youngsters and they hared away from the pursuing Hesketh. Scheckter won his first Grand Prix at a lucky thirteenth attempt. Depailler proved himself as sporting as he was skilled, and James Hunt gave the Hesketh marque its first points. Graham Hill earned his first point since 1972, and Tom Belso finished a beaming seventh. Everyone was happy but the Ferrari camp, for Emerson had increased his lead to five points.

RESULTS

1st Scheckter	Tyrrell-Ford	1hr 58min 31.391sec 101.111mph
2nd Depailler	Tyrrell-Ford	1hr 58min 31.771sec
3rd Hunt	Hesketh-Ford	1hr 58min 34.716sec
4th Fittipaldi	McLaren-Ford	1hr 59min 24.898sec
5th Jarier	Shadow-Ford	1hr 59min 47.794sec
6th Hill	Lola-Ford	79 laps

Fastest lap: Depailler, 1min 27.262sec, 103.014mph
Pole position: Depailler, 1min 24.758sec

ROUND 8/DUTCH GRAND PRIX Zandvoort, June 22

75 laps of 2.626-mile circuit—196.95 miles

The Ferraris had precious little to show for their last two Grands Prix, but any false hopes

harboured by the Ford brigade were quickly quashed as Lauda knocked two seconds from the lap record to claim his fourth pole position. And, once again, Regazzoni would sit next to him. Fittipaldi and Hailwood shared the second row, but Dutchman Gijs van Lennep wasn't happy with Frank Williams when he failed to qualify in the Belso Iso while John Surtees strengthened rumours of a rift when he refused to let Pace drive.

In contrast, Shadow were delighted with the performance of their new boy, Tom Pryce, who qualified on the sixth row in his first Grand Prix. But their joy was shortlived. On the very first corner, Pryce and James Hunt tangled. First lap accident number four, and an all-British affair!

At least Mike Hailwood was keeping the flag flying. As Lauda leapt clear from the flag, Mike beat Regazzoni into second place while Depailler slotted in behind the surprised Swiss. But Hailwood's glory didn't last long. Regazzoni roared by on the straight ("As if I was in reverse", said Mike) and the Ferraris were first and second.

Now the interest lay in the duels between Hailwood and Depailler for third place and Scheckter and Fittipaldi for fourth. First Hailwood lost out to Depailler and then the Frenchman surrendered to Fittipaldi as the Brazilian battled through in search of points. It was lap 37. Emerson was second. But the nearest Ferrari was fifteen seconds away. Depailler fell back with oversteer problems, Hailwood and Scheckter moved up to challenge Fittipaldi, but no one could catch the flying Ferraris. Lauda and Regazzoni gained their second one-two triumph of the season, and Lauda closed within one point of Fittipaldi.

RESULTS

1st Lauda	Ferrari	1hr 43min 00.35sec
2nd Regazzoni	Ferrari	1hr 43min 08.60sec
3rd Fittipaldi	McLaren-Ford	1hr 43min 30.62sec
4th Hailwood	McLaren-Ford	1hr 43min 31.64sec

5th Scheckter	Tyrrell-Ford	1hr 43min 34.63sec
6th Depailler	Tyrrell-Ford	1hr 43min 51.86sec
Fastest lap: Peterson, 1min 21.44sec, 116.078mph		
Pole position: Lauda, 1min 18.31sec		

ROUND 9/FRENCH GRAND PRIX Dijon-Prenois, July 7

80 laps of 2.044-mile circuit—163.52 miles

The oldest Grand Prix in the world moved to its fifteenth new home as the Automobile Club of France celebrated its birthday in vintage style. Memory lane came to life in the sunshine as not only a host of magnificent cars but also their equally distinguished drivers gathered to reminisce and overawe the auto-graph hunters. Taruffi, Chiron, Prince Bira, Muller, Lang, Brooks, Etancelin, Phil Hill, and Stirling Moss were all present. But they were soon talking about a new name, as Tom Pryce claimed third spot on the grid behind Peterson and Lauda—the latter on pole for the fifth time.

There was little joy for some new faces in new machinery. Dolhem (Surtees), Pace (Brabham), and Jabouille (Iso) all failed to qualify their new mounts while Stuck also failed in the March. As it happened, the grid was a far from healthy place. For the *fifth* time there was a first lap pile-up. Pryce moved off slowly. Reutemann rammed him, and planted him right in front of a luckless, incredulous James Hunt. The two Britons had tangled again!

Lauda, meanwhile, was streaking away followed by Peterson, Regazzoni, Hailwood, and Scheckter. Fittipaldi was making up for avoiding action at the start and charging through the field. By lap 15, he was fourth. A lap later, Lauda was passed by Peterson as vibration affected the Ferrari's handling. Regazzoni had similar problems, but before Fittipaldi could pass him, the Brazilian's engine expired with a massive and expensive bang. He would fail to score points for the first time since South Africa. Ronnie held an untroubled lead, Scheckter just failed to overhaul Regazzoni, and

Jacky Ickx showed all his old form to claim fifth place. Only seventeen points separated the first five drivers in the Championship, with Lauda holding a tenuous four-point lead. Roll on Brands Hatch.

RESULTS

1st Peterson	John Player Special	1hr 21min 55.02sec
2nd Lauda	Ferrari	1hr 22min 15.38sec
3rd Regazzoni	Ferrari	1hr 22min 22.86sec
4th Scheckter	Tyrrell-Ford	1hr 22min 23.13sec
5th Ickx	John Player Special	1hr 22min 32.56sec
6th Hulme	McLaren-Ford	1hr 22min 33.16sec

Fastest lap: Scheckter, 1min, 122.621mph
Pole position: Lauda, 58.79sec

ROUND 10/JOHN PLAYER GRAND PRIX

Brands Hatch, July 20

75 laps of 2.65-mile circuit—198.75 miles

There were 34 entries with 45 cars battling for the 25 places on the grid, and the practice honours belonged to Lauda and Peterson who both knocked four seconds off the lap record to share the front row with exactly the same time.

Two British favourites had early troubles. James Hunt had to use his reserve car, had an accident in the pit road, and then plunged off the circuit on lap three. Meanwhile Peter Gethin, driving for Graham Hill, suffered an early puncture.

But it would be another puncture which would earn all the headlines and cause the season's biggest controversy. Niki Lauda simply vanished from the flag and had a two second lead over Scheckter by the time the cars completed the first lap. Regazzoni was third, and he fought off Peterson in a duel that lasted for 38 laps. Meanwhile, Reutemann was blocking Fittipaldi's progress and *that* duel lasted for 36 laps until the Brazilian slipped by a spinning Carlos. The most significant incident involved Stuck. The young German spun at Dingle Dell and scattered a trail of stones and debris over the track.

Suddenly there was a plague of punctures, as first Peterson, and then Regazzoni roared in for wheel changes. Now the order was suddenly Lauda, Scheckter, Fittipaldi. But on lap 60, it was obvious that Lauda had a puncture too. He battled on, his tyre disintegrating beneath him. Six laps from the end, Scheckter sailed by and with four laps to go, it was Fittipaldi's turn to pass the stricken Ferrari. Still Lauda thought he could limp to the finish. With two laps to go, he came into the pits, but couldn't get out again because the pit road was blocked with officials and hangers-on waiting for the finish. As Scheckter took the flag, Lauda sat fuming in the pit road, and a tribunal awarded him fifth place two months later. It was a sorry way to end a tense Grand Prix.

RESULTS

1st Scheckter	Tyrrell-Ford	1hr 43min 02.2sec
2nd Fittipaldi	McLaren-Ford	1hr 43min 17.5sec
3rd Ickx	John Player Special	1hr 44min 03.7sec
4th Regazzoni*	Ferrari	1hr 44min 09.4sec
5th Reutemann*	Brabham-Ford	74 laps
6th Hulme	McLaren-Ford	74 laps

Fastest lap: Lauda, Ferrari, 1min 21.1sec, 117.63mph
Pole position: Lauda, 1min 19.7sec
* Later demoted one place after FIA inquiry—Lauda awarded 5th place

ROUND 11/GERMAN GRAND PRIX

Nurburgring, August 4

14 laps of 14.19-mile circuit—198.66 miles

Still smarting from the Brands Hatch "injustice", Lauda arrived at Nurburgring determined "to make my own luck". He lapped at just a fraction over the magic seven-minute barrier to claim pole position—his seventh—during the first practice. Regazzoni again joined him on the front row, but the honours belonged to Scheckter—fourth fastest on his first glimpse of the dreaded 'Ring.

Howden Ganley suffered severe foot injuries when his Maki disintegrated, and Larry Perkins, Chris Amon's protégé, also crashed in the wet Saturday practice.

But the Antipodean pair were soon to find themselves in distinguished company as we witnessed the season's *sixth* 1st lap shunt. Fittipaldi couldn't start, Hulme couldn't avoid him, and both McLarens were virtually out of the race. Further ahead, Regazzoni took the lead while Lauda tried to outbrake Scheckter for second place. He failed. His car took off over the Tyrrell and the Championship leader was planted safely but sadly amongst the catch-fencing.

Scheckter, Reutemann, and Mass were chasing Regazzoni legally. Hulme was doing it illegally in the spare car (he was soon flagged in) while Ashley just took off in the Token when he saw the drop-outs in front of his "reserve" spot.

Regazzoni was not having it all his own way as Scheckter and Reutemann duelled behind him, but he was to prove uncatchable. An equally intriguing duel between Peterson and Depailler ended when Patrick rammed a barrier. Soon fourth place was the focal point as Peterson and Ickx did battle with Mass and Hailwood. Ronnie fell back, Mass's engine blew, and then Mike Hailwood landed all awry at the Pflanzgarten "jump". The McLaren smashed into a guard-rail and the cheerful Briton sustained leg injuries which would sadly end his racing career.

In contrast, Tom Pryce earned his first Championship point. Regazzoni won with ease and climbed back to the top of the table, but the next stop was Niki Lauda's home circuit.

RESULTS

1st	Regazzoni	Ferrari	1 hr 41min 35.0sec
2nd	Scheckter	Tyrrell-Ford	1 hr 42min 25.7sec
3rd	Reutemann	Brabham-Ford	1 hr 42min 58.3sec
4th	Peterson	John Player Special	1 hr 42min 59.2sec
5th	Ickx	John Player Special	1 hr 43min 00.0sec
6th	Pryce	Shadow-Ford	1 hr 43min 53.1sec
Fastest lap: Scheckter, 7min 11.1sec, 118.49mph			
Pole position: Lauda, Ferrari, 7min 00.8sec			

ROUND 12/AUSTRIAN GRAND PRIX Osterreichring, August 18

54 laps of 3.673-mile circuit—198.34 miles

There was a sprinkling of new faces to look at: Rolf Stommelen took over from F5000 casualty Guy Edwards in Graham Hill's team; David Hobbs arrived to drive Hailwood's McLaren; Surtees picked Jabouille to replace a discontented Mass, but Dieter Quester drove a second Surtees with far more success.

As far as the Austro/Swiss/Italian crowd was concerned, only two men mattered—Lauda and Regazzoni. Lauda duly obliged late on Saturday afternoon with his eighth pole position, but he had Reutemann next to him with Pace on the second row. The Brabhams certainly were on form.

And, indeed, it was Reutemann who took the lead—exploding up the hill as the flag fell. Lauda was second, Pace third, and Regazzoni fourth. Soon Clay was third and only Reutemann was keeping the Ferraris from their rightful place as far as the huge crowd was concerned.

James Hunt and John Watson were soon visiting the pits to change tyres, but there followed two inspired drives which would earn the two Britons praise from every quarter. Up front, Lauda had problems. On lap 13, Regazzoni took over second place. On lap 16, Lauda headed into the pits. A dropped-valve left him pointless for the third successive Grand Prix. Now Pace started to make his presence felt.

By lap 40, he had passed Peterson, Fittipaldi (whose engine expired), and Regazzoni to claim second place. The Brabhams were first and second for the first time since 1969—and then Pace disappeared with a faulty fuel line. Regazzoni had a puncture, Peterson stopped with broken transmission. Suddenly the lap charts were turned upside down. Hulme had hustled through to second place, Hunt and Watson were third and fourth. Regazzoni was fighting back, too, while

Brambilla would gain his first point. Reutemann saw Hulme in his mirrors and began to remember the Argentine.

But there was no last-minute disappointment. Reutemann won, and Regazzoni had extended his lead to 46 points to Scheckter's 41, Fittipaldi's 37, and Lauda's 36.

RESULTS

1st Reutemann	Brabham-Ford	1hr 28min 44.72sec	
			134.10mph
2nd Hulme	McLaren-Ford	1hr 29min 27.64sec	
3rd Hunt	Hesketh-Ford	1hr 29min 46.26sec	
4th Watson	Brabham-Ford	1hr 29min 54.11sec	
5th Regazzoni	Ferrari	1hr 29min 57.80sec	
6th Brambilla	March-Ford	1hr 29min 58.54sec	
Fastest lap: Regazzoni, 1min 37.22sec, 136.01mph			
Pole position: Lauda, Ferrari, 1min 35.40sec			

ROUND 13/ITALIAN GRAND PRIX Monza, September 8

52 laps of 3.592-mile circuit—186.784 miles

For the first time since 1961, Ferrari arrived at their beloved Monza with one of their drivers sitting on top of the title table. He may have been half Swiss, but half an Italian was enough to guarantee a frenzied crowd.

Unfortunately, their optimism was tempered by another startling display from the Brabham brigade. Although Lauda gained his *ninth* pole position, he was surrounded not only by the Brabham works pair of Reutemann and Pace, but Hexagon's privateer driver John Watson. The luckless Irishman crashed his car in final practice, but Brabhams hastily lent him a spare.

Lauda did everything the crowd could have hoped for at the start—screaming into an immediate lead while Regazzoni began to pick off the Brabhams one by one. Reutemann, Pace, and Watson all had problems and, by lap five, the scarlet cars were first and second. And their nearest challengers—Peterson and Fittipaldi—were a full 14 seconds behind Regazzoni. Scheckter was fifth—suffering from a severe migraine.

But his headache was nothing to that of the crowd's as they watched in anguish as first

Lauda and then Regazzoni succumbed to engine failures. The stands began to empty. Nobody wanted to see Fittipaldi trying to fight his way past Peterson—just as he had twelve months earlier. Peterson held his position by less than a second. He had won again, but Fittipaldi had earned six points and Scheckter three. Regazzoni now had 46, Jody 45, and Emerson 43. Would Canada witness the climax?

281

RESULT

1st Peterson	John Player Special	1hr 22min 56.6sec	
			135.41mph
2nd Fittipaldi	McLaren-Ford	1hr 22min 57.4sec	
3rd Scheckter	Tyrrell-Ford	1hr 23min 21.3sec	
4th Merzario	Iso-Ford	1hr 24min 24.3sec	
5th Pace	Brabham-Ford	51 laps	
6th Hulme	McLaren-Ford	51 laps	
Fastest lap: Pace, 1min 34.2sec			
Pole position: Lauda, Ferrari, 1min 33.16sec			

ROUND 14/CANADIAN GRAND PRIX Mosport, September 22

80 laps of 2.459-mile circuit—196.72 miles

As the teams arrived in chilly Ontario, they were greeted by the startling news that the Championship points had been changed. An FIA tribunal in Paris had upheld Niki Lauda's Brands Hatch protest and decided—by a means known only to themselves—that he *would* have finished fifth had he not found his path blocked in the pit-lane. A dangerous precedent had been set, though most people sympathised with Lauda. Now the points read: Regazzoni 46, Scheckter 45, Fittipaldi 43, and Lauda 38.

Two cars without any points stole most of the limelight as the American brigade arrived, and we were treated to our first glimpse of the Vel's Parnelli car for Mario Andretti and the Penske PC1 for Mark Donohue, who had come out of retirement specially to drive it.

Fittipaldi edged Lauda out of pole position, and Jarier took third spot. Mass took his seat in a McLaren while John Surtees brought Austrian Helmuth Koinigg along and saw him qualify well.

Lauda took the lead with Fittipaldi in pursuit, followed by the other Championship chasers, Regazzoni and Scheckter. Soon Scheckter passed Regazzoni and the title fight was really on—at the head of the pack. But Scheckter's hopes of winning the title in his first full season snapped with his front brake-straps. He hit the guardrail, leaving three drivers in contention. By lap 60, Lauda was five seconds ahead of Fittipaldi following the day's fastest lap. But eight laps later—disaster. John Watson spun in a damaged car, and Lauda arrived to skate into the barrier on the consequent carpet of stones and soil. Fittipaldi was in the lead, Regazzoni was second, and the Ferrari driver had to hold off both Peterson and Hunt to earn his six points. Amazingly, Fittipaldi and Regazzoni now both had 52 points. With one final, climactic round to go!

RESULT

1st Fittipaldi	McLaren-Ford	1hr 40min 26.136sec 117.52mph
2nd Regazzoni	Ferrari	1hr 40min 39.170sec
3rd Peterson	John Player Special	1hr 40min 40.630sec
4th Hunt	Hesketh-Ford	1hr 40min 8.05sec
5th Depailler	Tyrrell-Ford	1hr 41min 21.458sec
6th Hulme	McLaren-Ford	79 laps
Fastest lap: Lauda, Ferrari, 1min 13.659sec, 120.181mph		
Pole position: Fittipaldi, 1min 13.18sec		

ROUND 15/UNITED STATES GRAND PRIX

Watkins Glen, October 6

59 laps of 3.777 mile circuit—199.243 miles

For the first time in Championship history, the title was to be decided in the fifteenth round of the contest—between two men with identical scores. America was to witness its first true Championship finale. Regazzoni, Fittipaldi, and the mathematical outsider, Scheckter (with 45 points to his senior's 52), were the names that mattered. And Regazzoni nearly vanished from the reckoning when he wrote off a car in unofficial testing. But in practice, the contenders had

to give best to Carlos Reutemann and James Hunt, who filled the front row.

Reutemann and Hunt blasted off together while Andretti sat motionless with fuel-pump failure. Lauda tried to hold up Scheckter and Fittipaldi while Regazzoni found a way through, but in vain. Regazzoni had suspension problems, and slumped to ninth place. The Ferrari pit gave the "go" signal to the selfless Lauda. Reutemann, Hunt, Pace, and Lauda lay between Scheckter's hopes of victory. Fittipaldi sat calmly behind him, knowing that unless Jody won, the title was his.

On lap 44, Scheckter's fuel-pipe broke. Emerson had won the Championship for his new team at his first attempt. Lauda had retired. The man who had earned nine pole positions would only earn fourth place in the Championship!

Now Hunt had problems too. His car was hiccuping round corners and Pace nipped by to make it a Brabham one-two. The two Carloses were ecstatic. James Hunt knew he had driven brilliantly. Emerson was Champion, and Denny Hulme retired knowing that he had helped the name McLaren on to both the Drivers' and Constructors' Championship rolls.

But, amidst the celebrations, it was learned that Helmuth Koinigg had been killed when he hit the guard rail on lap nine. It was a bitter ending to a season that had not only seemed superbly competitive, but the safest in years.

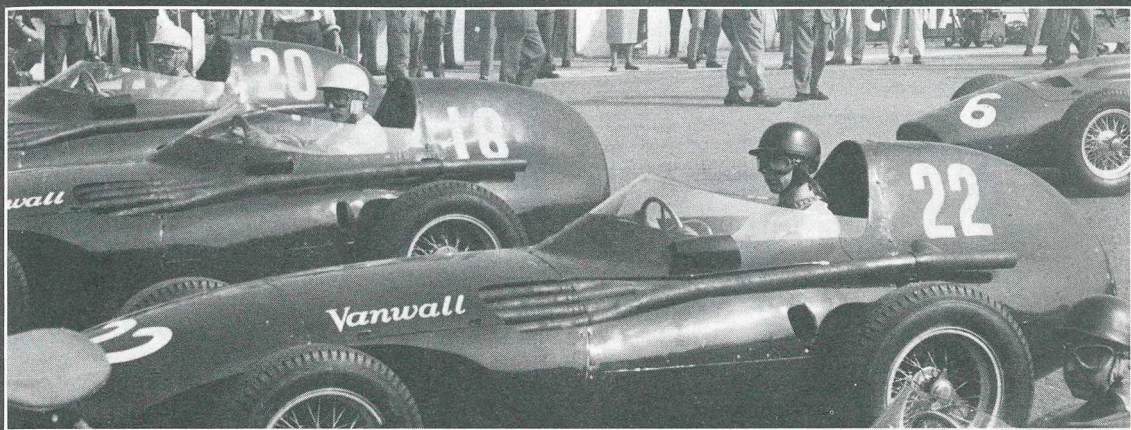
RESULT

1st Reutemann	Brabham-Ford	1hr 40min 21.439 sec 119.12mph
2nd Pace	Brabham-Ford	1hr 40min 32.174sec
3rd Hunt	Hesketh-Ford	1hr 41min 31.823sec
4th Fittipaldi	McLaren-Ford	1hr 41min 39.192sec
5th Watson	Brabham-Ford	1hr 41min 47.243sec
6th Depailler	Tyrrell-Ford	1hr 41min 48.945sec
Fastest lap: Pace, 1min 40.608sec		
Pole position: Reutemann, 1min 38.978sec		

Drivers' World Championship—1974

1st E. Fittipaldi, 55 points; 2nd C. Regazzoni, 52 points; 3rd J. Scheckter, 45 points. Pts: 9-6-4-3-2-1 for first six places.

PROFILES AND STATISTICAL ROUND-UP



The Championship Challengers

Directory of Drivers

Charting the Championship

Index

THE CHAMPIONSHIP CHALLENGERS

Anna O'Brien

284 In 1975 the number of different drivers who took part in the 14 rounds of the World Championship totalled 52. The aim of this feature is to provide an assessment, both subjective and statistical, of the best of them. Drivers who appeared in only one or two Grands Prix or who seem unlikely to return to the fray in 1976 have been included elsewhere in the yearbook. This section covers the main men (and the woman) who vied for the crown in 1975 and who seem destined to dispute the title in 1976.

All photos in the Biography Section are by Andrew Marriott or LAT.

Key to abbreviations:

A Austrian GP

ARG Argentine GP

B Belgian GP

BRA Brazilian GP

CDN Canadian GP

D German GP

E Spanish GP

F French GP

dne—did not enter

dnq—did not qualify

dns—did not start

pa—practice accident

Championship totals and placings are given in bold lettering at the end of each year.

GB British GP

I Italian GP

MC Monaco GP

MEX Mexican GP

NL Dutch GP

S Swedish GP

USA US GP

ZA South African GP

cr—crashed

nc—not classified in final results

r—retired from race

CHRIS AMON New Zealander. Born July 20 1943, Bulls, NZ. Lives: Maidenhead, England. Unmarried. 88 Grands Prix. No wins. *First GP*: Belgian (Lola) 1963—retired. *Best GP result to date*: 2nd in Britain 1968 (Ferrari); Belgium and France 1970 (March).

