FORMULA ONE

UNSEEN ARCHIVES

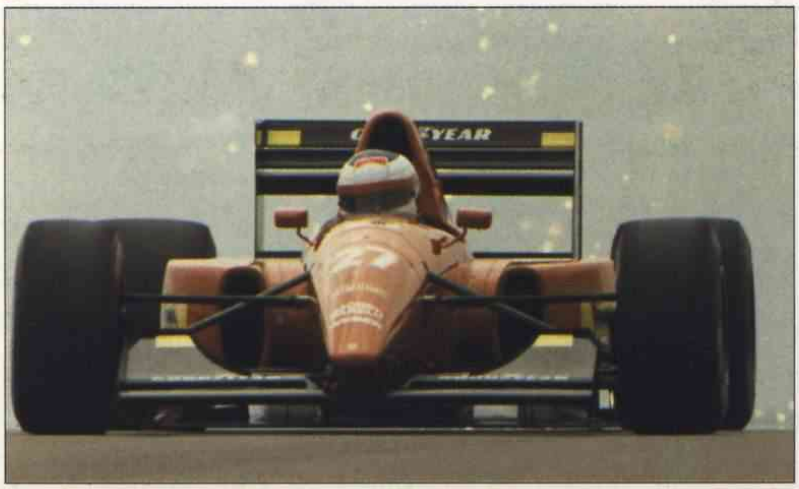
TURTEL
RUSSELL
HLETIC

FORMULA ONE

UNSEEN ARCHIVES

Tim Hill

Photographs by the
Daily Mail



p

This is a Parragon Book
This edition published in 2003

Parragon
Queen Street House
4 Queen Street
Bath, BA1 1HE, UK

All photographs ©Associated Newspapers Ltd
Text ©Parragon

Produced by Atlantic Publishing
Designed by John Dunne
Origination by Croxsons PrePress

All rights reserved.
No part of this publication may be reproduced or
transmitted in any form or by any means,
electronic or mechanical, including photocopying, recording,
or any information storage and retrieval system,
without permission in writing from the copyright holders.

A catalogue record for this book is available from the British Library.
ISBN 1 40540 295 4

Printed inChina

Contents

Introduction 7

Acknowledgements 8

1950 The first world championship 10
1951 The Ferrari challenge 18
1952 Irresistible Ascari 24
1953 Ferrari versus Maserati 32
1954 Fangio's crown 40
1955 Tragic year of change 48
1956 Collins hands it to Fangio 54
1957 Third time unlucky for Moss 60
1958 Tragedy for champion Hawthorn 66
1959 Brabham's thrilling climax 74
1960 Brabham and McLaren one-two 80
1961 Ferraris in control 88
1962 Graham Hill takes world crown 94
1963 Maximum points for Jim Clark 100
1964 Surtees wins on four wheels 106
1965 Clark "Prince of speed" wins again 116
1966 Brabham wins in a Brabham 124
1967 Brabham first and second 134
1968 Clark killed at Hockenheim 140
1969 The flying Scot 152
1970 Tragedy for champion Rindt 160
1971 Tyrrell on the march 170
1972 Fittipaldi pips Stewart 176
1973 Victory for Stewart and Tyrrell 182
1974 McLaren's first world title 188
1975 Lauda takes title from Fittipaldi 198
1976 Hunt "the shunt" by one point 206
1977 Lauda repays Ferrari loyalty 214
1978 Andretti leads Lotus one-two 222
1979 Scheckter edges out Villeneuve 230
1980 First top spot for Williams 236
1981 Brabham edge out Williams pair 242
1982 Rosberg victorious in tragic year 248
1983 Piquet beats Prost in head to head 254
1984 Lauda by half a point from Prost 262
1985 Prost's first victory 268
1986 Last year for all-powerful turbos 274
1987 Piquet edges out Mansell 282
1988 Senna and McLaren dominate 290
1989 Third win for Prost 296
1990 Senna wins following Suzuka crash 302
1991 McLaren's fourth title in a row 310
1992 Mansell breaks all the records 320
1993 51 career wins for victorious Prost 332
1994 Mercurial Senna killed at Imola 340
1995 Schumacher by a distance 346
1996 Hill seizes his golden chance 352
1997 Villeneuve wins crown for Canada 358
1998 Hakkinen wins battle royal 364
1999 "Flying Finn" makes it two in a row 370
2000 Ferrari end 21-year wait 372
2001 Schumacher rewrites the record books 376
2002 Ferrari domination continues 380

Marlboro
Marlboro
NACIONAL
BOSS
BOSS
RHEOS

Introduction

Spectacular sporting theatre

Motor racing was born along with the internal combustion engine. In its infancy there were the Gordon Bennett races and the Indianapolis 500; its formative years spawned Le Mans and the Mille Miglia; but the sport came of age with the inception of the Formula One World Drivers' Championship in 1950.