The infamous misfortune which has dogged Chris Amon's career struck again in 1975. After struggling with an abortive F5000 project during the early part of the season, he was contracted to drive Mo Nunn's new Ensign for the last three races in the Grand Prix calendar. He finished 12th in both Austria and Italy and



had high hopes of demonstrating the car's qualities in the USA until fate took a hand. Just a week before the race a car in which he was a passenger was involved in a road accident and Chris broke three toes. He seems doomed to disappointment. His own car, the Amon, foundered due to financial and mechanical difficulties in 1974, and he only managed one Championship point the previous year in the ill-fated Tecno. Has driven for Parnell (both Reg and Tim), McLaren, Ferrari, March, Matra, Tyrrell, and BRM but has never won a Grand Prix—despite setting five pole positions and leading many races. His only reward has been two non-Championship victories at Silverstone and in the Argentine, and, of course, that unforgettable triumph in the Le Mans 24 Hours in 1966 with fellow Kiwi, Bruce McLaren. Will be driving the Ensign for the whole of the 1976 season.

1963

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

1964

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

1965

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

1966 (McLaren-Ford)

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

1967 (Ferrari)

ZA/3rd MC/3rd NL/4th B/3rd F/r GB/3rd CDN/6th
I/7th USA/r MEX/9th Pts. 24 Placed 4th =.

1968 (Ferrari)

ZA/4th E/r MC/dne B/r NL/6th F/10th GB/2nd D/r I/r
CDN/r USA/r MEX/r Pts. 10 Placed 10th.

1969 (Ferrari)

ZA/r E/r MC/r NL/3rd F/r GB/r D/dne I/dne CDN/dne
USA/dne MEX/dne Pts. 4 Placed 12th.

1970 (March-Ford)

ZA/r E/r MC/r B/2nd NL/r F/2nd GB/5th D/r A/8th I/7th
CDN/3rd USA/5th MEX/4th Pts. 23 Placed 6th.

1971 (Matra-Simca)

ZA/5th E/3rd MC/r NL/r F/5th GB/r. D/r A/dne I/6th
CDN/10th USA/12th Pts. 9 Placed 9th =.

1972 (Matra-Simca)

ARG/dns ZA/15th E/r MC/6th B/6th F/3rd GB (John
Player)/4th D/15th A/5th I/r CDN/6th USA/15th Pts.12
Placed 9th =.

1973 (Tecno and Tyrrell-Ford)

ARG/dne BRA/dne ZA/dne E/dne B/6th MC/r S/dne
F/dne GB (John Player)/r NL/r D/dne A/dns I/dne
CDN/10th USA/dns. Pts. 1 Placed 19th.

1974 (Amon-Ford and BRM)

ARG/dne BRA/dne ZA/dne E/r B/dne MC/dnq S/dne
NL/dne F/dne GB (John Player)/dne D/dnq A/dne
I/dne CDN/nc USA/9th No points.

1975 (Ensign-Ford)

ARG/dne BRA/dne ZA/dne E/dne MC/dne B/dne S/dne
NL/dne F/dne GB (John Player)/dne D/dne A/12th
I/12th USA/dne No points.

MARIO ANDRETTI Naturalised American. Born February 28 1940, Montona, Italy. Married: Dee Ann. Three children: Michael, Geoffrey, and Barbara Dee. 33 Grands Prix. 1 win. *First GP*: U.S. 1968—retired his Lotus after claiming pole position. *First GP win*: South Africa 1971 (Ferrari).



Despite all its elegant promise, the Vel's Parnelli car never gave Mario a fighting chance to realise all his rich potential in Formula One, although he did lead the Spanish GP for a while before crashing. A fourth place in Sweden and fifth in France were all he had to show for his pains at the end of 1975. One of America's top drivers—three times USAC Champion (1965, 1966 and 1969) and winner of Indy (1969), Mario made an auspicious F1 debut for Lotus at Watkins Glen in 1968, snatching pole position ahead of all the established stars. But his finest hour came at the helm of a Ferrari in 1971 when he won the South African Grand Prix. 1975 was his first full F1 season, although he missed Belgium—to take part in Indy—and the Dutch GP to take part in the Pocono 500, which he won. Also competed in the US Formula 5000 series but, despite winning several races, was again beaten into second place by Brian Redman.

1968 (Lotus-Ford)
USA/r MEX/dne No points.

1969 (Lotus-Ford)
**ZA/r E/dne MC/dne NL/dne F/dne GB/dne D/cr I/dne
 CDN/dne USA/r MEX/dne No points.**

286 **1970** (March-Ford)
**ZA/r E/3rd MC/dne B/dne NL/dne F/dne GB/r D/r A/r
 I/dne CDN/dne USA/dne MEX/dne Pts. 4 Placed 14th=.**

1971 (Ferrari)
**ZA/1st E/r MC/dnq NL/r F/dne GB/dne D/4th A/dne
 I/dne CDN/13th USA/dne Pts. 12 Placed 8th.**

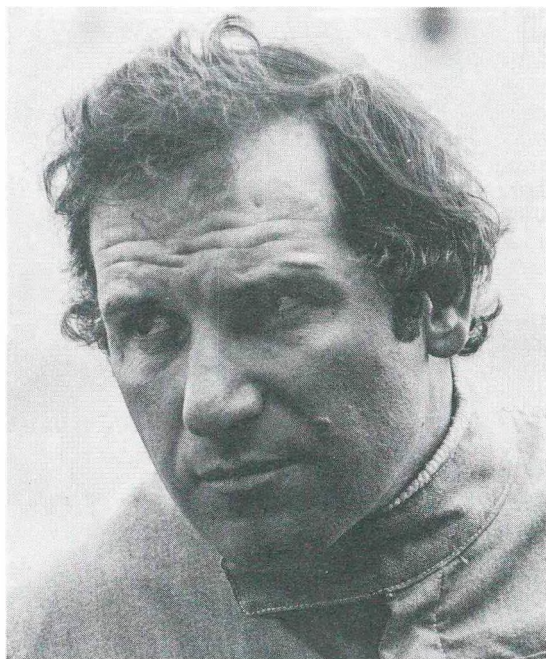
1972 (Ferrari)
**ARG/r ZA/4th E/r MC/dne B/dne F/dne GB/dne D/dne
 A/dne I/7th CDN/dne USA/6th Pts. 4 Placed 12th=.**

1974 (Parnelli-Ford)
CDN/7th USA/r No points.

1975 (Parnelli-Ford)
**ARG/r BRA/7th ZA/r E/cr MC/8th B/dne S/4th NL/dne
 F/5th GB (John Player)/12th D/r A/r I/cr USA/r Pts. 5
 Placed 14th.**

VITTORIO BRAMBILLA Italian. Born November 11 1937, Monza, Italy. Married: Daria. Three children: Carlo, Roberto, and Donatella. 25 Grands Prix. 1 win. *First GP*: South Africa 1974—10th in March-Ford. *First GP win*: Austria 1975.

Vittorio undoubtedly surprised everybody in 1975, both with his consistency and speed in practice, and he thoroughly deserved his first-ever GP victory at the rain-soaked Austrian race. However, his race-record was marred by mechanical misfortunes and he could only collect two more Championship placings during the year, fifth in Spain and sixth in Britain. The oldest competitor on the Grand Prix scene, Vittorio first raced motor-cycles. He proved extremely successful and won the Italian 175 title in 1960 and the 500 title in 1968. He then switched to go-karts before graduating to F3 in 1968 with a home-built Birel, and then moved up into F2 in 1971. Built like a prize fighter, Brambilla's physique enabled him to fling the cars around the circuits with great verve and his spectacular tactics were not always appreciated by his rivals! But, in 1973, he showed much greater restraint and gained everyone's respect with



some excellent drives in his Beta Tools March BMW. Made his debut in F1 for March in 1974 and picked up his first Championship point at the Osterreichring. Promises to be very quick once again in 1976 and could be one of the top contenders if March can provide him with more reliability in the races.

1974 (March-Ford)
**ARG/dne BRA/dne ZA/10th E/dns B/9th MC/cr S/10th
 NL/10th F/11th GB (John Player)/r D/13th A/6th I/cr
 CDN/dnq USA/r Pts. 1 Placed 18th=.**

1975 (March-Ford)
**ARG/9th BRA/r ZA/r E/5th MC/r B/r S/r NL/r F/r GB
 (John Player)/6th D/r A/1st I/r USA/7th Pts. 6-5
 Placed 11th.**

PATRICK DEPAILLER French. Born August 9 1944, Clermont-Ferrand. Married: Michelle. One child. 31 Grands Prix. No wins. *First GP*: French (Tyrrell) 1972—20th. *Best GP result to date*: 2nd in Sweden 1974.

For the second successive year, Depailler finished in ninth place overall in the title table.



His best result in 1975 came in South Africa when he finished third, but his best drive of the year was undoubtedly at the Nurburgring when he tormented Lauda during the early laps before a pit stop dropped him back down the field. Originally a two-wheel star in France, Patrick turned to four-wheel sport full-time in 1967 when he signed a three-year contract with Alpine Renault. He gained a lot of useful experience driving for Alpine in both sports cars and Formula 3 and won the French F3 title for them in 1971. Moved up to Formula 2 the following year but still took part in F3, winning the Monaco race. Earned himself a drive in the third Tyrrell in both the French and US GPs and finished an excellent seventh in the USA. Concentrated on F2 in 1973 and came third overall in the European Championship. Was unable to accept Tyrrell's offer of two further F1 drives in North America that year because of a

broken leg sustained in a motor cycling accident. After his compatriot Francois Cevert was tragically killed at the Glen, Patrick was chosen as Number Two driver for Elf Team Tyrrell for the 1974 season. Matured rapidly and finished in the points on six occasions, achieving his best result in Sweden when he took second place behind team-leader Scheckter.

1972 (Tyrrell-Ford)

F/20th USA/7th No points.

1974 (Tyrrell-Ford)

ARG/8th BRA/8th ZA/4th E/8th B/r MC/9th S/2nd NL/6th F/8th GB (John Player)/r D/r A/cr I/11th CDN/5th USA/6th Pts. 14 Placed 9th.

1975 (Tyrrell-Ford)

ARG/5th BRA/cr ZA/3rd E/cr MC/5th B/4th S/12th NL/9th F/6th GB (John Player)/9th D/9th A/11th I/7th USA/r Pts. 12 Placed 9th.

BOB EVANS English. Born June 11 1947. Lives: Newent. Gloucs. Married: Annie. One son Thomas. 7 Grands Prix. No wins. *First GP*: South Africa 1975—*Best F1 placing to date*: 6th in 1975 Race of Champions.

Bob's first season in Formula One was plagued with frustrations as he struggled with what can only be described as a highly uncompetitive car. Yet the quiet Englishman never stopped trying and earned praise for the sensible way in which he handled the numerous problems of driving the sole BRM entry throughout the season. His only reward was sixth place in the Brands Hatch Race of Champions. He did manage to fit in a few F5000 races in 1975, winning one and eventually finishing seventh in the European Championship. But his F1 results were a stark contrast to his successes of 1974 when he clinched the Rothmans Formula 5000 Championship with four victories in his McKechnie STP Lola and earned himself the premier Grovewood Award. Bob started racing in 1967 with a Sprite and moved into Formula Ford two years later. He soon became one of the top contenders in this category, attracting the attention of Alan McKechnie Racing in 1970. Carried on driving for McKechnie Racing



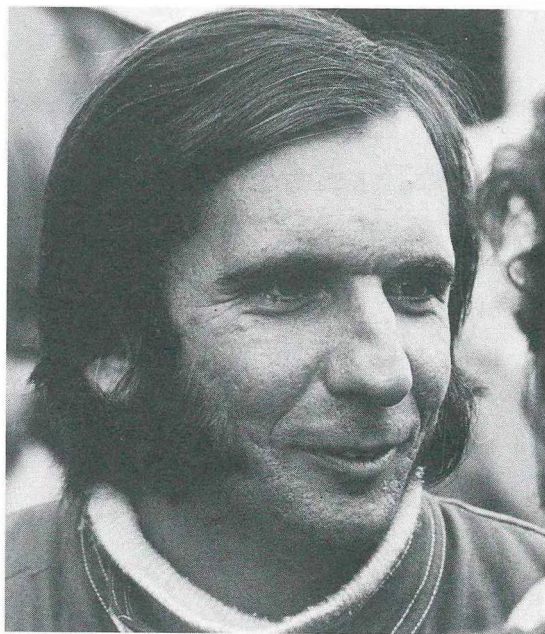
ever since, first with a Puma F3, then a March F3 in 1972, and then entering F5000 with a Trojan in 1973. His aptness for the big cars soon became apparent and his performances gained him the BP "Superman of the Year" award. Deserves a chance to prove himself in F1 with more reliable machinery.

1975 (BRM)

ARG/dne **BRA**/dne **ZA**/15th **E**/r **MC**/dnq **B**/9th **S**/13th
NL/r **F**/17th **GB** (John Player)/dne **D**/dne **A**/r **I**/r
USA/dne **No points.**

EMERSON FITTIPALDI Brazilian. Born December 12 1946, Sao Paulo. Lives: Brazil and Switzerland. Married: Maria-Helena. One child: Juliana. 70 Grands Prix. 14 wins. *First GP*: British (Lotus) 1970—8th. *First GP win*: US 1970.

The 1972 and 1974 World Champion may have surrendered his crown to the Austrian pretender in 1975, but his superb performances, particularly in Italy and the USA, left no-one in any doubt that Emerson intends to do everything in his power to recapture the title in 1976.



Emerson won two Grands Prix in 1975—the Argentinian and the British—and he took second place in no fewer than four races to put himself firmly in second place in the Championship table. Attracted much adverse and unjust criticism when he refused to race in the Spanish Grand Prix because he considered the circuit both unsafe for drivers and spectators, but silenced those who decried his "lack of nerve" with some sparkling aggressive performances later in the year. A youthful star in go-karts, saloons and Formula Vee in his native Brazil, Emerson first bounced upon the European scene in 1969. Three wins at the wheel of his Formula Ford gave him instant promotion to F3 (courtesy of Jim Russell) and he captured the Lombard Championship at the end of his first season in Europe! In 1970, he moved into F2 and took third place in the European Championship, but more important, he made his debut for Colin Chapman in the Lotus 49 in the British GP. Found himself Lotus team-leader after Rindt's

tragic accident at Monza, and stunned everyone by going to the USA and winning the season's richest race—only his fourth Grand Prix. A nasty road accident marred the 1971 season, but he still managed to finish sixth overall in the World Championship and win three F2 races. In 1972, Emerson romped away with the World title—the youngest Champion ever at the age of 25—and he also won four non-Championship races and the Brazilian F2 Temporada. Despite three Grand Prix victories in 1973, Emerson's hopes of repeating his title triumph were thwarted by Jackie Stewart. However, he moved over to drive the McLarens of Marlboro Team Texaco in 1974, and three wins and some consistent scoring enabled Emerson to clinch his second World title in the very last race of the season at Watkins Glen. He is very determined to complete the hat-trick in 1976, in the Brazilian Copersucar.

1970 (Lotus-Ford)

GB/8th D/4th A/15th I/dns CDN/dne USA/1st MEX/r Pts. 12 Placed 10th.

1971 (Lotus-Ford)

ZA/r E/r MC/5th NL/dne F/3rd GB/3rd D/r A/2nd I/8th CDN/7th USA/19th Pts. 16 Placed 6th.

1972 (John Player Special-Ford)

ARG/r ZA/2nd E/1st MC/3rd B/1st F/2nd GB (John Player)/1st D/r A/1st I/1st CDN/11th USA/r Pts. 61 Placed 1st.

1973 (John Player Special-Ford)

ARG/1st BRA/1st ZA/3rd E/1st B/3rd MC/2nd S/r F/r GB (John Player)/r NL/r D/6th A/r I/2nd CDN/2nd USA/6th Pts. 55 Placed 2nd.

1974 (McLaren-Ford)

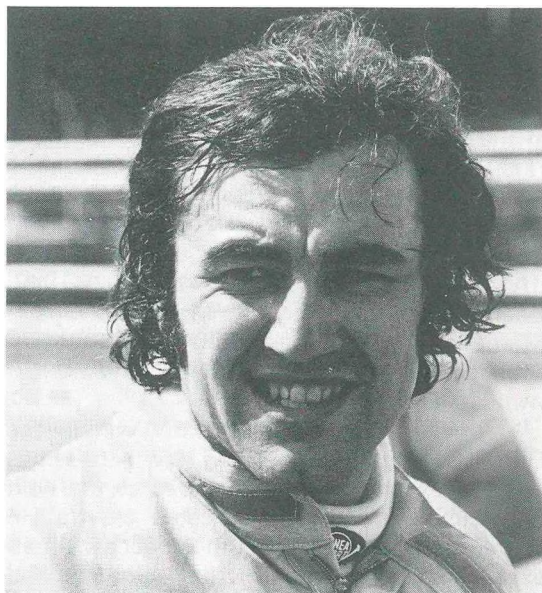
ARG/10th BRA/1st ZA/7th E/3rd B/1st MC/5th S/4th NL/3rd F/r GB (John Player)/2nd D/r A/r I/2nd CDN/1st USA/4th Pts. 55 Placed 1st.

1975 (McLaren-Ford)

ARG/1st BRA/2nd ZA/nc E/dns MC/2nd B/7th S/8th NL/r F/4th GB (John Player)/1st D/r A/9th I/2nd USA/2nd Pts. 45 Placed 2nd.

BRIAN HENTON English. Born September 19 1946, Derby. Unmarried. 2 Grands Prix. No wins. *First GP:* British (Lotus) 1975—16th.

"Super Hen" made what can only be described as an inauspicious start to his



Formula One career. He spun into the catch fencing on the greasy Silverstone surface at the British race; demolished the car in an accident during practice at the Osterreichring; and collected Tony Brise during a wild moment in the Watkins Glen round, although he limped the Lotus home in 12th place. It was all a rather hard lesson for the man who in 1974 had stormed to 17 race wins on his way to winning both the Lombard and the Forward Trust Formula Three Championships in his works March, and who waved the flag for Britain in a Formula Two series dominated by Continental drivers in 1975. Brian's racing career began in 1970 with an old Healey and then a Marcos. But he came to prominence on the club scene in 1971, when he won the British Formula Vee Championship. Narrowly missed out on the Super Vee title in 1972 but nevertheless moved on into F3 the following year. He crashed fairly regularly during the early part of the season but then changed his private GRD for an Ensign and soon started winning. Still has a lot to learn if he hopes to realise his self-

avowed aim of becoming World Champion! It looks as if he will concentrate on driving F2 for Tom Wheatcroft in 1976 following his successful 3rd place for the Leicester builder at the big Silverstone F2 race.

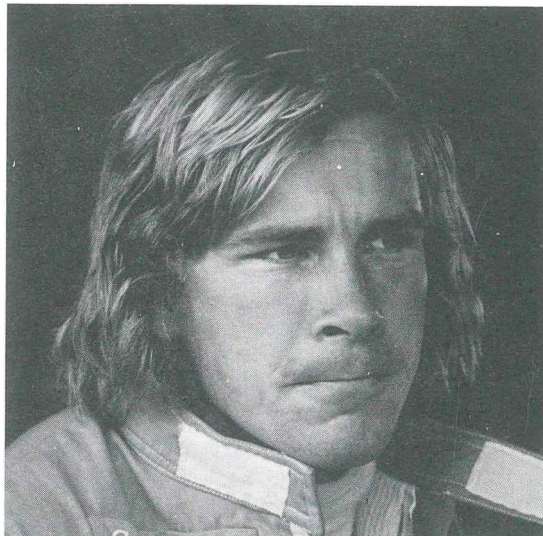
290

1975 (John Player Special-Ford)

ARG/dne BRA/dne ZA/dne E/dne MC/dne B/dne S/dne NL/dne F/dne GB (John Player)/16th D/dne A/pa I/dne USA/12th No points.

JAMES HUNT English. Born August 29 1947, Belmont, Surrey. Lives: Marbella, Spain. Married: Susy. 36 Grands Prix. 1 win. *First GP*: Monaco 1973—9th in March-Ford. *First GP win*: Holland 1975.

A brilliant, cerebral and gritty win in the Dutch GP highlighted a year in which James showed exactly why he is tipped as the next Englishman to take the coveted crown. He started the year well in South America with an excellent second place in the Argentine and sixth in Brazil, but then the team went through a period in the doldrums before James burst back into top form at Zandvoort. Second place in the French GP followed and he continued to score points for the rest of the season, taking the revolutionary new Hesketh 308C to fifth place on its Grand Prix debut in Italy. He finished the year in fourth place in the title table, the highest placed British driver since Stewart won the title in 1973. His fantastic rise to Grand Prix stardom has been well chronicled. After battling it out in Formula Ford in 1968 and 1969, there came the period he'd rather forget, when a string of crashes in F3 earned him the nick-name of "Hunt the Shunt". In 1972, he met up with Lord Hesketh and earned himself a F1 chance after an impressive showing in a hired Surtees at the 1973 Race of Champions. His debut at Monaco raised many eyebrows, but his superb performance at the close of the season when he chased Ronnie Peterson home at Watkins Glen gained the plaudits of the critics. 1974 was a difficult year, both for Hesketh Racing and for James. There was a new car—which won the



Silverstone International Trophy—and numerous teething problems to surmount, but James never gave up and turned in a storming performance to claim third place in the Austrian Grand Prix and rounded off the year with a stirring drive in North America. A driver much in demand both for his skill and his charisma, James also won the 1973 Avon Motor Tour of Britain in a Camaro, drove the Dan Gurney Eagle F5000 and took part in IROC races at the end of 1975. Will drive for McLaren in 1976 now that the Hesketh equipe has folded.

1973 (March-Ford)

ARG/dne BRA/dne ZA/dne E/dne B/dne MC/9th S/dne F/6th GB (John Player)/4th NL/3rd D/dne A/r I/dns CDN/7th USA/2nd Pts. 14 Placed 8th.

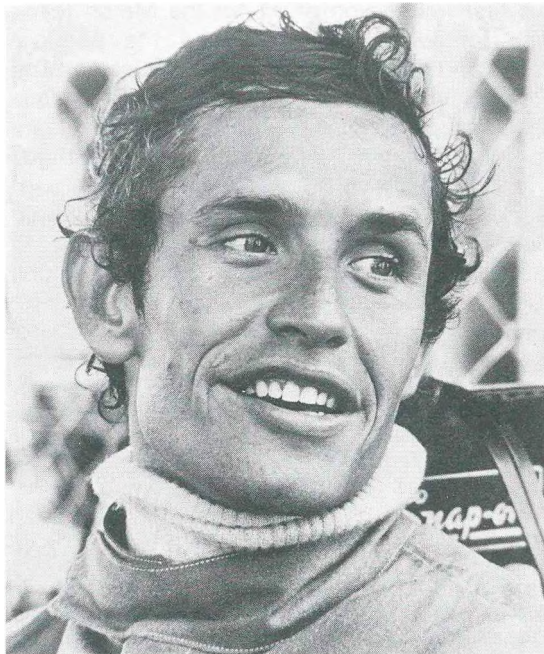
1974 (March-Ford and Hesketh-Ford)

ARG/r BRA/9th ZA/r E/10th B/r MC/r S/3rd NL/cr F/cr GB (John Player)/r D/r A/3rd I/r CDN/4th USA/3rd Pts. 15 Placed 8th.