The ingredients for an utterly compelling spectacle were already there: speed, excitement, dramatic confrontation; gladiatorial combat in which the victors took the laurels and the glory, while the losers all too often paid the ultimate price. What was missing was a pinnacle of achievement, a blue riband event. That final piece of the jigsaw was slotted into place at Silverstone, on 13 May, 1950.

Since that inaugural year, the world championship has grown exponentially. Today's F1 circus criss-crosses the globe; sponsorship and commercialism have made it a huge business enterprise; the stars of the modern era are multi-millionaires, feted like film stars.

But the essential appeal remains the same: man and machine operating on the limit in a competitive cauldron, with the imperfections of both making for spectacular sporting theatre. It applies as much to the present battle between Schumacher and Hakkinen as it did to the great rivalry between Fangio and Moss half a century ago.

Just 27 men have won the coveted title in its 51-year history. Who was the greatest? Fangio, the five-time champion whose four-wheel drifts verged on the balletic? Schumacher, the wunderkind who fulfilled all his early potential and sets the standard today? In between there has been Clark, Lauda and Prost. And, of course, the mercurial Ayrton Senna. Along with the giants that each era has produced, there have been many stars whose flame flickered all too briefly, such as Rindt and Villeneuve.

Using a wealth of archive photographs, many of which have never been published before, this book tells the story behind those 51 glorious successes. It also chronicles the many agonies, disappointments and tragedies that triumph has left in its wake.

Acknowledgements

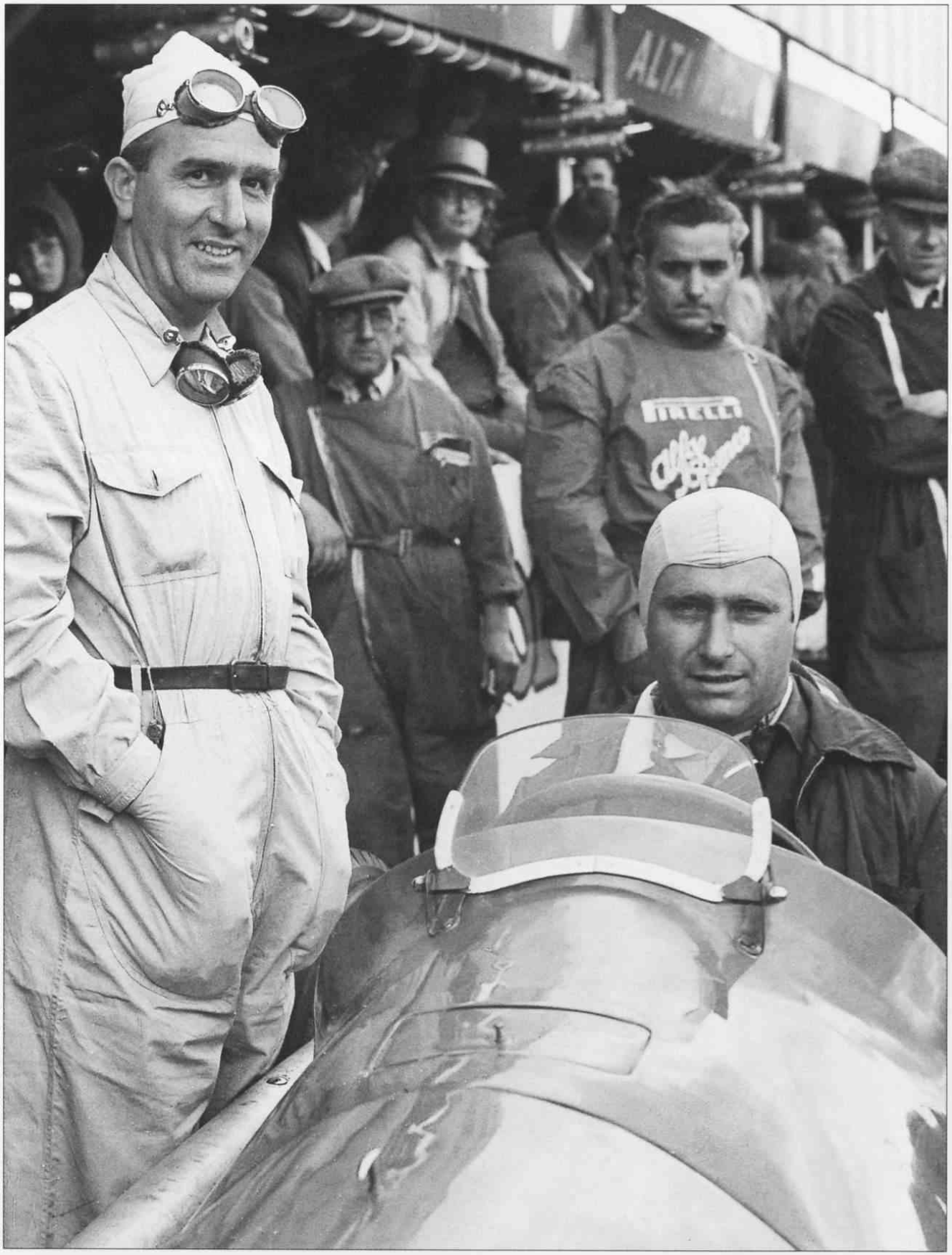
The photographs from this book are from the archives of the Daily Mail.The pleasure this book will give to the many fans of Formula One is a tribute to the dedication of the staff, past and present, in the Picture Library at Associated Newspapers.
Particular thanks to Steve Torrington, Dave Sheppard, Brian Jackson, Alan Pinnock, Paul Rossiter and all the staff including:

John Bater	Derek Drew	Rachel Swanston	Philip Lambourne
David Stanley	Steve Murray	David Lavington	Chris Nelthorpe
Tom McElroy	Raymond Archer	Robert Sanders	Denise Hoy
Leslie Adler	Terry Aylward	Andrew Eva	Bob Dignum
Tony Fordham	Oscar Courtney	Bill Beasley	Mark Ellins
Steve Cooper	Andrew Young	Charles Whitbread	Katie Lee

Thanks also to
Christine Hoy, John Dunne, Cliff Salter, Richard Betts, Peter Wright, Trevor Bunting
Simon Taylor and Frances Hill.

FORMULA ONE

UNSEEN ARCHIVES


PIRELLI

1950
The first world championship

In February 1950 the Fédération Internationale de l'Automobile made the historic decision to link together six established Grands Prix in a single competition; the Formula One World Championship was born.

Alfa Romeo had been out of racing for a year, but news of a championship to contest enthused the famous marque to make a swift return to the sport. It proved to be a very sound decision.

Fagioli, Farina and Fangio

The inaugural year was dominated by Alfa's three star drivers, the legendary "three Fs": Luigi Fagioli, Giuseppe Farina and Juan Manuel Fangio. Fagioli was already a veteran of 53, and was recruited to the team when Consalvo Sanesi was injured in the Mille Miglia. Farina, aged 43, had been steeped in motor cars and motor sport since childhood; he was related to the famous Italian coachbuilder Pinin Farina, a name which survives to the present day and still evokes style and quality. Fangio, at 38, was the "baby" of the team. He was a product of Argentina's government-sponsored academy, an institution whose aim was to nurture the most talented drivers.

Of the other contenders, Alberto Ascari was the most prominent. He was just 31, and the son of Antonio Ascari, one of the most famous racing drivers of the 1920s. Ironically, Ascari senior had enjoyed some of his greatest successes after joining Alfa Romeo in 1920. Now, thirty years later, Ascari junior was taking on a formidable three-pronged Alfa strike force in his Ferrari. The Maranello team was desperately trying to get its new car up and running, a 4500cc V-12 that it was hoped would be a match for the Alfas. But that came too late for the championship season of 1950. Ascari and Ferrari would have their day, but the inaugural season belonged to Alfa.

Seven-race championship

It was technically a seven-race championship: six European rounds, plus the Indianapolis 500. In practice, however, the 500 tended to stand apart in the calendar. It continued to yield championship points until 1960, but in that time only one Formula One driver competed in the American classic.

The inaugural race was at Silverstone, on 13 May. The king and queen, plus a 150,000-strong crowd, witnessed a walk-over for Alfa. Farina won, with Fagioli in second place.

Fangio had retired eight laps from the end, but Alfa still took third, courtesy of their fourth-string works driver Reg Parnell.

Monte Carlo pile-up

At Monte Carlo a week later there was a multiple pile-up on the first lap. Farina, lying second to Fangio, spun and hit a wall, then bounced back onto the road. He was hit first by Jose Froilan Gonzalez's Maserati, and the blocked road put another eight cars out of the race. Fangio was unaware of the incident until he came round again. Some quick thinking and a deft touch saw him weave through the carnage, and he went on to win, a lap clear of Ascari.

Fangio suffered another retirement in the next race, the Swiss Grand Prix. Farina won, with Fagioli again coming second. All three Ferraris blew up, and Louis Rosier's Talbot came in third. In the Belgian Grand Prix, at Spa, it was Fangio who headed Fagioli home, with Rosier again in third. Transmission problems for Farina meant that he had to settle for 4th place. With two rounds to go, the table now stood thus: Farina 22 points, Fagioli 18, Fangio 17.

Fangio scored an easy win in the French Grand Prix, with Fagioli yet again in second. This time it was Farina who was unlucky: fuel pump problems meant that he could only trail in 7th, out of the points. Both Fangio, with 26 points, and Fagioli, on 24, had thus overhauled Farina as the circus headed for its final stop of the year: Monza.