1975 (Hesketh-Ford)

ARG/2nd BRA/6th ZA/r E/cr MC/cr B/r S/r NL/1st F/2nd GB (John Player)/4th D/r A/2nd I/5th USA/4th Pts. 33 Place 4th.

JACKY ICKX Belgian. Born January 1 1945, Brussels. Married: Catherine. One daughter.



94 Grands Prix. 8 wins. *First GP*: Italian (Cooper-Maserati), 1967—6th. *First GP win*: France (Ferrari) 1968.

The only bright spot in what was really a sorry season for the Belgian driver was his triumph in the Le Mans 24-Hour Race in the John Wyer Gulf. But Jacky's performances in F1 in no way reflected the talent which he had shown in previous years in the major formula. He brought the Lotus 72 home in second place in the tragically curtailed Spanish GP but was unable to add further points to his total, so decided to withdraw from the last five races of the season. His sporting career started on two wheels (he was Belgian national motor-cycle champion for three years), but in 1965 he won the national saloon car championship. Drove a Matra F3 in 1966 for Ken Tyrrell and joined Stewart in the Matra F2 team the following year. Won the European F2 Championship and made his GP debut at Monza. Snapped up by

Ferrari in 1968 and won the French GP. Also drove JW Gulf GT40s and finished fourth in in the World Driver's Championship that year despite breaking a leg in the Canadian GP. Finished runner-up in the 1969 title chase for Brabham and returned to Ferrari the next year only to come second in the overall Championship placings once again. A fantastic wet weather drive gave him victory at Zandvoort in 1971 and scored Ferrari's only win of the season the following year at his favourite Nurburgring. Politics intervened in 1973 and at the end of an unsettled season Jacky joined forces with John Player Team Lotus. A brilliant natural driver on his day, Jacky's last Formula One victory came in 1974, when he stunned everyone with his superb performance in the wet at the Race of Champions. Will drive the Hesketh 308C for Williams in 1976.

1967 (Cooper Maserati)
I/6th

1968 (Ferrari)
ZA/r E/r MC/dne B/3rd NL/4th F/1st GB/3rd D/4th I/3rd CDN/pa USA/dne MEX/r Pts. 27 Placed 4th.

1969 (Brabham-Ford)
ZA/r E/r MC/r NL/5th F/3rd GB/2nd D/1st I/10th CDN/1st USA/r MEX/2nd Pts. 37 Placed 2nd.

1970 (Ferrari)
ZA/r E/r MC/r B/8th NL/3rd F/r GB/r D/2nd A/1st I/r CDN/1st USA/4th MEX/1st Pts. 40 Placed 2nd.

1971 (Ferrari)
ZA/8th E/2nd MC/3rd NL/1st F/r GB/r D/r A/r I/r CDN/8th USA/r Pts. 19 Placed 4th.

1972 (Ferrari)
ARG/3rd ZA/8th E/2nd MC/2nd B/r F/11th GB (John Player)/r D/1st A/r I/r CDN/12th USA/5th Pts. 27 Placed 4th.

1973 (Ferrari, McLaren-Ford, Iso-Marlboro-Ford)
ARG/4th BRA/5th ZA/r E/12th B/r MC/r S/6th F/5th GB (John Player)/8th NL/dne D/3rd A/dne I/8th CDN/dne USA/7th Pts. 12 Placed 9th.

1974 (John Player Special-Ford)
ARG/r BRA/3rd ZA/r E/r B/r MC/r S/r NL/9th F/5th GB (John Player)/3rd D/5th A/r I/r CDN/13th USA/r Pts. 12 Placed 10th=.

1975 (John Player Special)
ARG/8th BRA/9th ZA/12th E/2nd MC/8th B/r S/15th NL/r F/r GB (John Player)/dne D/dne A/dne I/dne USA/dne Pts. 3 Placed 16th.



JEAN-PIERRE JARIER French. Born July 10 1946, Paris, France. Married: Caroline. 38 Grands Prix. No wins. *First GP*: Italy 1971—11th in March-Ford. *Best GP result to date*: 3rd in Monaco 1974.

Pole position in both the Argentine and Brazil in 1975 gave Jean-Pierre a dazzling start to the season, but the misfortune which was to dog him for the rest of the year struck in South America. He didn't even start in the Argentine, and was robbed of victory 30 miles from the flag in Brazil. The sole points he earned were those gleaned for fourth place in the Spanish GP—one of the few races which he finished. JPJ began his career in 1967 racing a Renault saloon while studying economics. Was one of the top drivers in Formula France in 1968 and graduated to F3 with a Tecno in 1969. Finished third in the French F3 Championship the next year and tried his hand at F2 in 1971 in a March. Lack of finance forced him back into F3 in 1972 in a private car, but he later moved over into the works March and clinched his contract. In 1973, he took the European F2 Championship by storm with seven outright wins and began

his first full season of F1 for the March team. The following year he joined the Shadow ranks and found himself the team-leader after Peter Revson's tragic death at Kyalami. Jean-Pierre's courageous reaction helped the team to go on racing in 1974 and his storming third-place finish in Monaco was a superb performance. However, despite some splendid displays he has yet to find the luck, the consistency, or the mechanical sympathy which wins races. Maybe things will change in 1976.

1971 (March-Ford)

I/11th

1973 (March-Ford)

ARG/r BRA/r ZA/r E/dne B/cr MC/r S/r F/r GB (John Player)/dne NL/dne D/dne A/r I/dne CDN/18th USA/11th No points.

1974 (Shadow-Ford)

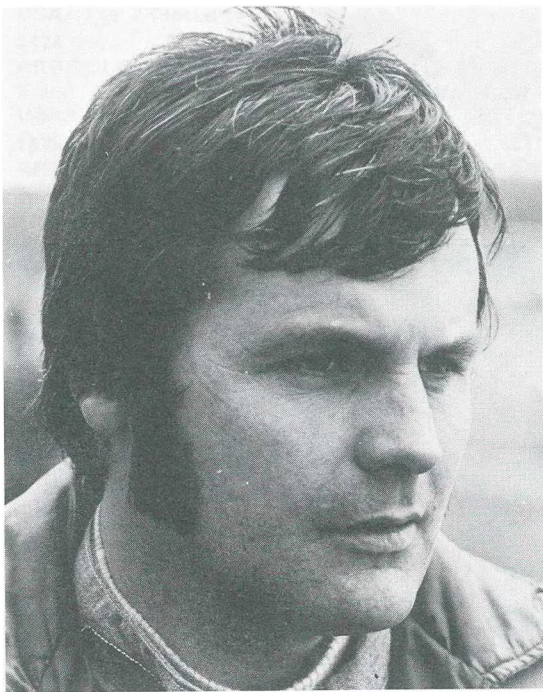
ARG/r BRA/r ZA/dne E/15th B/13th MC/3rd S/5th NL/r F/12th GB (John Player)/8th D/8th A/8th I/r CDN/r USA/10th Pts. 6 Placed 14th=.

1975 (Shadow-Ford and Shadow-Matra)

ARG/r BRA/r ZA/r E/4th MC/cr B/r S/r NL/r F/8th GB (John Player)/14th D/r A/r I/r USA/r Pts. 1-5 Placed 18th.

ALAN JONES Australian. Born November 2 1946. Lives: London. Married: Beverley. 8 Grands Prix. No wins. *First GP*: Spain 1975—retired his Hesketh.

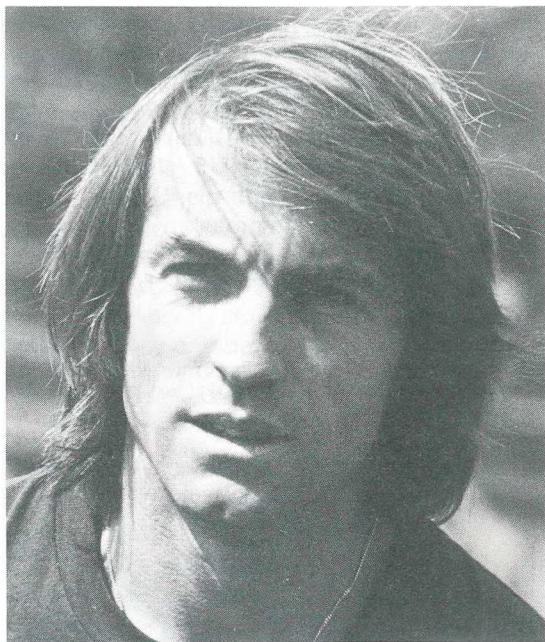
Alan surprised many pundits with his calm and confident Formula One debut in the Silverstone International Trophy, when he brought the Harry Stiller Hesketh home in seventh position. He drove the car in four Grands Prix qualifying it for Monaco when seasoned campaigners like Graham Hill and Wislon Fittipaldi failed but then Stiller withdrew his financial support and the young Australian was invited to join the Hill team in place of the injured Stommelen. Finished a fine fifth in the puncture-ridden German Grand Prix, but lost his place in the team when Stommelen was pronounced fit. Made a triumphant return to Formula 5000 and took the V-6 engined March-Cosworth 751 to two victories. The son of the late Stan Jones, a legendary name



in Australian racing, Alan was a karting champion in his native country. He competed in a Mini and then a Cooper single-seater as a teenager but then took no part in racing for five years. Arrived in England in 1970 and spent three years in Formula Three, first in private Brabhams and then, in 1973, as leader of the works GRD team. Just lost the 1973 John Player F3 Championship to Tony Brise and moved up into Formula Atlantic in 1974 with the Custom Made/Harry Stiller car. Won three rounds of the John Player Formula Atlantic Championship to take fourth place in the overall title placings and also made his F5000 debut. Jones is a talented young driver and hopes to be embarking on his first full season in F1 in 1976.

1975 (Hesketh-Ford and Hill-Ford)

ARG/dne **BRA**/dne **ZA**/dne **E**/r **MC**/r **B**/r **S**/11th **NL**/13th
F/16th **GB** (John Player)/10th **D**/5th **A**/dne **I**/dne
USA/dne **Pts. 2 Placed 17th.**



JACQUES LAFFITE French. Born November 21 1943. Lives: Magny-Cours. Unmarried. 15 Grands Prix. No wins. *First GP*: Germany 1974—retired his Iso. *Best GP result to date*: 2nd in Germany 1975.

The wiry Frenchman scored his best ever result in F1 in 1975 when he took the Williams to second place at the Nurburgring. But that was the high spot in what was really a fairly dismal season for Laffite and the Williams team. However, Jacques found better luck in Formula 2 and clocked up six outright victories in the Martini-BMW, which guaranteed him the European Championship. He also looked good in the Alfa sports car team. A former mechanic to Jean-Pierre Jabouille, Laffite set his sights on the F3 title when Jabouille was pipped for the crown in 1968. He started racing in Formula 3, then tried Formula France winning the Championship and, by 1972, had moved back to F3. He clocked up ten successive wins in 1973 to take the French F3 Championship and

was only narrowly beaten in the John Player F3 Championship in the same year. In 1974, he moved up into F2 in the BP March and his performances earned him his Formula One chance with the second Williams. Took over the team leadership in 1975 after Merzario withdrew, but apart from the German race, Laffite's World Championship aspirations received little tangible reward. Laffite shone in late-season tests of the new Ligier-Matra F1 car.

1974 (Iso-Marlboro-Ford)

ARG/dne BRA/dne ZA/dne E/dne B/dne MC/dne S/dne NL/dne F/dne GB (John Player)/dne D/r A/nc I/r CDN/15th USA/r No points.

1975 (Williams-Ford)

ARG/r BRA/11th ZA/17th E/dne MC/dnq B/r S/dne NL/r F/11th GB (John Player)/r D/2nd A/r I/r USA/dns Pts. 6 Placed 12th=.

NIKI LAUDA Austrian. Born February 22 1949, Vienna. Unmarried. The 1975 World Champion. 56 Grands Prix. 7 wins. *First GP*: Austria (March) 1971—retired. *First GP win*: Spain 1974.

The gods smiled on the young Austrian star in 1975 and Niki claimed a record, nine pole-positions, stormed to victory in five Grands Prix, and scored points in seven more to carry off the World title. He won in Monaco, Belgium, Sweden, and France and rounded off the year in triumph in the USA when he registered a magnificent start-to-finish win. His new-found maturity and race-craft were acknowledged by all and it is difficult to forecast who will deny him in 1976 if he continues in like vein. The son of a wealthy paper mill owner, Niki made his competition debut with a hill-climbing Mini in 1968. Successes at the wheel of a Porsche followed and earned him a Formula Vee drive in 1969. In 1970, he started at the wheel of a McNamara F3 but switched to a sports Porsche 908 later in the year. Backed by an Austrian bank he ventured into F2 in 1971 and made his Grand Prix debut before his home fans. In 1972, joined March on a "rent-a-drive"



basis both for F1 and F2 and, although he failed to score any Championship points in the major league he did win the John Player British F2 Championship. Impressed many expert observers with his performances in the uncompetitive BRM in 1973 and attracted the attention of Ferrari. Won two Grands Prix for the Maranello team in 1974 and by mid-season many were tipping him for the title. But he failed to finish in any of the last five races and was the subject of the unprecedented FIA ruling after the Brands Hatch debacle—a ruling which gave him what were to be his last points of the 1974 season. But, after a quiet start to the 1975 season, Niki's attack on the title was not to be denied, and with the might of the Prancing Horse on the crest of a wave he looks a certainty to repeat his domination in '76.

1971 (March-Ford)

A/r.

1972 (March-Ford)

ARG/11th ZA/7th E/r MC/16th B/12th F/r GB (John Player)/9th D/r A/10th I/13th CDN/r USA/19th No points.

1973 (BRM)

ARG/r BRA/8th ZA/r E/r B/5th MC/r S/13th F/9th GB (John Player)/12th NL/r D/cr A/dns I/cr CDN/r

USA/r Pts. 2 Placed 16=.

1974 (Ferrari)

ARG/2nd BRA/r ZA/16th E/1st B/2nd MC/r S/r NL/1st F/2nd GB (John Player)/5th D/cr A/r I/r CDN/cr USA/r Pts. 38 Placed 4th.

1975 (Ferrari)

ARG/6th BRA/5th ZA/5th E/cr MC/1st B/1st S/1st NL/2nd F/1st GB (John Player)/8th D/3rd A/6th I/3rd USA/1st Pts. 64.5 Placed 1st.



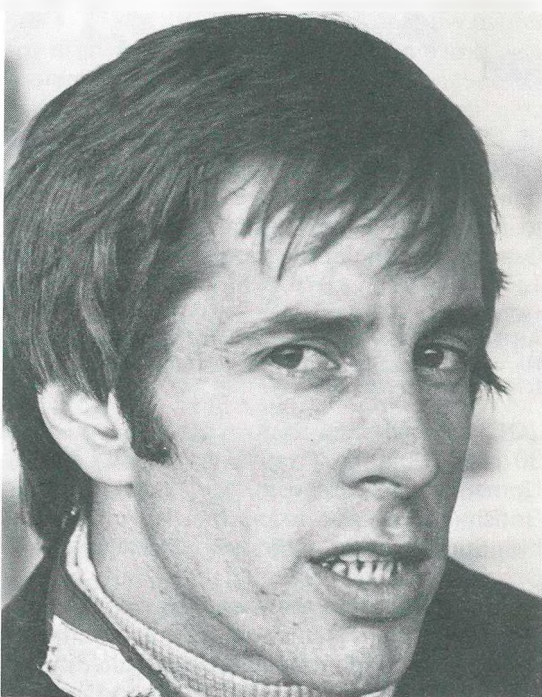
LELLA LOMBARDI Italian. Born March 26 1943. Lives: Turin. Unmarried. 10 Grands Prix. No wins. *First GP*: South Africa 1975—retired her March-Ford.

Lella became the first woman to take her place in the World Championship table when she scored half-a-point for her sixth-place finish in the curtailed Spanish Grand Prix at Barcelona in 1975. But this was the only real success—apart from finishing seventh at the Nurburgring—achieved by the lady driver during a year in which she retired her March far more often than she finished in it! Although she amazed many people in 1974 when she proved surprisingly competitive in her Lola T330 in Formula 5000, finishing a fine fifth in the European Championship, Lella never looked like threatening the male bastion of

Formula One. Eager to become a racing driver from an early age, Lella progressed through Formula Monza and Formula Three, where she drove Brancas, Lotus 41s, and Brabhams. In 1973, she won the Italian Ford Mexico Championship. Proved a reliable member of the Shellsport F5000 team in 1974 and attempted to qualify for the British GP, a move which gained her world-wide interest. Signed for the March Formula One team for 1975 and drove sensibly throughout the season but never really looked competitive.

1975 (March-Ford and Williams-Ford)

ARG/dne BRA/dne ZA/r E/6th MC/dnq B/r S/r NL/14th F/18th GB (John Player)/r D/7th A/17th I/r USA/dns Pts. ½ Placed 21st.



BRETT LUNGER American. Born November 14 1945, Wilmington, Delaware. Lives: Warminster, Wilts and Santa Anna, California. Married: Jo. 3 Grands Prix. *First GP*: Austrian 1975—finished 13th in a Hesketh.

This popular ex-marine made his GP debut in 1975. He had to cope with appalling conditions in his very first F1 race, and did well to finish 13th in the torrential rain at the Osterreichring. However, Brett admitted that he found the senior category amazingly competitive and his results in Italy and the USA seem to confirm that he still has a lot to learn about Grand Prix racing. Brett made his racing debut in 1965 and moved into Can-Am the following year. Spent the next four years in Vietnam, then returned to take up a full-time driving career. In 1971, he finished third in the L & M F5000 Championship, a feat which he repeated in 1972 when he drove for Hogan Racing as team-mate to David Hobbs. Continued winning in F5000 in America in 1973 and also drove a Trojan T101 for Sid Taylor in the European F5000 series and led the championship at half-distance. Headed Dan Gurney's F5000 Eagle team in 1974 and scored several top five finishes. Started 1975 with a couple of one-off F5000 drives in Britain then returned to the other side of the Atlantic for the Canadian Formula Atlantic series. Will drive for Team Surtees in 1976.

1975 (Hesketh-Ford)

ARG/dne **BRA**/dne **ZA**/dne **E**/dne **MC**/dne **B**/dne **S**/dne **NL**/dne **F**/dne **GB (John Player)**/dne **D**/dne **A**/13th 1/11th **USA**/nc **No points.**

JOCHEN MASS German. Born September 30 1946, Cologne. Lives Cologne and London. Unmarried. 29 Grands Prix. 1 win. *First GP*: British 1973—involved in first lap incident in his Surtees. *First GP win*: curtailed 1975 Spanish GP.

Jochen became the first German to win a Grand Prix since Taffy von Trips and achieved some other highly creditable results in his first season with McLaren. He found himself ahead of the decimated field when the Spanish Grand Prix was called to a halt, and on happier occasions finished third in no fewer than three full length races—in Brazil, France, and America. He has proved a worthy team-mate for Fittipaldi



and could spring some surprises in 1976 if he can curb his over-generous enthusiasm. Jochen first shot to prominence in 1971 after some excellent drives with a Ford of Germany-sponsored Formula Three Brabham BT35 and a Super Vee. A former merchant seaman, his first outings were in an Alfa saloon car in 1970, and he was quickly snapped up by Ford. In 1972 he proved his prowess to the "tin-top" brigade by winning the drivers' section of the European Touring Car Championship in a works Ford Capri. He also drove in both Formula Two and Formula Three for March and surprised the establishment when he won the Nurburgring Eifelrennen race. Joined Matchbox Team Surtees as Formula Two team leader in 1973 and wins at Kinnekulle and Hockenheim took him to a secure second place in the European Championship. Led the Ford saloon car team in 1973 and made his GP debut for John Surtees. Unfortunately he was involved in the infamous first-lap shunt at Silverstone, but

drove at Watkins Glen and signed for a full season for 1974. But Team Surtees suffered untold mechanical maladies and eventually a frustrated Jochen decided he would have to look elsewhere for a drive to further his F1 career. Teddy Mayer gave him a chance in the solo Yardley-McLaren in the North American races, and he was offered his 1975 contract on the strength of his encouraging performance at Watkins Glen. A talented driver, Jochen is a personable asset to any racing team.

1973 (Surtees-Ford)

GB (John Player)/cr USA/r No points.

1974 (Surtees-Ford and McLaren-Ford)

ARG/r BRA/17th ZA/r E/r B/r MC/dns S/r NL/r F/r

GB (John Player)/15th D/r A/dne I/dne CDN/16th USA/7th No points.

1975 (McLaren-Ford)

ARG/14th BRA/3rd ZA/6th E/1st MC/6th B/r S/r NL/r

F/3rd GB (John Player)/7th D/cr A/4th I/cr USA/3rd Pts. 20 Placed 7th=.

CARLOS PACE Brazilian. Born October 6 1944, Sao Paulo. Married: Elida. One daughter. 53 Grands Prix. 1 win. *First GP*: Argentine 1972—unclassified in March-Ford. *First GP win*: Brazil 1975.

Carlos showed the fans at Interlagos that Emerson Fittipaldi wasn't the only Brazilian who could win on home territory. Yet despite a fine drive in Monaco, when he took third place, and an excellent performance amidst the treacherous conditions at Silverstone, Carlos never really recaptured the brilliant race form which took him to his Brazilian triumph. His 1975 record was marred by too many retirements. A teenage rival of the Fittipaldi's back in Brazil, when they raced karts and saloons, Carlos has an abundance of natural talent which was confined to South American Formula Vee and sports saloons until 1970. In that year he accompanied Wilson Fittipaldi to Europe and made his mark at the wheel of an F3 Lotus 59, when he won the Forward Trust Championship. Family illness delayed his start to the 1971 season but he managed to



sort out his Frank Williams F2 March very rapidly, became one of the top runners in the category, and recorded an expected victory at Imola. His prowess earned him an F1 drive for Frank in 1972 and he secured a fine fifth place in the Belgian GP. Also drove well in sports cars for Ferrari and Gulf and signed for Formula Two with Surtees at the end of the season. Graduated to the Surtees F1 team in 1973 but was plagued by mechanical problems. Drove brilliantly to shatter the lap record in Germany and Austria and secure an excellent third place—a drive which brought him to the attention of a number of team managers. Loyalloy stayed with Surtees for the first half of 1974 but the problems persisted and he had moved over to take the number two spot in the Brabham team beside fellow Latin American Reutemann when the series arrived in Britain. And he fulfilled all his hopes by rounding off the season with a splendid second-place finish behind Reutemann at Watkins Glen. No one can deny

that Carlos has the skill to take the title back to Brazil one day, if he can find the key to consistent performance.

1972 (March-Ford)

ARG/r **ZA**/17th **E**/6th **MC**/17th **B**/5th **F/r** **GB** (John Player)/r **D**/nc **A**/nc **I/r** **CDN**/9th **USA/r** **Pts. 3** **Placed 16th=.**

1973 (Surtees-Ford)

ARG/r **BRA/r** **ZA/r** **E/r** **B**/8th **MC/r** **S**/10th **F**/13th **GB** (John Player)/cr **NL**/7th **D**/4th **A**/3rd **I/r** **CDN/r** **USA/r** **Pts. 7** **Placed 11th.**

1974 (Surtees-Ford and Brabham-Ford)

ARG/r **BRA**/4th **ZA**/11th **E**/13th **B/r** **MC**/cr **S/r** **NL**/dne **F**/dnq **GB** (John Player)/9th **D**/12th **A/r** **I**/5th **CDN**/8th **USA**/2nd **Pts. 11** **Placed 12th.**

1975 (Brabham-Ford)

ARG/r **BRA**/1st **ZA**/4th **E**/cr **MC**/3rd **B**/8th **S/r** **NL**/5th **F/r** **GB** (John Player)/2nd **D/r** **A/r** **I/r** **USA/r** **Pts. 24** **Placed 6th.**

RONNIE PETERSON Swedish. Born February 14 1944, Orebro, Sweden. Lives: Maidenhead, England and Monaco. Married: Barbro, one daughter, Nina. 76 Grands Prix. 7 wins. *First GP*: Monaco (March) 1970—7th. *First GP win*: France 1973 (JPS).

1975 was a lean year for Super-Swede as he battled with the problems which beset the aged Lotus 72. He scored points in only three races: Monaco, Austria, and the USA, but still showed flashes of brilliance which left no-one in any doubt that if the new JPS lives up to expectations, then Ronnie will be well in the hunt in 1976. Son of an Orebro baker who built Ronnie his own car when he was only eight, the young Swede moved swiftly into kart racing in his teens. Between 1963 and 1966 he won five Swedish Karting Championships, but could only manage third place in the 1966 World Championships behind a girl, Suzy Paganelli. Unabashed, Ronnie made his way into F3 (again in a home-made car) graduating to a Brabham in 1967. Some encouraging second places persuaded him to continue in F3 the next year with a Tecno, and he won the Swedish Championship. Won seven successive races the following year,



including the prestigious Monaco F3 event, and earned himself a Tecno F2 drive at Monza. Spotted by March, he finished third in his first F3 race for them at Cadwell Park but had his first ever serious accident in his next outing for the Bicester team at Montlhery. Signed a three-year contract with March and made his GP debut in the Colin Crabbe car at Monaco in 1970. Dominated F2 for the team in 1971, winning five races with Rindt-like flair and walking away with the European Championship. His confidence was reinforced by a superb win in the non-Championship Race at Brands, and he went from strength to strength in F1—finishing the season as runner-up behind Stewart. But in 1972 his luck took a downward turn with the failure of the March 721X and, in 1973, Ronnie joined the ranks of John Player Team Lotus. He didn't score a single point in his first five Championship races, although he was the fastest driver around, but then the team built a car strong enough for him and he recorded his first ever GP win in France and

followed that up with brilliant victories in Austria, Italy, and America to claim third place in the title table behind his great rival and team-mate, Emerson. In 1974, he again brought smiles to the faces in the Lotus pit as he roared to victory at Monaco, Dijon, and Monza—but he still only finished fifth in the overall reckoning. Acknowledged as the fastest driver on the track, Ronnie will surely pile on the pressure again in the new Lotus in 1976.

1970 (March-Ford)

MC/7th B/9th NL/9th F/r GB/9th D/r A/dne I/r CDN/nc USA/11th MEX/dne No points.

1971 (March-Ford)

ZA/10th E/r MC/2nd NL/4th F/r GB/2nd D/5th A/8th I/2nd CDN/2nd USA/3rd Pts. 33 Placed 2nd.

1972 (March-Ford)

ARG/6th ZA/5th E/r MC/11th B/9th Fr/5th GB (John Player)/cr D/3rd A/12th I/9th CDN/r USA/4th Pts. 12 Placed 9th=.

1973 (John Player Special Ford)

ARG/r BRA/r ZA/11th E/r B/r MC/3rd S/2nd F/1st GB (John Player)/2nd NL/11th D/r A/1st I/1st CDN/r USA/1st Pts. 52 Placed 3rd.

1974 (John Player Special Ford)

ARG/13th BRA/6th ZA/r E/r B/r MC/1st S/r NL/10th F/1st GB (John Player)/10th D/4th A/r I/1st CDN/3rd USA/r Pts. 35 Placed 5th.

1975 (John Player Special-Ford)

ARG/r BRA/15th ZA/10th E/r MC/4th B/r S/9th NL/r F/10th GB (John Player)/r D/r A/5th I/cr USA/5th Pts. 6 Placed 12th=.

TOM PRYCE Welsh. Born June 11 1949, Ruthin, Denbighshire. Lives: Maidstone, Kent. Married: 'Nella. 23 Grands Prix. No wins. *First GP*: Belgium 1974—crashed his Token-Ford.

Despite some impressive performances in practice in 1975, the young Welshman didn't finish higher than third in a Championship round. Undoubtedly, the best result of the year was his superb win in the Brands Hatch Race of Champions, but he has yet to reproduce a race-winning performance on the really big occasion. The find of the 1974 season, the quiet, likeable, son of a police detective inspector didn't learn to speak English until he



was seven. He trained as an agricultural engineer but then lessons at the Brands Hatch School of motor racing whetted his appetite for motor sport. He won a Formula Ford in a school competition and turned in some highly creditable performances before moving into Formula F100 in 1971. He won the Championship and also impressed in Formula Super Vee. In 1972, he moved into F3, claimed victories for the works Royale team, and also triumphed in several Formula Atlantic rounds. In mid-1973, Chris Meek offered him a regular F2 drive and a good second place at the Norisring gave him confidence for 1974. Chosen to drive the new Token at the Belgian Grand Prix, Tom turned in a swift and sensible display. But it was the Monaco meeting which changed his future. The Token entry was refused, so Tom stepped down into the Formula Three race and pulverised the opposition. Shadow won the ensuing battle for his signature on a Formula

One contract and he rewarded them with some promising performances in 1974. He continued to thrill the crowds with his spectacular and often unorthodox style in 1975, and should be amongst the leaders in 1976.

300

1974 (Token-Ford and Shadow-Ford)

ARG/dne BRA/dne ZA/dne E/dne B/cr MC/dne S/dne NL/cr F/cr GB (John Player)/8th D/6th A/r I/10th CDN/r USA/nc Pts. 1 Placed 18th.

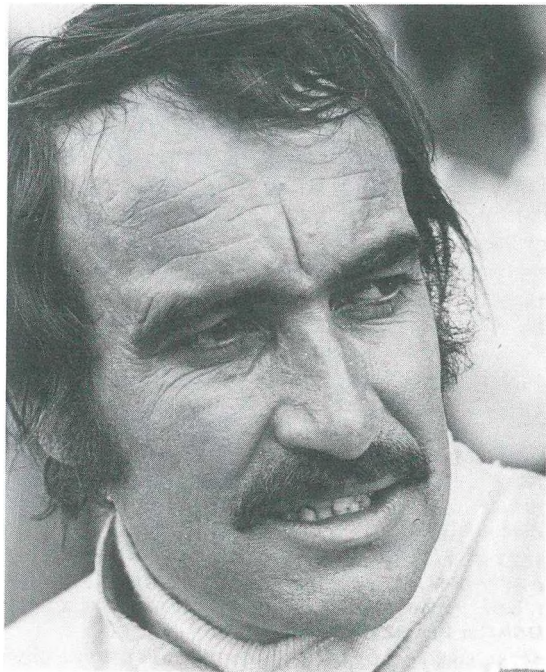
1975 (Shadow-Ford)

ARG/12th BRA/cr ZA/9th E/r MC/cr B/6th S/r NL/6th F/r GB (John Player)/cr D/4th A/3rd I/6th USA/11th Pts. 8 Placed 10th.

GIANCLAUDIO "CLAY" REGAZZONI

Swiss. Born September 5 1939, Mendrisio, Switzerland. Married: Maria-Pia. Two daughters: Alessia and Gianmaria. 72 Grands Prix. 3 wins. *First GP*: Holland 1970—4th in Ferrari. *First GP win*: Italian GP 1970.

The memory of "Regga's" splendid start-to-finish victory in front of the fanatical Ferrari fans at Monza in 1975 is marred by the subsequent happenings in the US GP. Black-flagged for obstructing Fittipaldi's chase after Lauda, Regazzoni's car was eventually withdrawn by an irate Luca di Montezemolo after an unpleasant fracas with race officials. It was a sad way to end the year for a driver who had once again shown the critics that he had both the skill and the temperament to win races. A late-comer to motorsport at the age of 25, "Regga" tried his hand at hill-climbing before entering the Swiss racing school at Montlhery in 1965. Aided by a fellow Swiss, the late Silvio Moser, he was offered a drive by Tecno in F3 and contested the Argentine Temporada at the beginning of 1967. Decided to become a professional racing driver in 1968 when he signed a contract for F2 with the Pederzani brothers. But the year was punctuated by too many crashes and, after one particularly unpleasant incident at Monaco, "Regga" decided to give up F3 racing altogether. He joined the Ferrari F2 team in 1969, but the cars were uncompetitive so he returned to Tecno the



following year. Wins at Hockenheim and Ricard persuaded Ferrari to sign him for a unique "Formula One only" contract and he made his debut in the Dutch GP the same year. Stunned everyone by winning the Italian GP just five races later and found himself in third place in the title table at the season's end. The Ferrari team suffered many problems in 1971, and Clay suffered too, but three third-place finishes helped him to seventh place in the Championship. In 1972 Clay tried just that little bit *too hard* and was involved in several notorious incidents—the most controversial being his collision with Stewart at Nurburgring. BRM signed him for an astronomical fee in 1973, but he swiftly became disillusioned with the uncompetitive machinery and his driving deteriorated throughout the season. Returned to the Ferrari fold in 1974 and immediately started to drive with all of his old flair and determination. A brilliant season was high-

lighted by his Nurburgring triumph and he pushed Fittipaldi very hard before finally failing in his Championship challenge in the year's very last race.

1970 (Ferrari)

ZA/dne E/dne MC/dne B/dne NL/4th F/dne GB/4th D/r A/2nd I/1st CDN/2nd USA/14th MEX/2nd Pts. 33 Placed 3rd.

1971 (Ferrari)

SA/3rd E/r MC/r NL/3rd F/r GB/r D/3rd A/r I/r CDN/r USA/6th Pts. 13 Placed 7th.

1972 (Ferrari)

ARG/4th ZA/12th E/3rd MC/cr B/cr F/dne GB (John Player)/dne D/2nd A/r I/cr CDN/4th USA/8th Pts. 15 Placed 6th=

1973 (BRM)

ARG/7th BRA/6th ZA/cr E/9th B/10th MC/r SW/9th F/12th GB (John Player)/7th NL/8th D/r A/6th I/r CDN/dne USA/8th Pts. 2 Placed 17th=.

1974 (Ferrari)

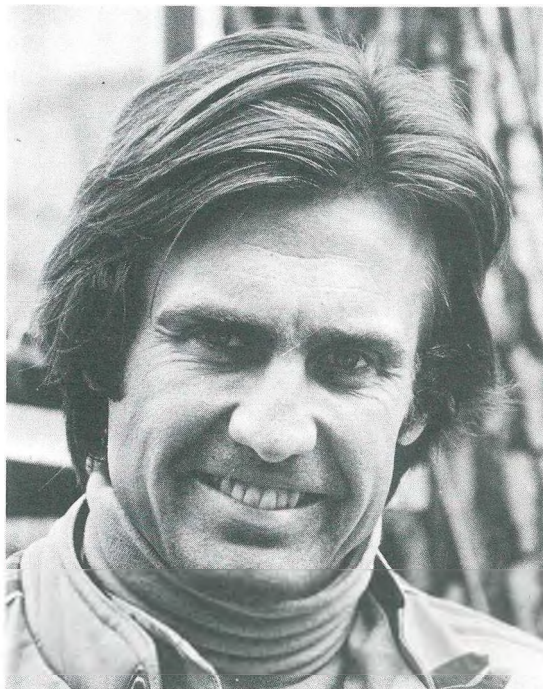
ARG/3rd BRA/2nd ZA/r E/2nd B/4th MC/4th S/r NL/2nd F/3rd GB (John Player)/4th D/1st A/5th I/r CDN/2nd USA/11th Pts. 52 Placed 2nd.

1975 (Ferrari)

ARG/4th BRA/4th ZA/16th E/nc MC/cr B/5th S/3rd NL/3rd F/r GB (John Player)/13th D/r A/7th I/1st USA/5th Pts. 25 Placed 5th.

CARLOS REUTEMANN Argentinian. Born April 12 1942, Santa Fe. Lives: Santa Fe and Barcelona. Married: Mimicha. Two daughters. 54 Grands Prix. 4 wins. *First GP*: Argentine 1972—7th in Brabham-Ford after claiming pole position. *First GP win*: South Africa 1974.

It was another see-saw season for the dashing Argentinian in 1975. Although he won convincingly at the 'Ring, tyre problems robbed him of victory in Sweden and he could not get past the flying Scheckter at Kyalami, so he was unable to equal his previous year's tally of three Grand Prix victories. Inconsistency also prevented him from scoring enough points to win the "South American Championship" and he had to be content with third place in the title table behind Lauda and Fittipaldi. A cattle rancher's son, Carlos started his racing career in saloons in 1965. By 1967, he was one of Argentina's top drivers and was elected for



the 1968 F2 Temporada. Although the cars were uncompetitive, Reutemann certainly wasn't and his arrival in Europe with a national team sponsored by the government was noted with interest. But that excursion in 1970 proved unsuccessful, and Carlos had to wait until the following year to prove that he could combine speed with consistency. He finished runner-up to Ronnie Peterson in the European F2 Championship and Bernie Ecclestone signed him up for the Brabham F1 team. Carlos immediately rewarded his faith by qualifying on pole-position in his first ever Grand Prix—in front of his home crowd! However, he took time to settle down in Formula One and did not register his first Championship points until the Canadian GP. Unlucky not to win at Barcelona the following year, Carlos steadily got to grips with the competition so that by 1974 his undeniable talent was tempered by a canny race-craft which carried him to superb victories

302

in South Africa, Austria, and the USA. A brilliant driver on his day, Carlos could still follow in the footsteps of his hero Fangio if he can conquer his moodiness and become the second Argentinian World Champion.

1972 (Brabham-Ford)

ARG/7th ZA/r E/dne MC/dne B/13th F/12th GB (John Player)/8th D/r A/r I/r CDN/4th USA/r Pts. 3 Placed 16th =.

1973 (Brabham-Ford)

ARG/r BRA/11th ZA/7th E/r B/r MC/r S/4th F/3rd GB (John Player)/6th NL/r D/r A/4th I/6th CDN/8th USA/3rd Pts. 16 Placed 7th.

1974 (Brabham-Ford)

ARG/7th BRA/7th ZA/1st E/r B/r MC/cr S/r NL/12th F/r GB (John Player)/6th D/3rd A/1st I/r CDN/9th USA/1st Pts. 32 Placed 6th.

1975 (Brabham-Ford)

ARG/3rd BRA/8th ZA/2nd E/3rd MC/9th B/3rd S/2nd NL/4th F/14th GB (John Player)/r D/1st A/14th I/4th USA/r Pts. 37 Placed 3rd.

JODY SCHECKTER South African. Born January 29 1950, East London. Lives: Marbella, Spain. Married: Pam. 35 Grands Prix. 3 wins. *First GP:* US 1972—finished 9th in McLaren. *First GP win:* Sweden 1974.

A storming display in front of his home crowd at Kyalami was the high spot of a year in which Jody struggled to match his 1974 form. Mechanical gremlins intervened too often for comfort and his next best result was his second place in Belgium, albeit a long way behind Lauda. A teenage go-kart star, Jody dabbled in motor bikes for a short spell until he took up saloon racing at the age of 18. He rose rapidly to stardom in his Renault R8, and returned from national service to drive a works Mazda in the Springbok Series. His performance in the International FF Sunshine Series secured him a trip to Europe in 1971, and he soon set about becoming one of the top stars in Formula Ford. By mid-season he had graduated to F3 and was soon winning in that category too, as well as in Escort Mexicos. McLaren signed him up and he won the Crystal Palace F2 race for them in 1972. Rewarded with an F1 drive in the US



Grand Prix, he drove superbly to finish ninth after holding third place for many of the opening laps. His 1973 drives for McLaren proved unfortunate to say the least, and Jody found himself hitting the headlines for all the wrong reasons, particularly after the Silverstone incident. But on the other side of the Atlantic things were much better, and Jody won the American F5000 series for the Sid Taylor team. He also drove a Can-Am Porsche, a works Ford Capri and a Rondel F2 car during the season. There were many raised eyebrows when Ken Tyrrell signed him up for his Formula One team, and, after Cevert's tragic death, Jody began the 1974 season as Tyrrell team-leader. Under Ken's watchful eye, he improved with every race and by mid-season he had won his first Grand Prix, the Swedish. He followed that up with victory at Brands Hatch and finished the season in third place in the title chase. In 1975, he was joint seventh, but he was

certainly not content with that position and will be hungry for more points in 1976.

1972 (McLaren-Ford)

USA/9th

1973 (McLaren-Ford)

ZA/9th F/cr GB (John Player)/cr CDN/cr USA/r.

1974 (Tyrrell-Ford)

ARG/r BRA/13th ZA/8th E/5th B/3rd MC/2nd S/1st NL/5th F/4th GB (John Player)/1st D/2nd A/r I/3rd CDN/cr USA/r Pts. 45 Placed 3rd.

1975 (Tyrrell-Ford)

ARG/11th BRA/r ZA/1st E/r MC/7th B/2nd S/7th NL/r F/9th GB (John Player)/3rd D/cr A/8th I/8th USA/6th Pts. 20 Placed 7th=.

ROLF STOMMELEN German. Born July 11 1943, Siegen, Germany. Lives Mersengrund. Unmarried. 35 Grands Prix. No wins. *First GP*: Belgium 1970—finished 5th in Brabham. *Best GP result to date*: 3rd in Austria 1970 (Brabham).

The 1975 season was a sad one for the likeable German. After finishing a promising seventh in the South African Grand Prix, Rolf was in flying form in Barcelona and was leading the race when tragedy struck. His car left the track and vaulted across the Armco. Four people were killed and Rolf himself badly injured, but with the gritty determination worthy of his own team-manager, Graham Hill, he fought his way back to fitness and took part in both the Austrian and the Italian Grands Prix. But it soon became obvious that his leg injuries were a severe handicap, and Rolf did not appear at Watkins Glen. A reliable performer in Formula One, his greatest achievements have come at the wheels of sports cars. He started racing in private Porsches in 1964 and was offered a number of works drives from 1967. He won the Targa Florio that year, and in 1968 shared the winning cars at Daytona and in the Paris 1000 km. Starred for Porsche again in 1969 and made his GP debut in a Lotus 59 F2 in the German GP. Ran his own F2 March backed by Eifelland in 1970 and competed quite successfully in F1 in a private Brabham.



Drove a Surtees in the 1971 World Championship rounds and came fifth in the British GP. In 1972, had little luck with the Eifelland (née March) and had little luck with his drives for the Alfa sports car team. Took over the Ceramica Pagnossin Brabham in 1973 after Andrea de Adamich broke his leg at Silverstone but could finish no higher than 11th in the Dutch GP. Took over the second Embassy-Lola at the Osterreicherung in 1974 after Guy Edwards had broken his wrist and turned in some impressive practice times, although he was dogged with problems in the races themselves. Was really proving himself in the new Hill car in 1975 before the Spanish accident.

1969 (Lotus-Ford)

D/r

1970 (Brabham-Ford)

B/5th D/5th A/3rd I/5th Pts. 10 Placed 11th.

1971 (Surtees-Ford)

ZA/12th E/r MC/6th NL/r F/11th GB/5th D/10th A/7th I/dne CDN/r USA/dne Pts. 3 Placed 18th=.

1972 (Eifelland-Ford)

ARG/dne ZA/13th E/r MC/10th B/11th F/16th GB/10th D/r A/nc I/dne CDN/dne USA/dne No points.

1973 (Brabham-Ford)

ARG/dne BRA/dne ZA/dne E/dne B/dne MC/dne S/dne F/dne GB (John Player)/dne NL/dne D/11th A/r I/12th CDN/12th USA/dne No points.

1974 (Lola-Ford)

ARG/dne BRA/dne ZA/dne E/dne B/dne MC/dne S/dne NL/dne F/dne GB (John Player)/dne D/dne A/r I/r CDN/11th USA/12th No points.

1975 (Lola-Ford and Hill-Ford)

ARG/13th BRA/14th ZA/7th E/cr MC/dne B/dne S/dne NL/dne F/dne GB (John Player)/dne D/dne A/16th I/r USA/dne No points.

HANS STUCK Jr. German. Born January 1 1951, Graenau, Germany. Unmarried. 17 Grands Prix. No wins. *First GP:* Argentine 1974—retired his March-Ford.

After a disappointing season in 1974, Hans had to wait until the 1975 German Grand Prix before returning to the Formula One fold. He spent the first half of the year driving a BMW in the IMSA races in the USA and fared quite well, winning a number of rounds outright. But, apart from an eighth place finish in the US GP, Hans did little to impress the pundits, and he still has a lot to learn about the senior category. A boy go-kart star, Hans Jr first practised at the Nurburgring at the age of 16 and began his racing career the following year with a BMW 2002. He drove for the Alpina team and won the Nurburgring 24 Hours for them at the age of 18. Moved over to join the Ford ranks in 1972 and, under the watchful eye of Jochen Neerpasch, soon started winning. Together with another young hopeful, Jochen Mass, "Hanschen" triumphed in the Spa 24 Hours. A brief flirtation with single-seaters ended when the Eifelland F3 March team folded and Hans continued driving saloons with flair and courage in 1973



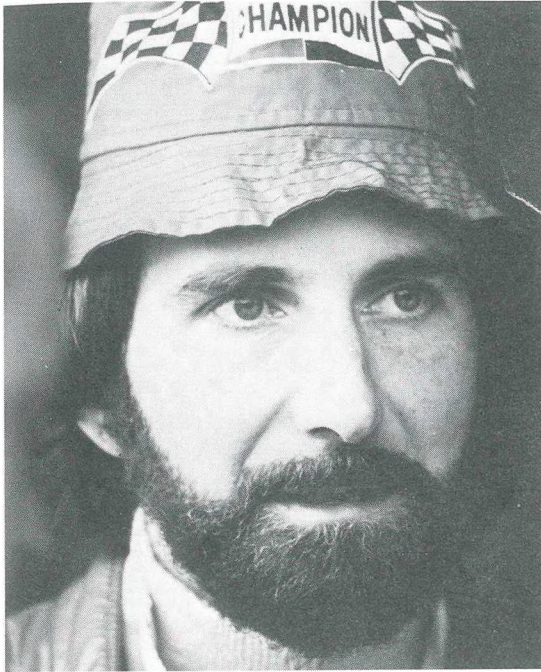
when he joined BMW with Neerpasch and paired with Chris Amon to win the Nurburgring 6 Hours round of the European Touring Car Championship. Drove the F2 March-BMW without gaining results but did enough to impress the March directors, who handed him both the F1 and F2 team leadership in 1974 after Jarier's departure. The F1 season began on a promising note when Hans finished fifth in South Africa and fourth in Spain, but from then on nothing seemed to go right and he lost his place in the team at the end of the year. However, F2 was much brighter, and he finished second in the European Championship behind Depailler. Undoubtedly talented, Hans's future in F1 seems uncertain unless he can find more consistency.