For their "home" Grand Prix, Alfa had fielded two more cars, driven by Piero Taruffi and Consalvo Sanesi. When Fangio's gearbox failed on lap 24, he took over Taruffi's mount, but that car then dropped a valve. His chance of the title was gone. Ascari, now driving the full 4500cc Ferrari, was lying second, in the early part of the race, between Farina and Fangio. He was playing a waiting game, for he knew that the Alfas needed two refuelling stops, the Ferrari only one. He did take the lead, but then his car expired in a cloud of smoke. Like Fangio, he switched horses, taking over the Ferrari of Dorino Serafini. He clawed his way back to second, ahead of Fagioli, but at the end of the 313-mile race he was still a minute behind Giuseppe Farina. Farina's win put him on 30 points, three ahead of Fangio. The title was his.

Farina's championship

There were encouraging signs for Ferrari as the inaugural championship reached its climax, but it was clearly Alfa Romeo's year. Alfa had won all six European races, and its "big three" occupied the top places in the Drivers' Championship. Fagioli would not improve on his third position. Fangio would better his runner-up spot a number of times as the decade unfolded. But it was Giuseppe Farina who secured his place in the history books by becoming the sport's first World Champion.

Farina is first world champion

Left: The doctor and the graduate. Farina had a doctorate in political economy from Turin University; Fangio was the foremost graduate of Argentina's famous state-sponsored driving academy.
Below: Silverstone, 11 May, 1950. The Alfa Romeo team gears up for the inaugural world championship race.
Previous page: Team-mates and rivals. Farina (standing) and Fangio, pictured during a practice at Silverstone in August. At this point both Alfa Romeo stars had a chance of taking the world crown. With only the Monza Grand Prix to go Fangio had 26 points, Farina 22.

Alfa Romeo reign supreme

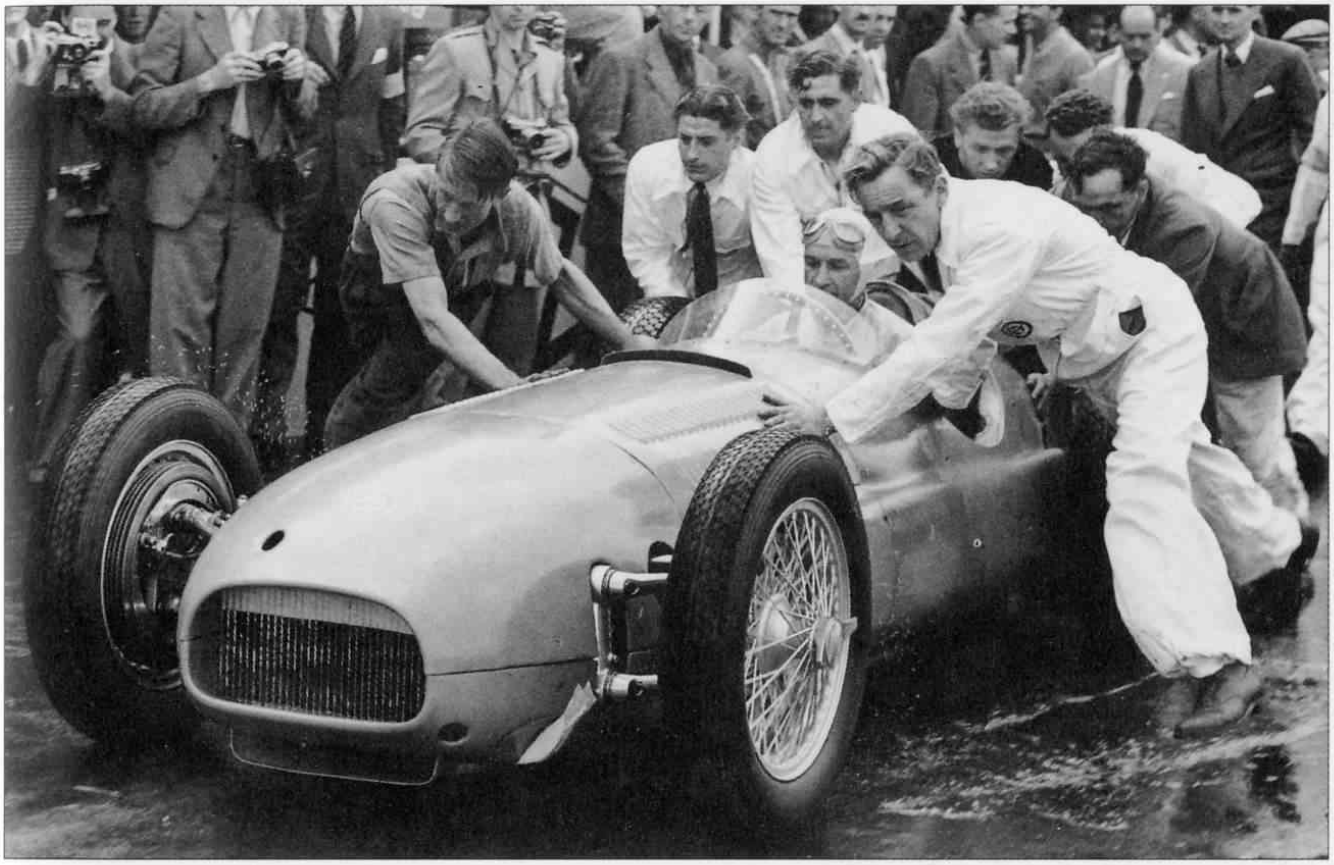
Right: Farina takes the chequered flag in the British Grand Prix, the first of the three wins that brought him the 1950 championship.
Below: Silverstone in 1950 was a rudimentary but very fast circuit. The former airfield track staged the British Grand Prix for the first six years of the championship.
Opposite: Alfa Romeo mechanics get to work on the legendary 158 model. This car, together with its successor the 159, reigned supreme between June 1946 and July 1951.