1974 (March-Ford)

ARG/r BRA/r ZA/5th E/4th B/r MC/cr S/dne NL/cr F/dnq GB (John Player)/cr D/7th A/cr I/r CDN/r USA/dnq Pts. 5 Placed 16th.

1975 (March-Ford)

ARG/dne BRA/dne ZA/dne E/dne MC/dne B/dne S/dne NL/dne F/dne GB (John Player)/dne D/r A/cr I/r USA/8th No points.



JOHN WATSON Northern Ireland. Born May 4 1946, Belfast. Unmarried. 30 Grands Prix. No wins. *First GP*: British (Brabham) 1973—retired.

John brought a smile back to the face of Big John Surtees at the beginning of the 1975 season when he finished second in the Race of Champions at Brands Hatch and fourth in the Silverstone International Trophy. But things just never seemed to go right in the Grands Prix and, after a season fraught with mechanical maladies, Team Surtees pulled out of the last two races of the year. This left John without a drive in Italy but he was snapped up by the Penske team who were looking for a new driver after the tragic death of Mark Donohue in Austria. John brought the Penske home in ninth place at the Glen, even though he was driving a car which was not set up for the track, and was offered a full F1 contract with the Penske team for 1976. The gentle, quiet son of

Ireland's first ever saloon car race-winner, John's own racing debut came at the wheel of an Austin Healey Sprite at the age of 17. He progressed rapidly through sports cars to single seaters and dominated Irish Formula Libre in the late 1960s. Graduated to F2 in 1970 but a terrible accident halted his career. Returned in 1971 and gained in confidence as the season progressed. In 1972, a very impressive performance in the Rothmans 50,000 and sixth place in the John Player Challenge Trophy at Brands Hatch brought contracts from both Gulf and Brabham. But what seemed to be a golden opportunity was dealt a hefty blow right at the start of the 1973 season when John crashed the prototype Brabham BT42 in the Race of Champions and a badly broken leg put him out of racing for a couple of months. He returned to show his prowess at the wheel of a Gulf and also impressed in F2 and Chevrons. But F1 was his first love and he signed for the Hexagon Brabham team for an all-out effort in 1974. He surprised and impressed many of the critics with his superb displays of smooth high-speed driving, capturing a magnificent fourth place in Austria after a pit stop, and claiming a second row grid position at Monza. Sadly, the Hexagon team were unable to continue in 1975 and John moved over to Team Surtees as team-leader. In 1976 he could really put the new Penske high up on the leader-board.

1973 (Brabham-Ford)

GB (John Player)/r USA/r No points.

1974 (Brabham-Ford)

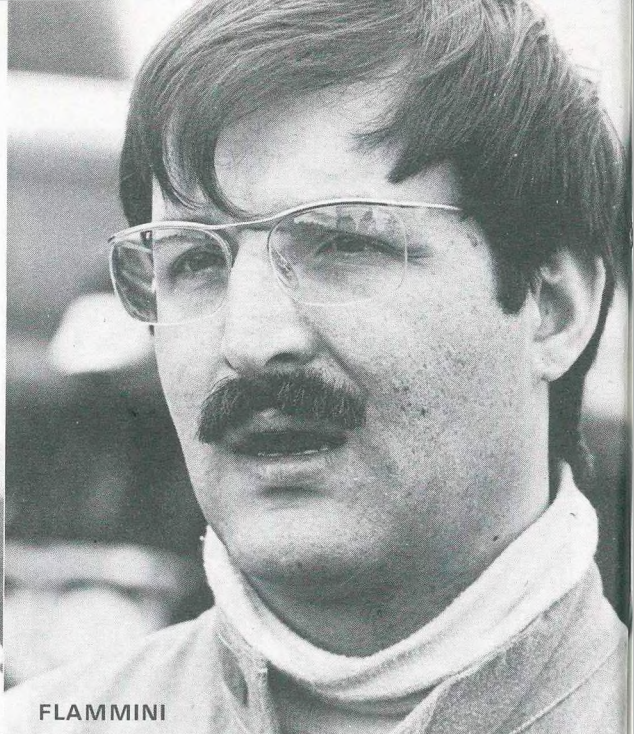
ARG/12th BRA/r ZA/r E/11th B/11th MC/6th S/11th NL/7th F/16th GB (John Player)/11th D/r A/4th I/7th CDN/r USA/5th Pts. 6 Placed 14th=.

1975 (Surtees-Ford and Penske-Ford)

ARG/r BRA/10th ZA/r E/8th MC/r B/10th S/16th NL/r F/13th GB (John Player)/11th D/r A/10th I/dne USA/9th No points.



NEVE



FLAMMINI



BINDER



LEES

DRIVER DIRECTORY

Andrew Marriott

Each year the John Player Motor Sport Yearbook has prided itself in picking the stars of the future. This chapter of the book has become larger and larger, and, inevitably, the task increasingly difficult. We have had our successes and also missed the occasional Grand Prix newcomer. But in the past the section has fallen between two stools. We have wanted to pinpoint for you the winners of tomorrow and, reluctantly, have had to forget some of racing's most successful and popular figures, by virtue of the fact they were hardly newcomers. And as some weren't currently in Grand Prix racing, we failed to feature them in the book.

So, for 1976, we have split our profiles into two distinct sections. Firstly there is *Men to Watch*—16 drivers we are tipping for a Grand Prix career. The varied list indicates

just how international motor racing is in 1976. There are three American and three British drivers; two drivers from Austria and three from Italy, plus a Dutchman, a Brazilian, a Belgian, a Swede, a Finn, and a South African.

None have been profiled in the *John Player Motor Sport Yearbook* before, but we think you will hear much more of these names in future editions.

The second section we have called *Talent on Tap*. Here are the men you can expect to see on the victory rostrum, whether you are spectating at a Formula 5000 race in California or at a British Touring Car round at Thruxton. Over 50 drivers are covered in this section, including both rising stars and many others, like Brian Redman for example, who have been taking the chequered flag for years.

MEN TO WATCH

HANS BINDER Born June 12 1948, lives in Zellamzillar, Tyrol, Austria. Unmarried. Who will be the next Austrian to follow Niki Lauda into Grand Prix racing? Former Austrian GP driver Dr Helmut Marko is already tipping his young protege, Hans Binder. Hans shot to prominence in 1972 when he narrowly won the European Formula Ford Championship with his Lotus 69. He moved up into Formula 3 the following year without spectacular success, but, in 1974, with Marko behind him and sponsorship from Warsteiner Beer, he took his March-Toyota to second place in the Polifac series and also impressed in the Monaco F3 race. Again with backing from the beer firm he moved into Formula 2 in 1975 with a March-BMW. After a disappointing start to the season he finished second at his home Salzburgring

circuit. Later he switched to a works development Chevron for the final races of the year.

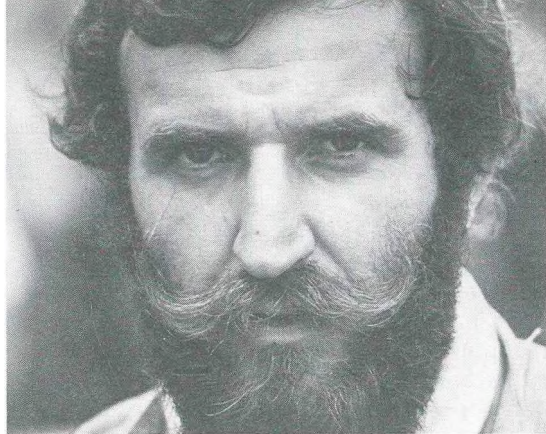
EDDIE CHEEVER Born January 10 1957, lives in London. Unmarried. Although only 18 years old, Eddie Cheever hit the headlines in 1975—his first year in full-size motor racing. He did so by driving his Modus to Silverstone victories in two consecutive weekends. Suddenly his name was on everyone's lips, and, by the end of the year, he had even had a Formula One offer. But Cheever expects to continue in one of the lesser Formulae, at least for 1976, though the goal of this dedicated young man is very definitely Grand Prix racing. Though an American, born in Phoenix, Arizona, Cheever has spent most of his life living in Rome, where his father runs a chain of



CHEEVER

health and sauna clinics. Eddie follows the family tradition and is a health fanatic and vegetarian. He began by racing karts in Italy at the age of 13 and became one of the top names in the sport all over Europe. In 1973 he finished fourth in the World Championships and in 1974 was runner-up and took the European title. In the winter of 1974-75 he proved his natural talent while completing the racing drivers' course at Vallerlunga in Italy. When he finished his school studies in March of 1975 he came to Britain to race Formula Ford. He soon gained his full licence and followed up with a second place at Silverstone before moving on to Formula 3, making his debut at the John Player GP meeting. He retired after a spin at the chicane, retired from his second F3 race with engine failure, and was on pole position for the third, only to have the engine die on the warm-up lap. But then followed the Silverstone successes, and everyone was talking about young Mr Cheever. In 1976, we should have a much better indication of just how good he is going to be.

HARALD ERTL Born August 31 1948, lives in Mannheim, Germany. Unmarried. One of the sensations of last year's Italian GP was Harald Ertl's drive in his Warsteiner Beer-sponsored Hesketh. After a pit stop, Harald lapped for the rest of the race in convoy with James Hunt and Tom Pryce and finally finished 9th. It was his third drive in the car, although in Germany



ERTL

(where he finished eighth) and Austria he barely shone. Whether his inspired effort at Monza will be continued in 1976 remains to be seen. The heavily bearded face of Austrian-born Ertl has been around for some years. He started racing in 1969 with a Formula Vee and the following year he raced in the Volkswagen category as well as in a March Formula 3. In 1970 he finished second in the European Formula Vee Championship and also second in the Austrian Formula Vee series. Since then he has raced in Super Vee and Formula 2, but most of his success has come at the wheel of saloon cars: firstly Alfas and, more recently, BMWs. In 1973, Ertl won the Tourist Trophy at Silverstone with Derek Bell in a BMW. Even so, his turn of speed at Monza last year came as a surprise to everyone.

MAURIZIO FLAMMINI Age 26, from Milan, Italy. The possibility that Ferrari will run one of their 1975 model Grand Prix cars in the coming season for an up-and-coming Italian driver has been linked with several names. One is Maurizio Flammini, who brought his March into sixth place in the 1975 European Formula 2 Championship—the highest placed non-French driver. Flammini was also the only non-French driver to win a Formula 2 race in 1975—he won the Mugello round plus a non-championship race. His 1975 season started on a sour note. He was asked in at the last minute to



HAYJE

drive a Williams at the "Race of Champions", but wrote the car off in a practice accident. Subsequently he has tested a Formula 1 Ferrari, without incident. Flammini arrived via the traditional Italian route of Formula Italia and then Formula 3. He was selected to drive for the CSAI-(the Italian motor sport controlling body) sponsored Formula 2 team in 1974. He raced both a March-BMW and a Brabham BT40 with a fifth place as his best result. But this bespectacled driver had impressed Texaco Italy, who helped sponsor his March-BMW Formula 2 car for the 1975 season.

BOY HAYJE aged 28, from Amsterdam. A glance through 1975's Formula 5000 results won't show any startling results from Dutchman Boy Hayje. But anyone who saw him handle the Hezemans March-Cosworth V6 knows that here is a driver who has plenty of fire and talent, even though he has yet to score results. Boy has four years of racing behind him, all of them on an absolute shoestring, for he comes from a working class background. He started with touring cars, but then managed to scrape up enough money to buy an old Lotus 61 Formula Ford in 1973. The following season he beat drivers in much more sophisticated equipment to win the Dutch Formula Ford Championship. At the end of the season he approached works Ford driver Toine Hezemans to ask for recommendations of sponsors to help with a Formula 3 programme. Instead,



MARTINI

diamond merchant Hezemans himself suggested running the ex-James Hunt Hesketh March fitted with a Cosworth V6 in F5000. Sadly the car was desparately unreliable, but if Hezemans keeps up his pledge to help his fellow Dutchman, Boy Hayje could become a big name in 1976.

INGO HOFFMAN aged 23, lives in Bexley, Kent, married. Already named to drive the second Copersucar Fittipaldi Grand Prix car in 1976 is the young Brazilian Ingo Hoffman, from Sao Paulo. Ingo shot to prominence in 1975 by moving to Britain to race. He only won one race in his Clive Santo-managed March-Toyota but he impressed with his consistent performances which rewarded him with sixth place in the BP Championship. Like so many Brazilians, Ingo started racing a near-standard Volkswagen at Interlagos. That was in 1972 and the following year he progressed to a well-modified "beetle". He won his class with the VW Brasilia in the Brazilian Saloon Car Championship and repeated the performance in 1974, dominating the category. That same year he also started to race single-seaters and was a star name in Formula Super Vee. He was on pole position for every round of the Brazilian Championship, but mechanical problems let him down several times and robbed him of the championship in the last race. His move to Britain was well timed for the Fittipaldi family were looking for a protégé to encourage and

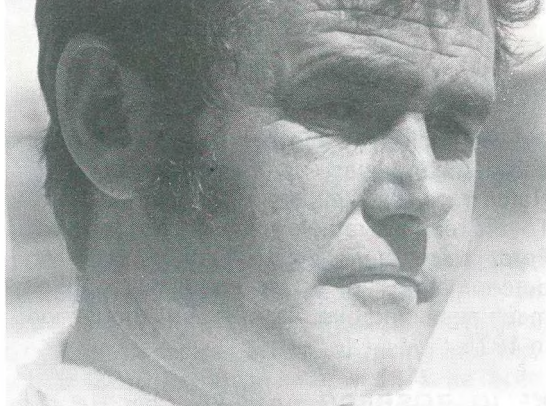
they quickly transferred their affections from Alex Ribeiro to Ingo. Good placings in Tony Dean's Chevron F5000 in two, late-season races further convinced Wilson Fittipaldi to give Hoffman a Formula One test. Ingo lapped Silverstone very impressively to win himself the seat for 1976.

GEOFF LEES Aged 24, from Atherstone, Warwicks. Married to Helen. Undoubtedly the hero of Formula Ford in 1975 was this Midlands motor mechanic. Despite working a full 40-hour week for a local Chrysler agency and preparing his own racing car, Lees won no fewer than 27 races and, in the process, won the three main Formula Ford Championships. He won the Brush Fusegear series in fine style and then went on to clinch both the Southern Organs' and British Air Ferries series at their respective final rounds, before finishing the season with victory in the Formula Ford Festival. Lees has mainly raced in Formula Ford to date, although he tested a Formula 3 car at the end of 1975. He started racing in 1971 with an Alexis and the following year won three races—all at Silverstone—and finished fifth in the *Daily Express* Championship, held mainly at that circuit. But his racing cleaned him out of funds and he had to miss 1973 to save up to buy a competitive car for 1974. He chose a Royale, and was a leading contender in the STP series, though finally beaten to the title by Patrick Neve by just one point. In 1975, everything went right for Geoff and, driving the latest Royale, he has been the man to beat in Formula Ford. Lees is a quiet young man who believes in getting to the top by his skill on the track rather than by talk off it.

GIANCARLO MARTINI born August 16 1947, lives in Lavezzola, Italy. Rated by some observers as the most talented of the up-and-coming group of Italians currently racing in Formula 2, Martini's performances in the Scuderia del Passetore March-BMW certainly

attracted the attention of Ferrari. In fact the promising Italian was given a test-drive in an old Ferrari B3 at Fiorano and then, at the end of 1975, was invited to try a Ferrari 312T. Close-season rumours suggest that Martini's team manager, Giancarlo Minardi, may be entrusted with a Ferrari B3 to run in selected Grands Prix in 1976 and that Martini is the most likely driver. Giancarlo started racing in the early 1970s with a Formula Italia and progressed to Formula 3, where he was a leading contender in the 1973 Italian Championship. In 1974, he entered Formula 2 with a Trivellato March and his best placing was a fifth at Mugello. His 1975 results were more impressive headed by a third at Thruxton plus several other top six placings. Martini still finds time to run a business—he imports British lard into Italy. If Martini does indeed race a Ferrari in 1976, he could spring a few surprises.

EDDIE MILLER aged 30, from Vail, Colorado, USA. "Fast Eddie" won the 1975 US Super Vee Championship in grand style, which would suggest he could go on to much greater things. Miller drove the works Carl Haas Lola T324 to five victories during the series, though he had never previously raced a Super Vee. He started his career back in 1969 in Formula Ford. Driving in just six races, he won three of them. He remained in Formula Ford for the next four years winning the National SCCA title in 1972 as well as the Divisional Formula Ford championship for the second year. In 1973, he made a brave attempt to race privately in Formula 5000, but lacked resources and had to return to Formula Ford in 1974. Again he won the Divisional and National titles, and this brought this building contractor to the attention of Carl Haas. The deal to drive the car, which included backing from his long time sponsor Kent Maxwell, was late in coming through, and Eddie missed the first two rounds of the series, but from then on there was no stopping



UNSER

him. Several US teams have their eye on Eddie for 1976.

TIFF NEEDELL born October 29 1951, lives Weybridge, Surrey. Unmarried. Timothy "Tiff" Needell came out of the rut of Formula Ford in 1975 after five seasons in the category. He finished the season with 15 wins to his credit, three of them in the works FF2000 Hawke and dominated that category at the end of the year. Although he started the season in the latest Elden, it wasn't until he switched to a Crosslé Formula Ford that the victories came his way. But by the end of the season he had the Townsend-Thoresen Formula Ford series sewn up and some attractive offers for 1976. Tiff entered motor racing in a most unusual way. He won a Lotus 59 in a competition run by Autosport magazine at the 1971 Racing Car Show. Tiff raced the car for two-and-a-half years before switching to an Elden. But success didn't really come until 1974 when he finished second in the Wella Formula Ford series. It has taken this personable civil engineer five seasons to catch the headlines but now he looks as if he is going places.

PATRICK NEVE Born November 13 1949, lives in Brussels. Married to Susan. Patrick's racing career literally started with a job as a sweeper-up at Jim Russell's Racing Driver School. Mad keen to get into racing, he worked for no pay just to be around racing cars and in the end it paid off. Later he became an instructor



NILSSON

at the school and fitted in Formula Ford races when he had the money. Between 1970 and 1973 he was only able to race 12 times, but in 1974, with help from Formula One Constructors' Association secretary Peter Mackintosh, he was able to get a team together and race a works-backed Formula Ford Lola. Neve went on to win the STP Formula Ford Championship plus a couple of Formula 3 drives in a Brabham, but for 1975 he had an offer to drive the works Safir in Formula 3 and he was one of the leading contenders throughout the year. His only win was at Knockhill, but he finished a fine second at Monaco. He drove the probably outclassed Safir with skill and maturity to finish fourth in the BP Championship. Patrick also has some saloon car experience racing Opels for the Belgian concessionaire. By the end of 1975, John Surtees, amongst others, was showing interest in this dedicated young Belgian, who could well prove to be Jacky Ickx's successor.

GUNNAR NILSSON Born November 20 1948, lives in Bicester. Unmarried. Gunnar will undoubtedly remember 1975. It was the year he won Formula 3 races, took the hard fought BP Visco Static Championship, and was then the late-season sensation of Formula Atlantic. His five victories in succession in the Rapid Movements Chevron put his name on the lips of several top team managers. This Swede from Helsingborg is something of a protégé of March director Robin Herd. The March designer

considers Nilsson has similar qualities to Lauda, and is willing to bet on it. Gunnar, on the instigation of his business partner, (they still run a haulage contract business together) bought a Formula Vee at the end of 1972 and took part in six races. The following year he raced in Formula Super Vee under the Ecurie Bonnier banner and soon showed his natural talent. He finished the season with fourth place in the European Formula Super Vee Championship, and picked up a last-minute drive in a Formula 2 GRD at the Norisring and finished a lucky fourth. In 1974, he planned a full season of Formula 3 racing with a private March contesting the Polifac series, plus some British races towards the end of the year. He also drove twice in Formula 2 with a Brian Lewis March. After a considerable amount of wheeling-and-dealing, Gunnar talked his way into the March F3 team alongside Alex Ribeiro for 1975. But any doubts March may have had were dispelled when he started his season with a win—his first ever in a major race. Now the personable Swede, who speaks near-perfect English, looks as if he is definitely on his way to the top.

DICK PARSONS Born September 25 1952, lives Wokingham, Berks. Unmarried. Although British drivers were virtually eclipsed in Formula 3 during 1975, one driver who tried hard to get on terms with the foreign contingent was Dick Parsons—despite a somewhat under-financed team. But the season finished on a high note when former top team owner Roy Winkelmann flew Dick over to California to drive the works Talon in the final US F5000 race. Although he retired from the race, Parsons certainly impressed the Americans. Dick had five seasons in karting before hitting the Formula Ford headlines in 1972 and 1973 with an old Royale. In 1974, he moved into Formula 3 with the original Ensign, financing the effort partly by working as a bricklayer. In 1975, he raced a Modus, and high spots of

the year included a lap-record at Cadwell Park and a second place at the September Brands Hatch race, the first time Parsons had used a Toyota engine rather than the less powerful Ford twin-cam. With plenty of grit and determination, plus an excellent publicity machine behind him, Parsons could come good in 1976.

KEIJO ROSBERG Aged 26, from Helsinki, Finland. Unmarried. While Finland leads the world when it comes to producing rally drivers, the Scandinavian country has yet to proffer a really top racing driver. Keijo "Keke" Rosberg might just be that man. He has already looked impressive while testing Formula 5000s for McKechnie Racing, and could well drive for the team in 1976. So far, he has made his name mainly in Formula Super Vee, although in 1975 he failed to win the European Gold Cup title which went to fellow Finn Mikko Kozarowitzky. But Keke did win the other series—for the Castrol GTX Trophy—and he also took his Uwes Mode Racing Team Kaimann to fourth place in the Gold Cup series. Rosberg, encouraged by his rally driving parents, started racing karts when he was 16 and went on to win three Finnish Championships; the Scandinavian Championship, and also to finish fifth in both the European and World karting Championship in one memorable year. In 1972, he mixed karting with Formula Vee and started to show good form in the VW-powered car. He acquired a more competitive Formula Vee in 1973 and took the category by storm. He won the European Vee Championship as well as the Finnish and Scandinavian titles with some 15 victories out of 20 races. Naturally he moved into Formula Super Vee for 1974 and he finished up third in the Gold Cup series and runner-up for the Castrol GTX series. By then, McKechnie Racing were showing an interest in him, but enough money couldn't be raised for him to race their Formula 5000 in 1975. So it was back to

Super Vee. Rosberg, with drooping moustache and Colt cowboy hat, is a flamboyant figure who seems destined for a bright future.

GUY TUNMER Born December 1 1948, lives in Johannesburg. Unmarried. The son of an extremely wealthy father who loves fast cars, Guy Tunmer tackles his motor racing in a very serious, non-playboy manner. In 1975, he raced a Team Gunston Lotus 72 and drove in the South African Formula One series for the first time. He was the only driver, apart from Dave Charlton and Ian Scheckter, to win a round of the series, and Guy eventually finished third in the championship. But his aim is to race outside his home country, and he also found time, in 1975, to drive a sports car in Europe and Formula Atlantic in Canada. He started racing in 1968 and drove a Holden, a Mini-Marcos, a Mini, and a Renault Gordini before real success came in 1971 with a Capri V6. But his season was curtailed following a road accident which he was lucky to survive. However, he was back before the end of the year and drove briefly in a Chevron sports car and a Formula 5000 Surtees. In 1973, he drove a March Formula 2, rarely finished, but found the experience invaluable. For, in 1974, Guy decided to stay in Formula 2 and ran a Chevron with Lexington sponsorship to nine class wins out of ten starts. He won the F2 section of the South African Championship and finished the season with a fourth overall and a class victory in the Kyalami Six Hours. He started 1975 by taking the Gunston Lotus to 11th place in the South African GP, beating Jacky Ickx to the line. Tunmer intends this to be the first of many Grand Prix finishes.

AL UNSER Born May 29 1939, lives in Albuquerque, New Mexico. Unmarried. It may, at first sight, seem odd to include Al in this section, but the twice Indianapolis winner is a relative newcomer to road racing. Not that it

showed in the way Unser threw his Vel's Parnelli Jones Formula 5000 Lola T332 around in 1975. He provided superb support for team-mate Andretti, often lapping as fast as his team leader; he won at Road Atlanta, and logged up five second places to finish third in the championship. Unser's road racing started briefly some ten years ago in a Lotus 23 sports car, but it wasn't until Chuck Jones offered him a drive in the last two F5000 races of 1974 that he got back into road racing. In those two events he was immediately competitive, confirming that he was much more than just a USAC racer. In that category of racing he is still the third most successful driver, having won some 30 races. He started, like his elder brother Bobby, following his father's footsteps up the famous Pike Peak hill climb and then made an impact on the USAC ovals. He was runner-up in the 1969 USAC series, finishing the year with five consecutive victories. In 1970, he won ten major USAC races, including the Indianapolis 500. The following year he won the Indy 500 for the second year running, and, in 1972, he just missed making it three in a row—he finished second. But now his sights are set on scoring similar success in road racing. He will lead the Vel's Parnelli F5000 team in 1976 but don't be surprised to see him join Mario Andretti in the team's Grand Prix assault at some stage in the season.

TALENT ON TAP

Profiles on 64 of international motor racing's most successful stars. Here are drivers on the way up, the top names of Formula 5000, Formula 2, and sports car racing, plus many more. The figure in brackets after a profile indicates that the driver was covered in greater depth in the *John Player Motorsport Yearbook* of that year.

RENE ARNOUX Born July 4 1948. Unmarried, lives in Grenoble, France. Former kart racer who won the 1973 Formule Renault

Championship in his first year of car racing. Raced Formula 2 and Formula 5000 in 1974 with mixed success but last year won European Formula Super Renault Championship in fine style. Regarded as one of France's best prospects. (1975)

IAN ASHLEY Born October 26 1947. Unmarried, lives in Lincoln. Has been racing for nine seasons in Formula Ford, Formula 3 and, more recently, Formula 5000 a class in which he has been a leading contender. Raced the Token in two Grands Prix in 1974, but his only Formula 1 drive, for Frank Williams, ended in a practice accident at the German GP. (1975)

CHRIS BARNETT Born February 26 1946. Unmarried, lives in Bedford. Former member of first the Junior and then the Senior British karting teams. In 1974, won British Super Vee Championship in a Royale, but last season did not enjoy the success predicted for him in 1975. (1975)

DEREK BELL Born October 31 1941. Married to Pamela, lives in Bognor Regis, Sussex. Has eleven seasons of racing behind and is now best known as Britain's top sports car driver. Won Le Mans in 1975 for the Gulf team with whom he has long been associated and Spa, Osterreichring and Watkins Glen 1000 km races for Alfa Romeo. After successes in Formula 3 and Formula 2, drove briefly for Ferrari Grand Prix team and, since then, has driven Brabham, Martini-Tecno and Surtees F1 cars without success. (1972)

TOM BELSO Born August 27 1943. Married to Barbara, lives in Huntingdon. The only Dane to have driven in Formula 1, Belso is better known for his Formula 5000 drives. Started ten years ago in saloons, driving for Volvo and Ford, then switched to Formula Ford. Came to Britain and drove successfully in Formula Atlantic and Formula 2 before

moving on to the Shellsport F5000 team. Competed only occasionally in 1975 due to lack of finance. (1975)

JEAN-PIERRE BELTOISE Born April 6 1937. Married to Jaqueline, lives in Paris. After a season in Ligier sports car team, may return to regular Grand Prix racing in 1975 with Ligier-Matra. A Former French two-wheel champion, he switched to cars in 1963 but was injured in an accident which left him without the full use of one arm. Nevertheless, headed the Matra team in Formula 3, Formula 2, and Formula 1 with success at each stage. Won 1968 European Formula 2 Championship. Drove for BRM from 1972 to 1974 and recorded the team's two most recent victories—the 1972 Monaco GP and 1972 Brands Hatch Victory race. (1975)

CLAUDE BOURGOIGNIE Born May 5 1945. Lives in Brussels. Led the B & O March-BMW Formula 2 team in 1975. A third at Rouen was his best result in a season which saw him finish 8th overall in the championship. Claude, a former Jim Russell pupil, came second in the first ever Formula Ford race in 1967 and he remained in the category until 1970, winning the European FF Championship that year and a Formula 3 car with it. Has subsequently raced a GRD in Formula 2 and has been the top contender in the Belgian saloon car championship with a works Ford.

BILL BRACK Aged 38, lives in Toronto, Canada. A seasoned campaigner who has won the Canadian Formula Atlantic Championship for the past two seasons despite strong opposition. Came up through sports car and Formula 5000 racing and has made guest appearances in the Canadian GP for both Lotus and BRM teams.

WARWICK BROWN Born December 24 1949. Unmarried, lives Los Angeles, California.

Sydney-born Brown is one of Australia's brightest hopes. Won 1975 Tasman F5000 series and drove for works Talon team in 1975 US Formula 5000 Championship. Started racing in 1970 in small single seaters and then switched successfully to F5000 in 1973, but very seriously injured later that year. (1975)

DAVE CHARLTON Born November 27 1936. Lives in Halfway House, South Africa. In 1975 chalked up his sixth successive South African Formula 1 Championship, driving his Lucky Strike McLaren. Has had chances in both Brabham and Lotus Grand Prix teams but failed to shine. Started racing in 1960 with a Healey but quickly graduated to single-seaters. Still one of the biggest sporting names in South Africa, Dave was actually born in Yorkshire.

JIM CRAWFORD Born February 13 1948. Unmarried, lives in Bolton, Lancs. Runner-up in John Player British Formula Atlantic series in 1974 and 1975. Scottish-born Crawford rallied a Mini and later raced occasionally in Formula Ford and Formule Libre. Big break came in late 1973, when Chevron lent the former mechanic a car. Has apprentice contract with John Player Team Lotus and drove for them in 1975 John Player and Italian Grands Prix without success. (1975)

TONY DEAN Born July 1932. Married to June, lives in Leeds, Yorks. Veteran competitor on both sides of Atlantic who has driven in virtually every category of racing. Most successful in Formula 5000 and was runner-up in 1973 European F5000 Championship. High point of career was his victory with an outdated Porsche 908 in 1970 Road Atlanta Can-Am. May miss 1976 season as a result of personal problems. (1975)

ALEX DIAS-RIBEIRO Born November 7 1948. Married, lives in London. A doctor's son

from Brasilia, Alex has been a leading contender in British F3 racing for the past two seasons, first with a works GRD and then with a works March in 1975. Was runner-up in BP Visco Static Championship with March after a series of controversial accidents re-deemed by three impressive wins. Started racing and tuning Volkswagens in 1967 and switched to Formula Ford in 1972 and won Brazilian FF Championship the following year. Carries 'Jesus Saves' message on helmet.

(1975)

JOSE DOLHEM Born April 1944. Unmarried, lives in Paris. Drove only occasionally in Ligier sports car team in 1975 following a neck injury sustained while skiing. Raced briefly in 1964 but resumed career after completing his studies in 1969, and won coveted Volants Shell award at Winfield Racing School. Has since raced in Formula 3, Formula 2 (for Team Surtees), and in sports cars for Matra. Something of a playboy racer, he drove twice for Surtees GP team in 1974 without success. (1975)

GUY EDWARDS Born December 30 1942. Unmarried, lives in London. Has been racing for nine seasons, first in Minis then in GT cars. Moved from 2-litre sports car racing, in which he was extremely successful, to Formula 5000 and Grand Prix racing. Was number two to Graham Hill in Embassy team in 1974 until F5000 injury put him out, and he was later dropped by Hill. His best GP placing was 7th in Sweden. Well known for his successful sponsorship seeking, he raced in F5000 in 1975 and a string of second places took him to fourth place in the championship. Intends to return to Formula One. (1975)

JOHN FITZPATRICK Born June 9 1943. Unmarried, lives in Birmingham. Vastly experienced and successful driver who has always steered clear of Formula cars, though he was tested by Ken Tyrrell back in 1964.

Was by then top Mini racer and number one Broadspeed driver who later switched to Fords with success. Steered his career into European GT Championship racing driving Porsches for both Kremer and Loos teams, and won the series title in 1972 and 1974.

ELLIOT FORBES-ROBINSON Born October 31 1943. Married to Lounette, lives in La Crescenta, Calif. Highly rated US driver who has driven in Formula 5000 for the past two years, in a works Eagle in 1974 and an Evel Kneivel-sponsored Lola in 1975 with good results but no wins. Elliott raced karts and various sports cars before moving to Super Vee in 1973. He won fiercely contested US Super Vee title in 1974. (1975)

GIORGIO FRANCIA Born November 8 1947. Lives in Bologna, Italy. Works Osella Formula 2 driver in 1975 who scored a series of fourth, fifth, and sixth place finishes. Has raced for five years, driving Formula Italy, then Formula 3. In 1974, driving a March-Toyota, won both the Italian Formula 3 Championship and the German based Polifac series.

HOWDEN GANLEY Born December 24 1941. Married to Judy, lives Maidenhead, Berks. New Zealander Ganley made a gradual comeback to racing in 1975 with a few sports car drives following his horrific practice accident with the Maki F1 car in the 1974 German GP. Has some twelve years of racing behind him beginning with sports cars in N.Z. Later drove in Formula Junior. Had spell as McLaren mechanic, then resumed in F3 and then F5000. Was 2nd in 1970 European F5000 Championship and was promoted to BRM GP team the following year. Drove for Williams in 1973 and March and Maki in 1974. Best GP result: 4th in 1972 German GP. (1975)

PETER GETHIN Born February 21 1940. Unmarried, lives in London. Has been racing

for 14 seasons in a career which took him successfully, if a little slowly, through sports cars, Formula 3, Formula 2, Formula 5000, and into Grand Prix racing. Drove for McLaren from mid-1970 to mid-1971, then switched to BRM and promptly won the Italian GP for them. Only scored one championship point the following year and returned to F5000, a category in which he won the series title in 1969 and 1970. For past two seasons has driven for Racing Team VDS, finishing runner-up in championship in 1974 and 1975. (1975)

STUART GRAHAM Born January 9 1942. Married to Margaret, lives in Nantwich, Cheshire. Former Suzuki and Honda works bike rider who, in his eight years on two wheels, finished 3rd in 50 cc, 125 cc and 500 cc World Championships. Took club saloon car racing by storm with a Camaro in 1973 and then moved to national racing with Camaro in 1974 and 1975. In both years won Tarmac British Racing Championship, the Tourist Trophy, and his class in British Saloon Car Championship. It would be interesting to see him at the wheel of a single-seater. (1975)

DAVID HOBBS Born January 8 1939. Married to Margaret, lives in Upper Boddington, Warwicks. Hobbs has been racing for 17 seasons and much of his more recent success has come in the USA. In 1974, one of his best ever years, he was fifth at Indianapolis and was the last person to win a US Formula 5000 race not won by either the Hall/Hass or Vel's Parnelli teams. He won the US F5000 title in 1970 and has driven successfully in the Can-Am too. Has driven occasionally for various GP teams, most recently McLaren in 1974, but without any top finishes.

JEAN-PIERRE JABOUILLE Born October 1 1942. Unmarried, lives in Paris. A top contender in Formula 2 who now constructs the Elf 2 cars. Won for the team at Salzburg this

year. After beginning his career in saloons in 1966, spent several seasons in Formula 3 and was twice runner-up in French Championship. A successful sports car driver, he has twice finished third at Le Mans for Matra (1973 and 1974) and finished third for Alpine in European 2-litre Sports Car Championship. Won with Alpine Turbo at Mugello in 1975. Brief sorties into Formula 1 with Williams, Surtees, and Tyrrell have been unproductive. (1975)

EDDIE KEIZAN aged 30. Unmarried, lives in Johannesburg, South African. Keizan has spent the past three seasons as leading contender in SA Formula 1 Championship driving a Tyrrell and Lotus 72. Often fast, but rarely finishes well. Started racing in saloons and won regularly, so moved up via Formula Ford to F5000 and won that class in SA Championship in 1972. Tested for Surtees and drove in two British F5000 races for Embassy in 1974, but a successful accessory business occupies much of his time. (1975)

TOM KLAUSLER Born July 14 1945. Married to Vicky, lives in Pallatine, Illinois. A top competitor in US and Canadian Formula Atlantic racing for the past two years who simply doesn't seem to have the luck or personal push to go with his undoubted talent. Started racing in 1968 with a Corvette and stayed with the same car for four years before switching to Formula Ford. Switched to Atlantic in 1973 and won round-the-houses Three Rivers race in Quebec that year and the next. (1975)

MASAMI KUWASHIMA Born September 14 1950. Unmarried, lives in Tokyo. The best-known and fastest of the Japanese drivers to have raced in Europe recently. But in 1975 Masami returned home in mid-Formula 2 season after several disappointments. Started racing a Datsun 240Z when he was 18, was successful, and switched to single-seaters. Then came to Britain to race in Formula 3 in

1972 and 1973, winning several races with March. Looked good in 1974 in Formula 2 so 1975 departure was a surprise, though has had good results at home. (1975)



Michel Leclere with March team-mate Tambay

MICHEL LECLERE Born March 18 1947. Married to Carole, lives in Paris. Scored three victories (Silverstone, Zolder, and Rouen) for Elf-March team in Formula 2 in 1975 and was joint runner-up in European Championship. But was disappointing in Watkins Glen GP debut for Tyrrell team. Was 6th with Elf 2 in 1974 F2 Championship. Previously raced in Formula Renault, was runner-up in 1972 series, and won French F3 title the following year in works Alpine-Renault. (1975)

DAMIEN MAGEE Born November 17 1945. Unmarried, lives in London. Ulsterman Damien Magee had a confusing season. He drove in FF2000, Formula Atlantic (for the Tui team in Canada), in a Chevron and an old Trojan in British F5000 events, and made a one-off Grand Prix debut for Williams in the Swedish GP. But none of the drives brought him top results. Magee has been racing since 1967 and has shown potential in Formula Ford, Formula 3, and Formula 5000. Deserves a break. (1975)

GRAHAM McRAE Born March 5 1940. Unmarried, lives in Los Angeles. Continued in US F5000 series in 1975 but has yet to find the

form which won him both the Tasman and US F5000 series in 1972. Has been racing for 12 years, often with cars designed by himself. Ken Tyrrell once showed interest in McRae, but his only Grand Prix was 1973 John Player when he lasted just one lap in Williams car. (1975)

ARTURO MERZARIO Born March 11 1943. Married to Anna, lives in Como, Italy. Despite three wins and four second places for Alfa Romeo sports car team in 1975, Merzario generally fell from favour and left Williams GP team in mid-season. A one-off drive for Copersucar did little to restore his flagging reputation. This was built on successes in saloon car races and at hill climbs for Abarth. He joined Ferrari in 1970 to drive sports cars and drove for their Grand Prix team from mid-1970 (he made sensational debut in John Player GP) until the end of 1973, when he joined Williams. Was 4th in 1973 Brazilian and South African GPs and 1974 Italian GP, also won 1972 European 2-litre sports car championship and 1972 Targa Florio. (1975)

DAVE MORGAN Born August 7 1944. Married to Jean, lives in Purley, Surrey. Dave's up-and-down career continued in 1975 with a one-off Surtees drive in the John Player GP and class wins in the Nurburgring and Osterreichring 1000 kms but little else. Dave started in Minis eleven years ago and has since embraced Formula Ford, Formula 2, Formula Atlantic, and F5000. He has shown flashes of brilliance in all these categories but his best result is still his win in the 1972 Mallory Park F2 International. (1975)

RICHARD MORGAN Born August 17 1953, unmarried, lives in Purley, Surrey. Dave's younger brother Richard had an unsettling year. He won first time out for the Wheatcroft Atlantic team and later won with the new



MULLER

Wheatcroft-built car, but still managed to lose the drive before the end of the season. First made his name in 1973 with an old Lotus 61 in Formula Ford and dominated the category the following year scoring 33 victories and winning the Wella Championship. (1975)

FRANCOIS MIGAULT Born December 4 1944. Married to Claire, lives in Le Mans, France. Former top French sprinter who went on to try motor racing and win a Volant Shell award in 1968. Has driven in sports cars, Formula 3, Formula 2 and hovered around Grand Prix scene. Made Grand Prix debut in ill-fated Connex in 1972, drove full but unsuccessful season for BRM in 1974 and twice drove Embassy Hill in 1975. (1974)

BOB MUIR Aged 35. Unmarried, lives in Bishop Auckland, Co Durham. Australian Bobby moved to Britain in 1975 to set up a windscreen safety glass company. With him came an Australian-designed F2 car, the Birrana, complete with its owners Bob and Marj Brown. Running in Formula Atlantic, Muir had countless bad luck with the machine, though he often led races. Originally from Sydney, Muir has ten years of racing behind him, including two seasons in American F5000.

HERBERT MULLER Born May 11 1940. From Reinach, Switzerland. Muller surprised

everyone in 1975 by trying Formula 2 racing—he last drove a single-seater back in 1963. Since then he has been an enormously successful sports car driver at the wheel of works Porsches and Ferraris. He won the Targa Florio in 1966 and 1973 and was Interserie Champion in both 1974 and 1975.

JOHN NICHOLSON Born October 6 1941. Unmarried, lives in Uxbridge, Middlesex. New Zealander John is known both as a racing driver and top engine builder. Most of his racing has been in Formula Atlantic and he won the BP title in 1973 and the John Player series in 1974. For the past two seasons has made occasional sorties into Formula One with one-off Lyncar without success, but in 1975 did most of his racing in Canadian Atlantic series. (1975)

JACKIE OLIVER Born August 14 1942. Unmarried, lives in Weybridge, Surrey. Long-time member of UOP Shadow team and has raced for them in Formula 1 (1973), Can-Am (winning the 1974 series for the team), and Formula 5000 last season. Came up through the ranks of GT cars, to become works Lotus F3 driver. Drove for team in F2 and Grands Prix. Led 1968 British GP but best-ever finish was third in that year's Mexican GP. Drove for BRM in 1969 and 1970. Sports car success included winning Le Mans with Ickx in Ford GT40 in 1969, and Daytona, Monza, and Spa in Porsche 917 in 1970. (1973)

TORSTEN PALM Born July 23 1947. Unmarried, lives in Kristinhamn, Sweden. Made Formula One debut in Hesketh team in 1975, failing to qualify in Monaco but taking part in his home GP. Otherwise, did little racing in 1975. Brother of former Ford co-driver Gunnar Palm, shot to prominence in 1973 with good drives in Surtees F2. Started rallying in 1965 but later switched to F3 and won Swedish title in 1971. (1974)

LARRY PERKINS Aged 25. Unmarried, lives in Woking, Surrey. The "Cowangie Kid" from the Australian outback was back in a regular F3 seat in 1975, following his year as a mechanic for the Amon GP team. Driving for Ron Tauranac's Ralt team, Larry logged up a number of successes, mainly on the continent, and wins at Croix-en-Ternois and Monza gave him the FIA European F3 Championship. In successive seasons Larry won Australian Formula Vee, Formula Ford, and Formula 2 Championships, before coming to Britain in 1973 where he was immediately successful in Formula 3. (1975)

HENRI PESCAROLO Born September 25 1942. Unmarried, lives in Paris. Three-times winner of Le Mans and victor in many other Matra sports car successes in 1973 and 1974. Continued in sports cars for Alfa Romeo in 1975 and with Bell won at Spa, Osterreirching, and Watkins Glen. Has been racing for ten years and, after prominent F3 and F2 success joined Matra Grand Prix team in 1970. Later drove for Williams (1971 and 1972) and BRM (1974). Best F1 result was a fine third place at Monaco in 1970 for Matra. (1975)

TEDDY PILETTE Born July 26 1942. Married to Kristin, lives in Brussels. Ever cheerful Pilette had plenty to smile about in 1975 when he won the European F5000 title, repeating his 1973 success. Both championships came at the wheel of Team VDS cars for whom, over the years, he has driven various saloons, GTs, and Interserie machines. Started racing back in 1962 and became the third generation of Pilette to race in a Grand Prix when he drove a Brabham in the 1974 Belgian GP. Grandfather Theodore drove for works Mercedes team in 1914 and father Andre in various private GP cars in the early 1960s. (1975)

DAVID PURLEY Born January 26 1945. Married to Jane, lives in Bognor Regis.

Still best known for his George Medal-winning attempt to save Roger Williamson's life in tragic 1973 Dutch GP. In 1975 drove Chevron-Ford V6 to three wins, thus adding F5000 to the various categories of racing in which he has raced and won. A former paratrooper, his early racing was in sports and F3 cars. (1975)

BRIAN REDMAN Born March 9 1937. Married to Marion, lives in Burnley Lancs. An enormously successful driver who never liked the bright lights of Formula One, though he drove for Cooper in 1968 and briefly for McLaren and Shadow in 1974. Has excelled in sports car and F5000 racing and won the lucrative US 5000 series in both 1974 and 1975 after finishing a close second to Scheckter in 1973. Started racing in 1959 with Morris Minor but performances in Jaguar E type in 1965 put him on the map. Sports car successes with Porsche, Gulf, and Ferrari include wins in every classic long distance race except Le Mans and the Targa Florio.

RICHARD ROBERTS Born September 22 1944. Married to Angela, lives Steeple, Essex. Made the big jump from Formula 3 to Brabham Grand Prix team in 1974 but left team after only four races and has since concentrated on 2-litre sports car racing. Will make single-seater come-back with F2 in 1976. First raced vintage Lagondas, then Formula Ford before making his mark in 1973 by almost beating Brise to Lombard F3 Championship (1974).