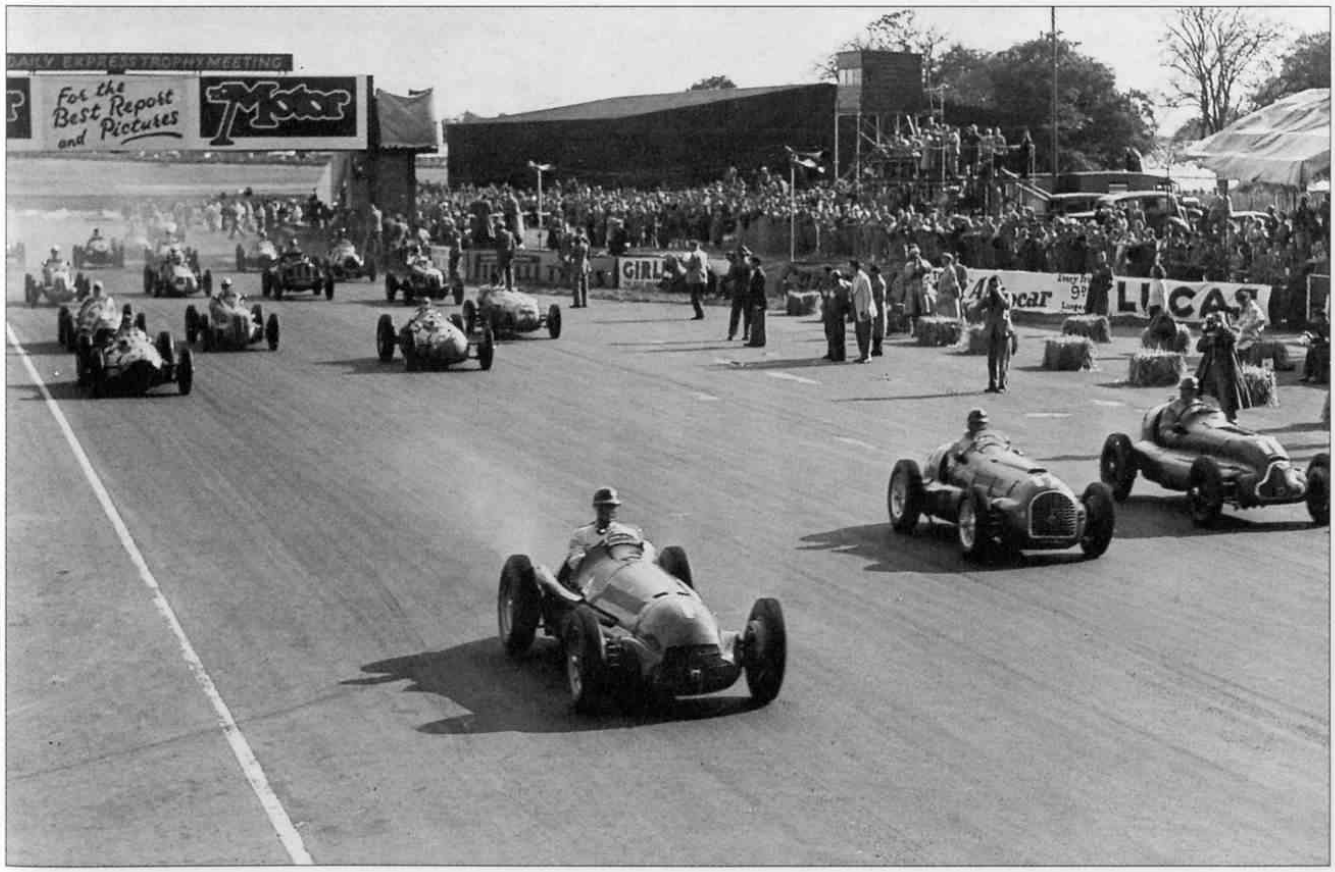
Farina drives like a 'madman'

Opposite below: Farina adds the International Trophy Race at Silverstone to his list of successes in 1950. Fangio said he learned a lot about Grand Prix driving from the Italian, but also criticised him for driving "like a madman".