BERTIL ROOS Aged 31. Unmarried, lives in New Jersey, USA. Swedish driver Bertil looked as if he was going to make the big time, particularly when he was offered a drive in his home GP by Shadow in 1974. At the time he was on the crest of a wave, having won the 1973 US Super Vee and shown well in Fred Opert's Formula Atlantic cars. Roos, who originally made his name in the European Super Vee series, didn't impress Shadow and

since then his career hasn't looked so meteoric, although he continues as a leading competitor in US and Canadian Formula Atlantic races. (1975)

ANDY ROUSE Born December 2 1948. Unmarried, lives in Southam, Warwicks. Britain's top saloon car driver, won Mexico Championship in 1972, was class winner and runner-up in 1974 British Saloon Car Championship and took overall title in 1975 driving Broadspeed Dolomites. Started racing grass track specials at age of 17, but later switched to Formula Ford. Raced in Formula Atlantic in 1974 but has now decided to concentrate on saloons.

TIM SCHENKEN Born September 26 1943. Married to Birgitte, lives in Maidenhead, Berks. Australian Tim dropped out of single-seater racing completely in 1975, but made up for it by finishing third in the Interserie and by winning various Interserie and GT races for the Georg Loos team. Came to Britain in 1966 after some minor successes at home. Rocketed to stardom dominating 1968 Formula Ford racing, and moved up with victories in Formula 3 and Formula 2 before landing works Brabham Grand Prix drive in 1971. Left to join Surtees in 1972, missed out in the 1973 GP season except for one drive for Williams, then drove unsuccessful Trojan in 1974. Was member of Ferrari sports car squad in 1972 and 1973. (1975)

IAN SCHECKTER aged 28. Married to Angela, lives in East London, South Africa. Only the rather odd scoring of the series stopped Ian Scheckter ending Dave Charlton's six-year reign as South African Formula 1 Champion. In fact, Jody's elder brother won more races with his Lexington Tyrrell than Charlton won with the McLaren. Ian also drove in two European GPs in 1975 for Frank Williams. His career began on motorcycles, but he quickly progressed through Formula Ford (racing a

season in Britain), before returning home to drive Formula 2 then Formula 1. (1975)

VERN SCHUPPAN Born March 19 1943. Married to Jenny, lives in East Horsley, Surrey. Vern spent most of 1975 racing the works Eagle in the US Formula 5000 series, although, with Teddy Yip backing, he also drove various other cars. His only GP appearance was at Anderstorp in an Embassy Hill. Arriving from Australia in 1969 with only karting experience he took in Formula Ford then made his mark by winning the Yellow Pages Formula Atlantic Championship in 1971. Has since driven for BRM and Ensign in Grand Prix and Gulf in sports car racing. But most of his major success has been in Sid Taylor's Lola F5000s and in Yip's cars in Far East races, particularly Macau. (1975)

RICHARD SCOTT Born November 8 1946. Married to Allie, lives in London. Caused sensation by securing Durex sponsorship for a Lola T400 Formula 5000 and then quickly won International Trophy meeting race with sponsors' name covered up, following requests from BBC. Scored several other top placings in the car but fell out with McKechnie Racing, who ran the team, before the end of the season. Has always shown a good deal of potential, although this hasn't always been translated into solid success. Raced karts and sports cars from native Aberdeen before moving to London and Formula 3 and Formula 2. Drove own Scott F2 in 1973 and again in Atlantic trim in 1974. (1975)

GABRIELE SERBLIN Born March 24 1950. Married, lives in Vicenza. A regular Formula 2 contender for the past two seasons, "Lele" Serblin logged up a couple of good third places in 1975 despite his somewhat hairy style. Came up through sports cars, starting with an Abarth 1000 in 1971 and later drove Chevron and March 2-litre sports cars. Was given

single-seater chance in 1973 by Andrea de Adamich.

GORDON SPICE Aged 34. Unmarried, lives in Virginia Water, Surrey. Gordon combines the managing directorship of a large wholesale motor accessory factory with a successful racing career, although his 1975 progress was halted by a bad testing accident in a Lola F5000. Earlier in the year he had scored a first time single-seater win in the car. Still managed to win his class in the British Touring Car Championship with a Capri. He had won his class with a Mini in the same series back in 1968 and, indeed, made his name racing Minis. Started with a Morgan in 1961.

STEPHEN SOUTH Born February 19 1952. Unmarried, lives in Harrow, Middlesex Struggled a little in 1975 in a one-off Ray F3, but looked good when he switched to March at the end of the season. A former top karter who won his class in the British Championship in 1968 and 1969. Moved to Formula Ford in 1972, tempered early exuberance, and finished second in 1974 BOC Championship. Could be a winner in F3 in 1976. (1975)

DANNY SULLIVAN Born March 9 1950. Unmarried, lives in Norwich, Norfolk. After showing considerable promise since arriving in Britain from his native Louisville, Kentucky, Sullivan came good in 1975 as driver of the works Modus F3 car. Finished third in BP Super Visco Championship with same number of points as Alex Ribeiro. Danny's career has been moulded by Ken Tyrrell's US co-ordinator Dr Frank Falkner, who advised him to start his racing at the Jim Russell School. This Danny did in late 1971. He progressed well, drove works Elden in 1972 but spent next two years in Formula 3 on a limited budget and only took part in a few races. Then Modus signed him later in 1974 and Sullivan gave the marque their first F3 victory in his very first race for them. (1975)

PATRICK TAMBAY Born June 25 1949. Unmarried, lives in Paris, France. Highly-favoured French F2 driver Patrick Tambay completed his 1975 European season as a works March driver with an excellent win at Nogaro and thus finished joint second in European F2 Championship. Tambay's rise has been rapid. He started racing in 1972 and won the Pilote Elf scheme. He also finished second in the 1973 Formula Renault Championship, despite missing several rounds. Vaulted straight into an Elf-sponsored F2 car in 1974 and won non-championship race at Nogaro. Has tested F1 Tyrrell and may get Grand Prix chance in 1976. (1975)

TONY TRIMMER Born January 24 1943. Unmarried, lives in West Kingsdown, Kent. Tony lost his way when he seemed destined for the top. A former merchant seaman turned race mechanic, he was one of the stars of early Formula Ford and then won the major Formula 3 Championship in 1970. Drove briefly for Lotus and Williams Grand Prix teams then returned unsuccessfully to F3 in 1972 in works John Player Lotus. Since then has driven mainly uncompetitive F5000s and Formula Atlantics but was selected by Japanese Maki GP team for latter part of 1975. Became first person to race the unattractive machine at non-championship Swiss GP. Will continue with Maki for 1976. (1973)

GIJS VAN LENNEP Born March 16 1942. Married to Jenny, lives in Haarlemmersliede, Holland. Although he has previously driven briefly for Surtees and Williams, Dutchman van Lennep scored his second World Championship point in 1975 in the Ensign, but left the team soon after. In the past, after progressing through Porsche sports cars and Formula 3, he won Le Mans with Helmut Marko in a Porsche 917 in 1971 and the following year won the European F5000 Championship with a Surtees. (1973)

JO VONLANTHEN Born 1942. Lives in Frauenfeld, Switzerland. Small Swiss driver with Formula One aspirations, despite lack of success in lesser formulae. Drove for Williams in Swiss and Austrian GPs. This car trader started racing Formula Vee in 1968 and won Swiss Championship with an F3 Tecno in 1972. Has since raced mainly in Formula 2 with a GRD then March-BMWs. Finished a surprise second in confused Estoril F2 race in 1975.

DAVE WALKER Born June 10 1941. Married to Jan, lives in Toronto, Canada. Has had several ups and downs in 15 years of motor sport. After racing in Australia, made the grade in Europe after a couple of false starts—by dominating Formula Ford in 1969 and then Formula 3 with works Lotus in 1971. Elevated to Lotus Grand Prix team in 1972 but failed to score points and left at end of season. Seriously injured arm in road accident in 1973 but raced well for Obermoser team in F2 and sports cars in 1974. Started 1975 season in Thursdays F5000 team but switched to Canadian Formula Atlantic racing mid-season. Regularly entered in Maki GP machine but in fact, only tested it.

TOM WALKINSHAW Born August 14 1947. Unmarried, lives in Tring, Hertfordshire. Has eight seasons of racing behind him but, though he initially made his name as single-seater driver, has had more success in saloons, particularly in Hermetite Capris in 1975 Coupe L'Avenir. Raced Modus and March in F5000 this year with no luck. Drove various Formula Fords from 1968 and won Scottish FF Championship in 1969 and works March F3 in 1970. Had spell in Formula 2 with March and GRD but best results came at wheel of Gp 2 Escort and then in 1974 in works Capris, in which he won his class of the British Saloon Car Championship.

TED WENTZ Born November 7 1946. Unmarried, lives in London. Originally from Pennsylvania, Ted started racing in 1971 with a Jaguar XK120. Switched to Formula Ford and did well, prompting trip to Europe. In 1973 won Wella FF Championship and their support in Formula Atlantic car for next two seasons. Won 1975 Southern Organs Atlantic Championship in a Wella Lola and was competitive with car converted to F2 specification in two British F2 races. Still tends to be a little hairy at times.

EPPIE WIETZES aged 37. Married, lives in Thornhill, Ontario, Canada. Canadian Eppie is still one of the leading privateers on the US Formula 5000 circuit. He's been racing Lolas in Formula 5000 since 1969 and in 1970 won the Canadian Road Racing Championship. Eppie started racing in 1958 in a Morris Minor and progressed through sports cars to single-seaters. Has also appeared in Can-Am and IMSA GT races. In 1975 he drove NART's Ferrari Boxer. Drove a Brabham BT44 under the Team Canada banner in his home GP in 1974.

MIKE WILDS Born January 7 1946. Married to Chris, lives in London. The bearded former Firestone Racing employee started the 1975 season as a works BRM driver but was dropped from Grand Prix team after the South American racer. Returned to racing with two constructive drives in March F5000 at the end of the year. After seven years of competing at club level, Mike found a sponsor and shot to prominence in F3 in 1973. He won little but was often well-placed. His sponsor took him into F5000 and F1 in 1974. A 14th place in the US GP in the Ensign brought him to Louis Stanley's fickle attention. (1975)

ROELOF WUNDERINK, Born December 12 1948. Unmarried, lives in the Hague. Pushed into Ensign Grand Prix team by Dutch

sponsor in 1975, but never looked competitive and missed several mid-season races after an accident while testing F5000 car. Roelof started racing with a Simca saloon in 1970, then moved into Formula Ford winning Dutch Championship in 1972. Sponsors, HB Alarm Systems, took him into Formula 3 in 1973 and F5000 with a Chevron in 1974 but he never looked a winner in either category. (1975)

RENZO ZORZI Born December 12 1946 (same day as Emerson Fittipaldi). Married, lives in Turin, Italy. Zorzi shot into the headlines with his lucky win in the Monaco F3 race and later had a one-off drive for Frank Williams in the Italian GP, finishing a sensible 14th. Still works as a test driver at Pirelli. Started racing in 1972 in Formula Italia and moved up to Formula 3 in 1974. Monaco is the only major race he has ever won. Has signed for Williams-Wolf team for 1976.



ZORZI

CHARTING THE CHAMPIONSHIP

Doug Nye

324 The Facts Behind the World Championship

The Drivers' World Championship as we know it today began on 13th May 1950, when 21 cars streamed off the Silverstone grid to begin the British Grand Prix. That was the first of six Formula One World Championship-qualifying races held that year, and, with the completion of the 1975 season, the total of these races now stands at 253.

Forty-seven drivers of 16 nationalities have gained victories in these races. Nine were Italians, eight Englishmen, five Americans, three Scots, three Frenchmen, three Argentinians, two Swiss, two New Zealanders, two Austrians, two Brazilians, two Germans, and two Swedes. Single representatives have also come from Australia, Belgium, Mexico, and South Africa.

The tables in this section cover all the successful drivers. The winners, those who took pole position, and those who set—or shared—fastest lap, are shown, and a breakdown is given of the successful manufacturers and the engines they used. One of the most difficult

of items to record accurately has been the fastest lap information, for it has been shared several times.

It will be appreciated that if one driver has, say, two half shares in fastest laps, these will combine in the final addition to give a total of one against his name. In other words, one less than the actual number of fastest laps he shared. Therefore the number of races in which any driver set his quick times, as well as the mathematical total, is shown in these tables. The same rule applies to shared winning drives.

One final point . . . this kind of table has been compiled before, and it will be noticed that our totals—particularly of race starts—may vary from other compilers' figures. They have usually counted the number of cars driven, instead of starts made. A footnote details these totals. Only Championship-qualifying F1 and F2 races feature in our total of 253 events considered and the somewhat illogical inclusion of the Indianapolis "500" during the 'fifties has been disregarded.

World Championship Breakdown—The Drivers

Driver (Total Starts)	Wins	Races before first win	Pole Positions	Fastest Laps (set in no. of races)	Championship Points Total	GP Career Seasons' Span
J. Stewart (99) R	27	Won 8th	17	15 (15)	360	9
J. Clark (72) D	25	Won 17th	33	28 (28)	274	9
J.-M. Fangio (51) R	24*	Won 2nd***	28	22 1/7 (23)	277 9/14**	9
S. Moss (66) R	16	Won 21st	16	18 1/7 (20)	186 9/14	11
G. Hill (176) D	14	Won 33rd	13	10 (10)	289	18
J. Brabham (126) R	14	Won 17th	13	8½ + ½ (10)	261	16
E. Fittipaldi (70)	14	Won 4th	6	6 (6)	244	6
A. Ascari (31) D	13	Won 9th	14	9 1/7 (11)	139 1/7	6
J. Ickx (94)	8	Won 7th	13	13½ (14)	178	9
D. Hulme (112) R	8	Won 17th	1	7 (7)	248	10
R. Peterson (76)	7	Won 40th	10	4 (4)	138	6
N. Lauda (56)	7	Won 31st	18	5 (5)	104½	4
J. Surtees (111) R	6	Won 26th	8	10½ (11)	180	13
J. Rindt (59) D	6	Won 49th	10	3 (3)	109	7

Driver (Total Starts)	Wins	Races before first win	Pole Positions	Fastest Laps (set in no. of races)	Championship Points Total	GP Career Seasons' Span
C. A. S. Brooks (38) R	6†	Won 3rd/9th†	3	3 (3)	75	6
G. Farina (33) D	5	Won 1st***	5	6 (6)	128½	6
D. Gurney (86) R	4	Won 21st	3	6 (6)	133	12
B. McLaren (102) D	4	Won 8th	None	2½ (3)	196½	13
C. Reutemann (54)	4	Won 28th	2	1 (1)	88	4
M. Hawthorn (45) D	3	Won 9th	4	5 1/7 (6)	127 9/14	7
P. Hill (48) R	3	Won 19th	6	5½ (6)	98	7
G. Regazzoni (72)	3	Won 5th	3 (1)‡‡	9½ (10)	140	6
J. Scheckter (35)	3	Won 13th	1‡‡	2 (2)	65	4
P. Collins (32) D	3	Won 15th	None	None	47	7
J. F. Gonzales (26) R	2	Won 5th	4	4 1/7 (6)	77 9/14	11
M. Trintignant (82) R	2	Won 29th	None	1	72½	15
P. Revson (30) D	2	Won 22nd	1	None	61	11**
P. Rodriguez (55) D	2	Won 10th‡‡	None	1	71	9
J. Siffert (97) D	2	Won 58th	2	4	68	10
W. von Trips (27) D	2	Won 21st	1	None	56	5
R. Ginther (52) R	1	Won 47th	None	2½ (3)	107	7
J. Hunt (36)	1	Won 30th	None	3 (3)	62	3
L. Bandini (42) D	1	Won 21st	1	2	58	7
C. Pace (53)	1	Won 41st	1	5 (5)	45	4
P. Taruffi (18) R	1	Won 7th	None	1 (1)	41	7
F. Cevert (46) D	1	Won 20th	None	2 (2)	89	4
I. Ireland (51) R	1	Won 21st	None	0½ (1)	47	8
M. Andretti (33)	1	Won 8th	1	2 (2)	25	7
J. Bonnier (102) D	1	Won 15th	1	None	39	15
J. Mass (29)	1	1st in 19th	None	1 (1)	20	3
L. Scarfiotti (10) D	1	Won 4th	None	1 (1)	17	6
G. Baghetti (21) R	1	Won 1st	None	1 (1)	14	7
P. Gethin (27)	1	Won 16th	None	None	11	4
J.-P. Beltoise (85)	1	Won 49th	None	4 (4)°	77	8
V. Brambilla (25)	1	1st in 23rd	1	1 (1)	7½	2
L. Musso (25) D	0½*	'Won' 11th	None	1 (1)	44	6
L. Fagioli (7) D	0½*	'Won' 7th	None	None	32	2

R—Retired D—Deceased

NB—Shared drives have been counted as the number of 'starts' by some compilers, but this gives a false impression of the number of races contested. The drivers and their numbers of "cars driven" are as follows: Clark (73); Fangio (58); Moss (71); Brabham (127); Ascari (35); Collins (36); Gonzales (30); and Trintignant (84).

**Fangio's normally quoted total of 277 9/14 points does not include the 1½ points he should have scored in sharing fourth place with Castellotti at Monaco in 1956. At that time the FIA were disturbed at drivers sharing more than one car which finished in the points. Fangio's 3 points for his second place (with Collins) in that race were considered sufficient! Three points for 4th place in the 1958 Italian GP were with-held because Gregory/Shelby shared the drive.

NB: Not all the available Championship points have been awarded in the races from 1950–1975. Two 1975 races have been given only half-scores due to their being red-flagged. Other short-falls are as follows: 1960 Argentine GP, 4 points for 3rd place with-held because Moss/Trintignant shared car; 1963 French GP, 4 points for third place with-held because Hill's BRM had been push-started; 1966, 3 points for 5th and 6th in Monaco GP with-held, with 1 point for 6th in Belgium (no official finishers left!); 1968 Spanish and Monaco GPs, 2 points with-held, no finishers in 6th place; 1970 Spanish GP, 1 point with-held, no finisher in 6th place. The FIA disallowed points for shared drives after 1957.

† indicates winner of shortened race scoring half points.

° indicates loss of one fastest lap credit (see Reutemann (Brabham) South African GP 1974).

FASTEST LAP AND POLE POSITION DRIVERS WITHOUT A WIN

Driver (Total Starts)	Pole Positions	Fastest Laps (set in no. of races)	Championship Points Total	GP Career Seasons' Span
C. Amon (88)	5	3 (3)	81	13
S. Lewis-Evans (14) D	2	None	16	2
J.-P. Jarier (38)*****	2*****	1 (1)	7½	5
E. Castellotti (14) D	1	None	19½	3
M. Parkes (6) R	1	None	14	2
P. Depailler (31)	1	2 (2)	26	4
T. Pryce (23)	1	None	9	2
L. Villoresi (31) R	None	1 (1)	49	7
H. Herrmann (19)† R	None	1 (1)	10	14
K. Kling (10) R	None	1 (1)	17	2
O. Marimon (11) D	None	0 1/7 (1)	8 1/7	4****
J. Behra (52) D	None	0 1/7 (1)	51 1/7	8
R. Mieres (17) R	None	1 (1)	13	3
R. Attwood (17)† R	None	1 (1)	11	4
J. Oliver (49)‡	None	1 (1)	13	6
H. Pescarolo (51)‡	None	1 (1)	12	6
M. Hailwood (48)	None	1 (1)	29	10
Total (for Both Tables): 253		Total: 253		

*Fangio's total of wins includes two shared drives with Fagioli (1951 French GP) and Musso (1956 Argentine GP)—if the compiler simply adds these "halves" together, his total is 23, although he actually shared the spoils of 24 race wins.

**Revson's career span of eleven seasons is slightly misleading, as he raced in only five of them—1964, 1971–74. Only in the last three did he have a proper programme.

***Artificial figures showing wins in first season of Championship competition.

****Marimon drove in one GP in 1951, but did not re-appear until 1953–54.

*****Jarier set fastest practice time for pole position in the 1975 Argentine GP, but his car failed on the warming-up lap. His total of "race starts" excludes this event.

† Brooks shared victory in his third Championship race, the 1957 British GP, with Moss. His first solo win was in the 1958 Belgian GP, his ninth event. Moss actually won "15½" races and Brooks "5½".

‡ Figures for Rodriguez, Herrmann, Attwood, Oliver, and Pescarolo include their drives in the German Grand Prix F2 classes.

‡‡The pole position shown for Scheckter and the additional one shown for Regazzoni indicate the admitted timing error at the 1974 Belgian GP which placed the Swiss on pole, although Scheckter had in fact set fastest time in practice. Such errors have been fairly common, but this one is shown as it is the most recent, and the one likely to arouse comment.

A total of 152 drivers have scored World Championship points since 1950, and those who have not won, taken pole positions or fastest laps are as follows, in chronological order, with their points totals: L. Rosier (18); "B. Bira" (8); R. Parnell (9); P. Whitehead (4); L. Chiron (4); P. Etancelin (3); Y. Giraud-Cabantous (5); R. Sommer (3); R. Manzoni (16); D. Serafini (3); F. Bonetto (17½); E. Chaboud (1); C. Sanesi (3); E. De Graffenreid (9); R. Fischer (10); K. Wharton (3); D. Poore (3); A. Brown (2); P. Frere (11); E. Thompson (2); O. Galvez (2); H. Lang (2); S. Mantovani (4); U. Maglioli (3½); A. Pilette (2); E. Bayol (2); C. Perdica (5); C. Menditeguy (9); F. Godia (6); J. Fairman (5); R. Flockhart (5); H. Schell (32); A. de Portago (4); O. Gendebien (18); H. da Silva Ramos (2); H. Gould (2); C. Landi (1½); G. Gerini (1½); M. Gregory (21); R. Salvadori (19); G. Scarlatti (1); C. Allison (13); W. Mairesse (7); G. Cabianca (3); H. Taylor (3); L. Bianchi (6); J. Lewis (3); A. Maggs (26); T. Taylor (8); R. Rodriguez (4); C. Godin de Beaufort (4); N. Lederle (1); G. Mitter (3); J. Hall (3); P. Arundell (12); R. Anderson (8); M. Spence (27); W. Hansgen (2); R. Bucknum (2); R. Bondurant (3); J. Taylor (1); J. Love (6); C. Irwin (2); G. Ligier (1); G. Servoz-Gavin (9); V. Elford (8); B. Redman (8); P. Courage (20); S. Moser (3); R. Stommelen (13); R. Wisell (13); I. Giunti (3); J. Miles (2); D. Bell (1); T. Schenken (7); H. Ganley (10); A. de Adamich (6); A. Merzario (11); G. Follmer (5); W. Fittipaldi (3); J. Watson (6); H.-J. Stuck (5); J. Laffite (6); M. Donohue (8); A. Jones (2); A. Brise (1); G. van Lennep (2); Signorina L. Lombardi (½). All points scored by each driver are counted before any were dropped to make up the "best performance" totals which counted towards the World Championship.