Opposite top: First faltering steps for BRM. Mechanics struggled to overcome teething problems on the new V-16 car in time for the International Trophy Race. The car, driven by Raymond Sommer, limped out of the action early on, with the partisan crowd voicing its disapproval. It would be nine long years before BRM posted its first Grand Prix success.

Above: An estimated crowd of 150,000 packed into Silverstone for the British and European Grand Prix. King George VI, the Queen and Princess Margaret were present, the first time that members of the royal family had attended a major motor racing event.




For the Best Report and Pictures
Motor
LUCAS

1951
The Ferrari challenge

Alfa Romeo were not to have things all their own way in the 1951 championship. The challenge from the new, unsupercharged Ferraris made for a nailbiting series which went to the wire. Alberto Ascari had accumulated just 12 points in the inaugural year, finishing a distant fourth. However, in the last round at Monza there had been signs that the new 4.5-litre unsupercharged Ferrari would pose a threat to Alfa's dominance.

Fangio sets the pace

In the opening round, in Switzerland, Fangio scored a fine victory. Ascari was hampered by a badly burnt arm, an injury sustained in a Formula Two race, and finished 6th. Two places further back was an up-and-coming Englishman driving an HWM - Stirling Moss.

Reigning champion Giuseppe Farina took the honours in Belgium. Fangio, his team-mate, suffered a jammed wheel during a routine pit stop. It took nearly 15 minutes to fix, and the Argentinian finished 9th, although he did pick up a consolation point for setting the fastest lap. The Ferraris of Ascari and Villoresi filled the minor placings but well adrift of Farina, whose winning margin was 3 minutes.

The title race really began to hot up in the next round, run on the fast Rheims circuit. Ascari was chasing Fangio hard, when his gearbox failed. Ferrari's new boy, Jose Froilan Gonzalez, was called into the pits, and Ascari, the senior driver, returned to the fray in his car. Fangio, too, needed to switch horses, taking over Fagioli's Alfa when his own car experienced magneto trouble early in the race. Fangio crossed the line first, a minute ahead of Ascari, with Villoresi again third.

Italian rivals

The Ferraris were getting increasingly closer to defeating their great Italian rival, and they finally achieved it in the next race. It wasn't Ascari who ended Alfa's supremacy, though. He retired with gearbox trouble. When Gonzalez came in for a routine stop, Ascari recognised that his team-mate was in excellent form and this time he didn't pull rank. It proved to be sound judgement. Knowing that the Alfas required two refuelling stops to the Ferraris' one, Fangio had tried to establish a healthy lead. But he couldn't shake Gonzalez off, and when the latter swept into the lead, even Fangio's best efforts were to no avail. The "Pampas Bull" came home nearly a minute ahead of his fellow-countryman. Meanwhile, there was a degree of British success down the field, as the BRMs of Reg Parnell and Peter Walker both

completed the 90-lap race, finishing 5th and 7th respectively.

Only a second place finish from Fangio prevented Ferrari from taking a clean sweep of the top six finishers at the German Grand Prix. The Alfa Romeo camp had been in turmoil during practice, rushing to make last-minute repairs and adjustments to the cars. They went into the race with no great hopes, having taken note of the times the Ferraris had set. The wily Fangio recognised his car's comparative shortcomings and drove at a fast, regular pace. He kept the car within its limits and, more importantly, he kept in contention with the leaders. He actually led for a time, but fell back to second after his extra stop for fuel. He maintained that position to the end. Ascari had won, but Fangio had got the better of the other Ferraris, Gonzalez, Villoresi and Taruffi, who finished in that order after him. Second place, together with the fastest lap, meant that Fangio left Germany with seven points to add to his championship tally.

Fangio by six points

Alfa Romeo introduced a new, faster version of the Alfetta at Monza, but Fangio was forced out with mechanical trouble. It was another good day for Ferrari, with Ascari and Gonzalez finishing first and second.

The final round was at Barcelona. Going into the race Fangio held a 3-point advantage over Ascari: 28 - 25. It proved to be a miserable day for the Italian. The Ferraris were running with enough fuel to carry the entire distance, but had changed to smaller-diameter rear wheels than usual. The rough Pedralbes circuit ripped into the Ferraris' tyres, which needed changing every few laps. Ascari's chance was gone, while Fangio won the race to give him the championship by 6 points. It was the beginning of a long period in which "El Chueco" - "the bandylegged one" - would dominate the sport.

At the end of the season Alfa Romeo knew that the ageing 158 model, which dated back to 1938, needed to be replaced if a serious challenge to Ferrari was to be mounted. Government money was needed, but was not forthcoming. Alfa had no alternative but to withdraw from Grand Prix racing. This was potentially a disastrous decision for the sport, as it left the way clear for total Ferrari dominance and an uncompetitive championship. The FIA responded by announcing that the 1952 Grand Prix series would be held to 2-litre, Formula Two rules.

BRM struggle

Above: Ferrari and Alfa Romeo share the first four places in the British Grand Prix. BRM continues to struggle against the crack Italian outfits, Reg Parnell and Peter Walker finishing 5th and 7th respectively. Parnell had been the 4th Alfa Romeo works driver behind the "3 Fs" in 1950, and had just joined BRM.

Left: Goggles up for Farina (standing) and Fangio as they take a breather from doing battle on the track. Farina again spearheaded the Alfa Romeo team in 1951, but his career went into steady decline after winning the inaugural championship.

Previous page: Stirling Moss and Josephine Lowry-Corry at a glittering social event in 1951. Moss was the rising star of British motor racing, but his big breakthrough was still three years away.

Farina, Fagioli and Fangio...

Right: Giuseppe Farina won just one championship race in 1951. His driving style involved him in many accidents during his career. He survived them all, only to be killed in a road accident while driving to the French Grand Prix in 1966.

Below: Farina, the team leader of Alfa Romeo's legendary "3 Fs". The others were the veteran 52-year-old Luigi Fagioli and Juan Manuel Fangio, the "baby" of the team at 39!

Opposite: A hirsute young Stirling Moss poses behind the wheel of his HWM. His early progress was hampered by his insistence on driving for uncompetitive British teams.

1952
Irresistible Ascari

Ferrari remained unfazed by the ruling body's decision to stage the 1952 championship under Formula Two rules. The 2-litre category had the desired effect in that it attracted a lot of entries, but it failed to halt a Ferrari landslide. The combination of the new car, the 4-cylinder Tipo 500, and the driving skills of Alberto Ascari proved irresistible. Ascari won six times, while his team-mate Piero Taruffi won the remaining European event to give the Scuderia a clean sweep.

Global appeal

The 8th round of the championship was the Indianapolis 500. This year it clashed with the opening European event, the Swiss Grand Prix. Ferrari and Ascari chose to compete in the United States, but it wasn't a happy experience. Ascari was running 12th when he was forced to retire. The 500 had been included in the World Championship to give it more global appeal, and to attract the interest of American motor sport fans. It would remain a championship event until 1960, but Ascari's failed attempt in 1952 was the only time that a driver competing in the European series tried his hand on the famous banked circuit.

In Ascari's absence, Taruffi scored a comfortable win in Berne. He came home almost three minutes ahead of his nearest rival, Rudi Fischer, who was driving a privately-entered Ferrari. The minor placings show how the number of marques competing proliferated this year. Jean Behra brought his Gordini home in third; 4th and 5th places went to Britons Ken Wharton and Alec Brown, driving a Frazer-Nash and Cooper-Bristol respectively. Connaught, HWM and ERA were other names that featured during the season. Stirling Moss had pinned his hopes on a new Bristol-engined ERA. When it finally made its debut, at Spa, he crashed out on the first lap. It would not be a year in which Moss would enhance his reputation as the rising star of British motor racing.

With the withdrawal of Alfa Romeo, Fangio had joined Officine Maserati. His former team-mate Giuseppe Farina had gone to Ferrari, but Fangio wanted to be the undisputed number one in any team he drove for. That was on offer at Maserati, but wouldn't have been the case at Ferrari. There was a new 6-cylinder car in the pipeline for Fangio, too, but as events transpired the reigning champion was sidelined for the entire season.

Fangio out for the season

Fangio had been competing in Ireland, when he received word from Maserati that they

wanted him to put the new car through its paces in a non-championship race at Monza. After a frustrating journey hampered by bad connections, Fangio took to the wheel, exhausted. Unsurprisingly, he made a mistake at a corner, and was flung out of the car, his neck broken. He would not reappear until 1953.

In the six remaining European races Ascari proved unstoppable. He led Farina home in both Belgium and France. In Belgium, at least, British fans had a new name to cheer. Mike Hawthorn, driving a Cooper-Bristol, received many plaudits for the way he gave the much more powerful Ferraris a run for their money. He was lying third when his petrol tank sprang a leak, and finished a highly creditable 4th.

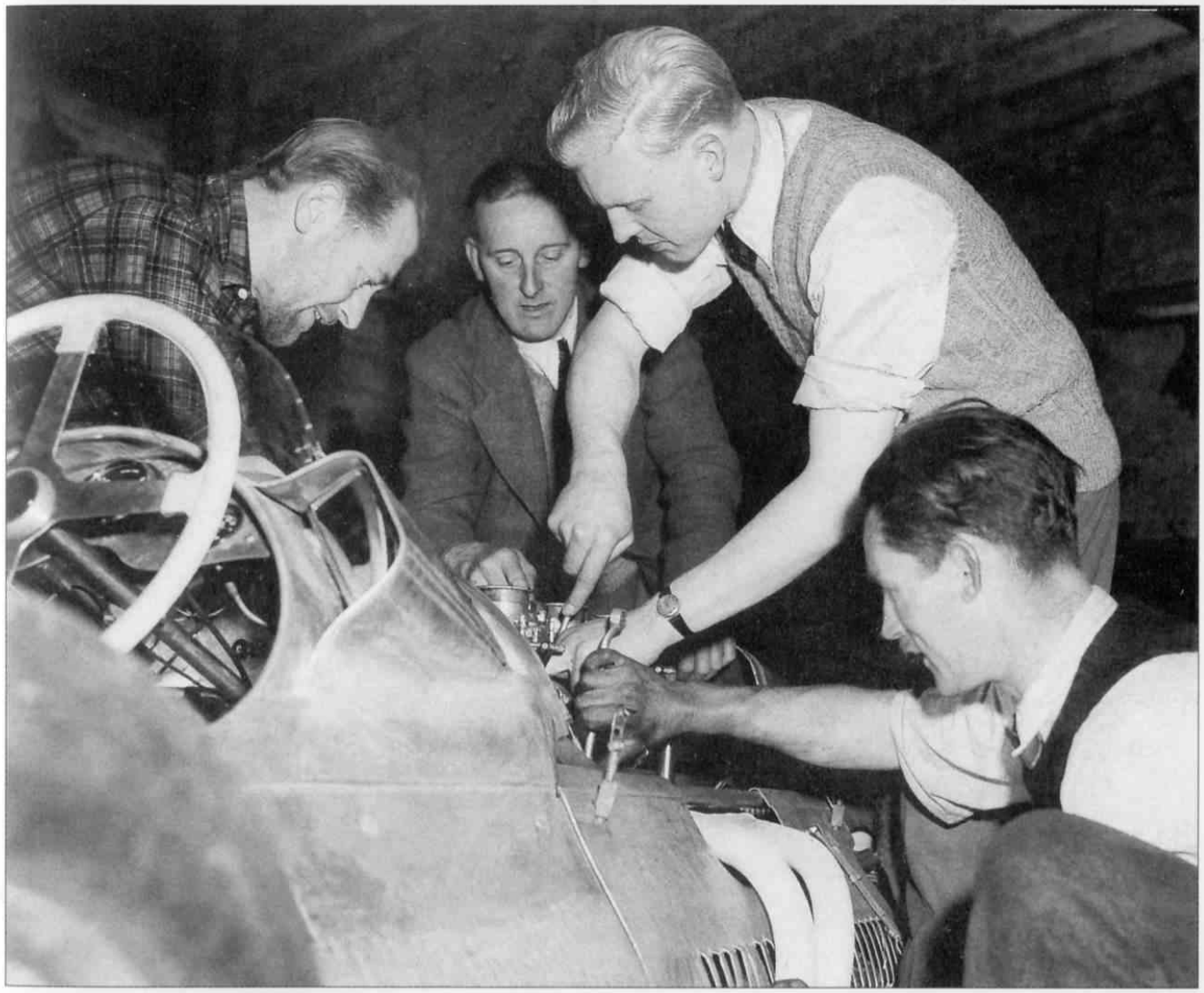
At Silverstone Ascari led from start to finish. Taruffi followed him home this time, but a full lap adrift. Hawthorn finished an excellent 3rd, proving that his performance in Belgium had been no fluke. The dapper, bow-tied Hawthorn, his appearance earning him the soubriquet "Le Papillon", was fast becoming the golden boy of British sport.

Ferrari clean sweep

Ferrari occupied the first four places at the German Grand Prix, Farina, Fischer and Taruffi filling the supporting roles behind the usual star performer. It was much the same story in the sand dunes of Zandvoort, a new championship venue. Farina and Villoresi took the minor placings in yet another Ferrari clean sweep.

It was only in the final race at Monza when Ascari was provided with some stern opposition, and that was after the world title was already in the bag. Jose Froilan Gonzalez finally had the new Maserati in which to take the fight to Ascari, and he did so in blistering style. The Argentinian roared into an early lead, but an overlong pit stop for refuelling cost him dear. Ascari needed no second invitation, and came through for his 6th victory in a row. Gonzalez was almost a minute behind in second, but at least he had the twin consolations of beating the Ferraris of Villoresi and Farina, and also of sharing the fastest lap with the new world champion.

Having seen a glimpse of what the new Maserati was capable of, everyone now keenly awaited the new season, when a fully-fit Fangio would be back to challenge Ferrari's supremacy. But 1952 was Ascari's moment of glory. His 36-point maximum haul was something that not even Fangio would quite match in any of his five title successes.



Hawthorn challenges Ferraris

Above: The Hawthorns at work at the family business in Farnham. Leslie Hawthorn bought the garage when Mike was two years old. Mike shows that he is handy under the bonnet, having trained as an engineer.

The Ferraris were invincible in 1952, but Hawthorn enjoyed considerable success in his Cooper, ending the season joint-fourth in the championship.

Left: Following Alfa Romeo's withdrawal from racing, Farina moved to Ferrari in 1952, where he finished runner-up to Ascari.