The Cars—World Championship Round Wins

Marque (Nation)	Engine	Wins	Between (Years)
Ferrari (I)	Ferrari (I)	58	1951–1975
Lotus (GB)	Coventry-Climax (GB)	24	1960–1965
Lotus (GB)	Cosworth-Ford (GB)*	32	
Lotus (GB)	BRM (GB)	1	1966
Tyrrell (GB)	Cosworth-Ford (GB)	19	1971–1975
Brabham (GB)	Repco (AUS)	8	1966–1967
Brabham (GB)	Cosworth-Ford (GB)	8	
Brabham (GB)	Coventry-Climax (GB)	2	1969–1974
BRM (GB)	BRM (GB)	17	1964
Cooper (GB)	Coventry-Climax (GB)	14	1959–1972
Cooper (GB)	Maserati (I)	2	
McLaren (GB)	Cosworth-Ford (GB)	15	1958–1962
Alfa Romeo (I)	Alfa-Romeo (I)	10	1966–1967
Maserati (I)	Maserati (I)	9	1959–1972
Mercedes-Benz (D)	Mercedes-Benz (D)	9	1968–1975
Vanwall (GB)	Vanwall (GB)	9	1950–1951
Matra (F)	Cosworth-Ford (GB)	9	1953–1957
Honda (J)	Honda (J)	2	1954–1955
March (GB)	Cosworth-Ford (GB)	2	1957–1958
Porsche (D)	Porsche (D)	1	1968–1969
Eagle (US/GB)	Weslake (GB)	1	1965–1967
Hesketh (GB)	Cosworth-Ford (GB)	1	1970–1975

Total 253

* Total includes John Player Special's five 1972, seven 1973, and three 1974 victories. March's total of '2' includes one win credit for a shortened race.

The Cars—Pole Positions and Fastest Laps

Marque	Pole Positions	Marque	Fastest Laps
Ferrari	79+1 (1951–1975)*	Ferrari	67 5/42
Lotus	67 (1960–1974)	Lotus	49 35/42
Brabham	17 (1964–1975)	Brabham	19½
Tyrrell	13+1 (1970–1974)*	BRM	14½
Cooper	11 (1959–1966)	Tyrrell	14
BRM	11 (1959–1973)	Maserati	13 3/7
Alfa-Romeo	10 (1950–1951)	Alfa-Romeo	13
Maserati	10 (1953–1958)	Matra	12
Mercedes-Benz	7 (1954–1955)	Cooper	11 35/42
Vanwall	7 (1957–1958)	Mercedes-Benz	8 1/7
Matra	4 (1969–1972)	McLaren	7½
McLaren	4 (1973–1974)	Vanwall	6
March	4 (1970–1975)	March	5
Shadow	3 (1975)	Surtees	3
Lancia	2 (1954–1955)	Honda	2
Lola	1 (1962)	Eagle	2
Porsche	1 (1962)	Lancia	1

Marque	Pole Positions	Marque	Fastest Laps
Honda	1 (1968)	Shadow	1
		Hesketh	1
		Parnelli	1
		Gordini	0 1/7

328

Total 253

Total 253

So we have 17 marques shown on the pole position list, of which eight have scored in double figures. Considering their short life compared to Ferrari, Lotus have done very well, while Brabham also proved extremely effective.

There are 21 marques in the fastest lap list. Several notable teams performed better in their races than in practice.

NB: The fractions shown in the fastest laps table reflect the number of times which have been shared, in one case by seven drivers, in another by three drivers and quite often by two. The largest common fraction to one seventh, one third and one half is a forty-second.

* Denotes the specious pole position given to Ferrari in the 1974 Belgian GP after Scheckter's Tyrrell had clocked a faster true time.

The fastest lap awarded to Beltoise's BRM during the 1974 South African GP was subsequently cancelled. Reutemann's Brabham was credited with a faster time upon examination of the tapes.

The Champions and Runners-Up—Who they were, How they compare

Year	Champion and Runner-Up (Age)	Starts	Wins	Fastest Laps	Pole Positions	Points	Minor Placings	Car(s)
1950	G. Farina (44)	6 (6)*	3	3	2	30	One fourth	Alfa-Romeo
	J.-M. Fangio (39)	6	3	3	4	27	None	Alfa-Romeo
1951	J.-M. Fangio (40)	7 (7)	2½**	5	4	31 (37)‡	Two seconds	Alfa-Romeo
	A. Ascari (33)	7	2	0	2	25 (28)	1½ seconds, one fourth	Ferrari
1952	A. Ascari (34)	6 (7)	6	4½	5	36 (52½)	None	Ferrari
	G. Farina (46)	7	0	1	2	25 (28)	Four seconds, one fourth	Ferrari
1953	A. Ascari (35)	8 (8)	5	3½	6	34½ (46½)	One fourth	Ferrari
	J.-M. Fangio (42)	8	1	2	2	28 (29½)	Three seconds, shared fourth	Maserati
1954	J.-M. Fangio (43)	8 (8)	6	2 1/7	4	42 (57 1/7)	One third, one fourth	Maserati & Mercedes
	F. Gonzales (32)	7	1	2 1/7	2	25 1/7 (26 9/14)	1½ seconds, 1½ thirds, ½ fourth	Ferrari
1955	J.-M. Fangio (44)	6 (6)	4	3	3	40 (41)	One second	Mercedes
	S. Moss (25)	6	1	2	1	23	Two seconds	Mercedes
1956	J.-M. Fangio (45)	7 (7)	2½	4	6	30 (33)	Two shared seconds, 1½ fourths	Ferrari
	S. Moss (26)	7	2	3	1	27 (28)	One second, shared third and fifth	Maserati
1957	J.-M. Fangio (46)	7 (7)	4	2	4	40 (46)	Two seconds	Maserati
	S. Moss (27)	6	2½	3	2	25	One fifth	Vanwall
1958	M. Hawthorn (29)	10 (10)	1	5	4	42 (49)	Four seconds, third and fifth	Ferrari
	S. Moss (28)	10	4	3	3	41	One second	Vanwall and Cooper
1959	J. Brabham (33)	8 (8)	2	1	1	31 (34)	One second, two thirds, one fourth	Cooper-Climax
	A. Brooks (27)	8	2	1	2	27	One second, one third	Ferrari

Year	Champion and Runner-Up (Age)	Starts	Wins	Fastest Laps	Pole Positions	Points	Minor Placings	Car(s)
1960	J. Brabham (34)	8 (9)	5	2 $\frac{1}{3}$	3	43	One fourth	Cooper-Climax
	B. McLaren (23)	8	1	1	0	34 (37)	Three seconds, two thirds, one fourth	Cooper-Climax
1961	P. Hill (34)	7 (8)	2	2	5	34 (38)	Two seconds, two thirds	Ferrari
	W. von Tripst (33)	7	2	0	1	33	Two seconds, one fourth	Ferrari
1962	G. Hill (33)	9 (9)	4	3	1	42 (52)	Two seconds, one fourth, one sixth	B.R.M.
	J. Clark (26)	9	3	5	6	30	One fourth	Lotus-Climax
1963	J. Clark (27)	10 (10)	7	6	7	54 (73)	One second, one third	Lotus-Climax
	G. Hill (34)	10	2	0	2	29	Three thirds, one fourth	B.R.M.
1964	J. Surtees (30)	10 (10)	2	2	2	40	Three seconds, one third	Ferrari
	G. Hill (35)	10	2	1	1	39 (41)	Three seconds, four, fifth	B.R.M.
1965	J. Clark (29)	9 (10)	6	6	6	54	None	Lotus-Climax
	G. Hill (36)	10	2	3	4	40 (47)	Three seconds, third, fourth, two fifths	B.R.M.
1966	J. Brabham (40)	9 (9)	4	1	3	42 (45)	One second, one fourth	Repco-Brabham
	J. Surtees (32)	9	2	3	2	28	One second, one third	Ferrari and Cooper-Maserati
1967	D. Hulme (31)	11 (11)	2	2	0	51	Three seconds, three thirds, one fourth	Repco-Brabham
	J. Brabham (41)	11	2	0	2	46 (48)	Four seconds, fourth, fifth, sixth	Repco-Brabham
1968	G. Hill (39)	12 (12)	3	0	2	48	Three seconds, one fourth	Lotus-Ford
	J. Stewart (29)	10	3	2	0	36	One fourth, two sixths	Matra-Ford
1969	J. Stewart (30)	11 (11)	6	5	2	63	One second, one fourth	Matra-Ford
	J. Ickx (24)	11	2	3	2	37	Two seconds, third, fifth, sixth	Brabham-Ford
1970	J. Rindt (28)	9 (13)	5	1	3	45	None	Lotus-Ford
	J. Ickx (25)	13	3	4 $\frac{1}{2}$	4	40	One second, third, fourth	Ferrari
1971	J. Stewart (32)	11 (11)	6	3	6	62	One second, one fifth	Tyrrell-Ford
	R. Peterson (27)	11	0	0	0	33	Four seconds, third, fourth, fifth	March-Ford
1972	E. Fittipaldi (25)	12 (12)	5	0	3	61	Two seconds, one third	J.P.S.-Ford
	J. Stewart (33)	11	4	4	2	45	One second, one fourth	Tyrrell-Ford
1973	J. Stewart (34)	14 (15)	5	3	1	71	Two seconds, one third, two fourths, two fifths	Tyrrell-Ford
	E. Fittipaldi (26)	15	3	5	1	55	Three seconds, two thirds, two sixths	J.P.S.-Ford
1974	E. Fittipaldi (27)	15 (15)	3	0	2	55	Two seconds, two thirds, two fourths, one fifth	McLaren-Ford
	C. Regazzoni (35)	15	1	3	1†	52	Four seconds, two thirds, three fourths, one fifth	Ferrari

Year	Champion and Runner-Up (Age)	Starts	Wins	Fastest Laps	Pole Positions	Points	Minor Placings	Car(s)
1975	N. Lauda (26)	14 (14)	5	2	9	64½	One second, two thirds, fifth, sixth	
	E. Fittipaldi (28)	13	2	1	—	45	Four seconds, one fourth	

* Figure in brackets is number of races in whole Championship series.

** Fractions indicate shared performances.

† Killed during the season; placed posthumously in Championship.

‡ Figure in brackets indicates total points score before "tax". From 1950–53 inclusive, the best four performances counted towards the final Championship standings. From 1954–57 inclusive, 1959, 1961–62 and in 1966 the best five results were counted. In 1958, 1960 and 1963–65 the best six qualified. From 1967 sufficient qualifying rounds have been run to divide the season into two parts (equal when there is an even number of qualifying rounds, and with the first part one greater when the total is odd), the poorest performance in each half being dropped.

‡‡ This was a wrongly awarded pole position, because Tyrrell clocked a faster true time (Belgian GP).

The F.I.A. awarded points for shared drives until 1957, and they did not award the single point for sixth place until 1960. This replaced the previous practice of awarding it for fastest lap, which again gave rise to fractional points scores when the performance was shared. Between 1950–59 the first five finishers scored 8–6–4–3–2 respectively, and in 1960 the single sixth-place point was adopted. From 1961 to date the first six finishers have scored 9–6–4–3–2–1.

The
FORMULA

for

1st

class
motoring



The RAC has championed motor sport for some 75 years, but we also offer members a motoring service that is second to none.

Details of membership and RAC Rescue services, Insurance, Legal Aid, and Home & Foreign Touring from any RAC office or RAC patrol.

The Royal Automobile Club

ASSOCIATE SECTION, 83-85 PALL MALL, LONDON SW1Y 5HW Telephone 01-930 4343



Apart from winning the last 15 world championships, what else have they got in common?

One make of disc brake pads.
All ten drivers relied on Ferodo to do their stopping.

And over fifteen years, they've taken a lot of stopping.

At Monaco alone, Formula One drivers can get through as much

braking in a race as an average motorist would in many months.

And the braking standards we set on the track aren't just for the record books. You'll find them in every box of Ferodo brake linings and disc brake pads.



FERODO

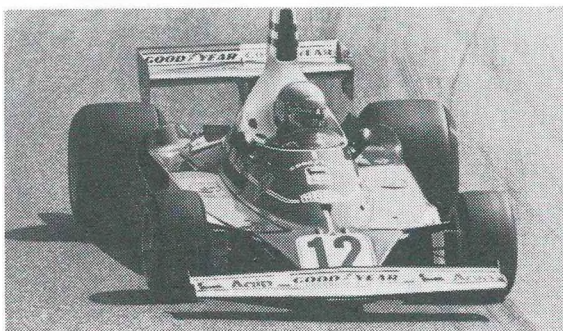
Brake linings and disc brake pads.



Phil Hill 1961; Jim Clark 1963 & 1965; John Surtees 1964; Denis Hulme 1967; Jack Brabham 1966; Graham Hill 1962 & 1968; Jochen Rindt 1970; Jackie Stewart 1969, 1971 & 1973; Emerson Fittipaldi 1972 & 1974; Niki Lauda 1975.

GOODYEAR

The Choice of Champions.



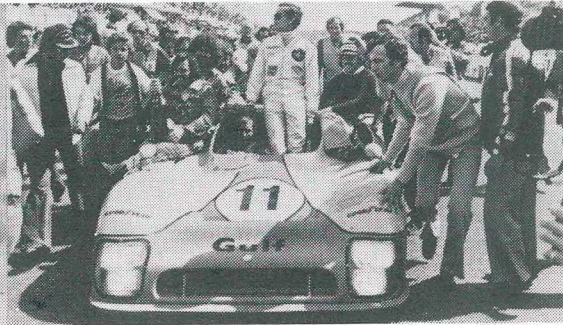
1975 World Championship



1975 World Championship of Makes



1975 Avon Tour of Britain



1975 Le Mans

More winners today drive on Goodyear than any other tyre. Champions choose Goodyear for the plus they get. On the road you need a plus too. The steel-belted radial with a plus. G800 + Supersteel.

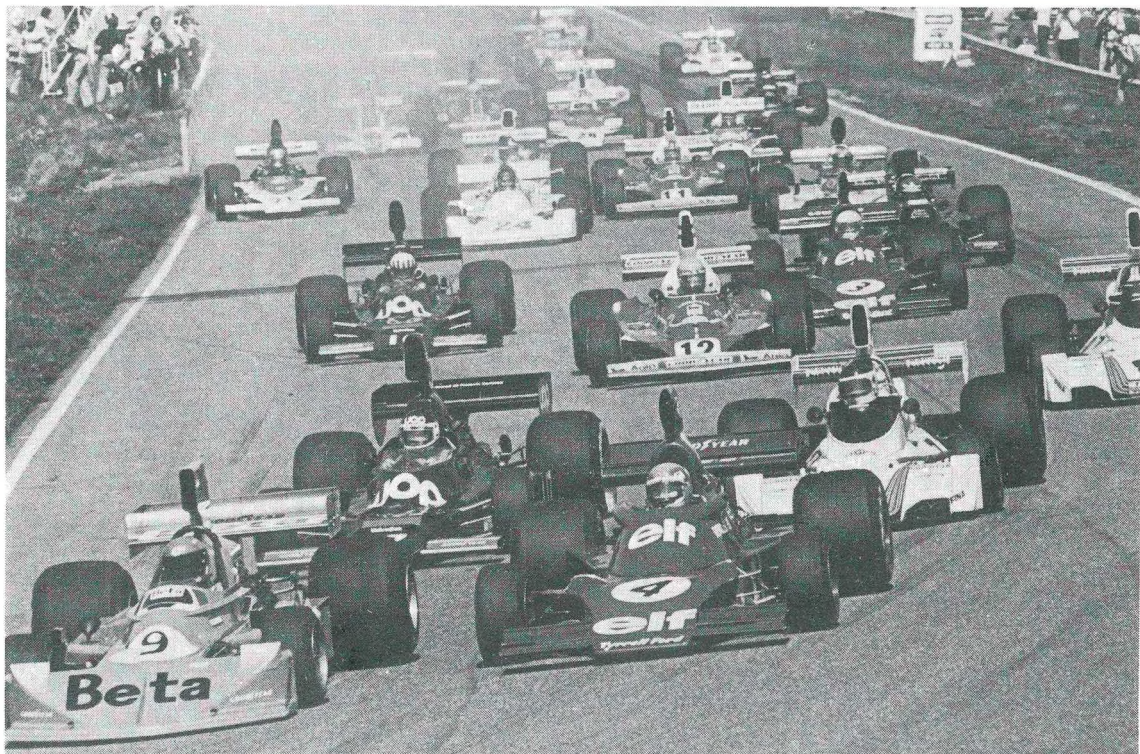
It's been specially designed to give you

+EXTRA RAIN CONTROL
+EXTRA STOPPING POWER
AND EXTRA ROADHOLDING

GOODYEAR

We win races because we make great tyres.





Everyone a Champion

All the cars on the Formula One grid are fitted with Champion plugs. They rely on Champion to give them peak performance and reliability.

However, it doesn't matter what car you drive, there will almost certainly be a Champion plug to fit it. So why not take a tip from today's Grand Prix drivers, and fit Champion.



The world's No.1 spark plug.

INDEX

CHAMPIONSHIPS

World Drivers' Championship

1975 season	race reports	18-93
	review	8-16
	table	94-95
Past seasons'	Championship charts	324
	results & reports	241-282

Constructors' Championship

1975 season	table	133
Past seasons'	Championship charts	327
	winners	132-133

World Sports Car Championship

1975 season	race reports	134
	table	141

Formula Two

1975 season	review	142
-------------	--------	-----

Formula Three

1975 season	review	154
-------------	--------	-----

Formula 5000

1975 season	review	148
-------------	--------	-----

Formula Atlantic

1975 season	review	158
-------------	--------	-----

Formula Ford

1975 season	review	162
-------------	--------	-----

Formula Nostalgic

1975 season	review	166
-------------	--------	-----

Saloon Cars

1975 season	review	170
-------------	--------	-----

Non-Championship Races

1975 season	race reports	96
-------------	--------------	----

DRIVERS

Racing driver profiles

Chris Amon	284	Harald Ertl	308	Eddie Keizan	317
Mario Andretti	285	Bob Evans	287	Tom Klausler	317
Rene Arnoux	313	Juan-Manuel Fangio	218	Masami Kuwashima	317
Alberto Ascari	216	Guisepe Farina	218	Jacques Laffite	293
Ian Ashley	314	Emerson Fittipaldi	288	Niki Lauda	294
Chris Barnett	314	John Fitzpatrick	315	Michel Leclere	317
Derek Bell	314	Maurizio Flammini	308	Geoff Lees	310
Tom Belso	314	Elliot Forbes-Robinson	316	Lella Lombardi	295
Jean-Pierre Beltoise	314	Giorgio Francia	316	Brett Lunger	295
Hans Binder	307	Howden Ganley	316	Damien Magee	317
Georges Boillot	216	Peter Gethin	316	Giancarlo Martini	310
Claude Bourgoignie	314	Stuart Graham	316	Jochen Mass	296
Bill Brack	314	Boy Hayje	309	Bruce McLaren	223
Vittorio Brambilla	286	Michael Hawthorn	219	Graham McRae	317
Jack Brabham	217	Brian Henton	289	Arturo Merzario	318
Warwick Brown	314	Graham Hill	220	Francois Migault	318
Dave Charlton	315	Phil Hill	220	Eddie Miller	310
Eddie Cheever	307	David Hobbs	316	Dave Morgan	318
Louis Chiron	217	Ingo Hoffmann	309	Richard Morgan	318
Jim Clarke	218	Denny Hulme	221	Stirling Moss	222
Jim Crawford	315	James Hunt	290	Bob Muir	318
Tony Dean	315	Jacky Ickx	290	Herbert Muller	318
Patrick Depailler	286	Jean-Pierre Jabouille	316	Jimmy Murphy	223
Alex Dias-Ribeiro	315	Jean-Pierre Jarier	292	Tiff Needell	311
Jose Dolhem	315	Camille Jenatzy	222	Patrick Neve	311
Guy Edwards	315	Alan Jones	292	John Nicholson	319

Gunnar Nilsson	311	Richard Roberts	320	John Surtees	225
Tazio Nuvolari	224	Bertil Roos	320	Patrick Tambay	322
Jackie Oliver	319	Keijo Rosberg	312	Tony Trimmer	322
Carlos Pace	297	Andy Rouse	320	Guy Tunmer	313
Torsten Palm	319	Ian Scheckter	320	Al Unser	313
Dick Parsons	312	Jody Scheckter	302	Gijs van Lennep	322
Larry Perkins	319	Tim Schenken	320	Jo Vonlanthen	322
Henri Pescarolo	319	Vern Schuppan	321	Dave Walker	322
Ronnie Peterson	298	Richard Scott	321	Tom Walkinshaw	322
Teddy Pilette	319	Gabrielle Serblin	321	John Watson	305
Tom Pryce	299	Gordon Spice	321	Ted Wentz	323
David Purley	319	Stephen South	321	Eppie Wietzes	323
Gianclaudio Regazzoni	300	Jackie Stewart	224	Mike Wilds	323
Carlos Reutemann	301	Rolf Stommelen	303	Roelof Wunderink	232
Brian Redman	320	Hans Stuck Jr	304	Renzo Zorzi	323
Jochen Rindt	223	Danny Sullivan	321		

GRANDS PRIX

Argentine Grand Prix

race report 1975	19
previous results and reports	241-282
results resume	227

Austrian Grand Prix

race report 1975	77
previous results and reports	241-282
results resume	227

Belgian Grand Prix

race report 1975	45
previous results and reports	241-282
results resume	227

Brazilian Grand Prix

race report 1975	23
report and results 1973	241-282
results resume	229

British Grand Prix

race report 1975	65
previous results and reports	241-282
results resume	229

Canadian Grand Prix

previous results and reports	241-282
results resume	230

Dutch Grand Prix

race report 1975	55
previous results and reports	241-282
results resume	230

French Grand Prix

race report 1975	61
previous results and reports	241-282
results resume	231

German Grand Prix

race report 1975	71
previous results and reports	241-282
results resume	234

Italian Grand Prix

race report 1975	83
previous results and reports	241-282
results resume	235

Monaco Grand Prix

race report 1975	41
previous results and reports	241-282
results resume	237

South African Grand Prix

race report 1975	29
previous results and reports	241-282
results resume	239

Spanish Grand Prix

race report 1975	33
previous results and reports	241-282
results resume	239

Swedish Grand Prix

race report 1975	51
report and results 1973	241-282
results resume	240

United States Grand Prix

race report 1975	89
previous results and reports	241-282
results resume	240

Motor sport celebrated its 80th year in 1975, and this fifth edition of the *John Player Motor Sport Yearbook* acknowledges the fact by devoting an entire section to the history of motor racing since 1895, as well as giving the usual comprehensive and compact details of modern world motor sport.

336 pages, fully illustrated. ISBN 0362 00254 1 ISSN 0305-6228
Queen Anne Press Limited, 12 Vandy Street, London EC2A 2EN £2.95

A pack of John Player Special 20 Filter cigarettes is the central focus, lying on a forest floor covered in fallen leaves and twigs. The pack is black with a gold monogram logo and the text 'John Player Special 20 FILTER' in gold. The pack's surface is reflective, showing a scene of trees and sunlight. Surrounding the pack are various outdoor items: a pair of glasses, a red flashlight with 'SPECIALLY LOADED SHARPSHOOTER' printed on it, a metal mug, and a piece of a woven hat. The background is a dense forest with sunlight filtering through the trees.

John Player Special. A reflection of quality.

JPS118R

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING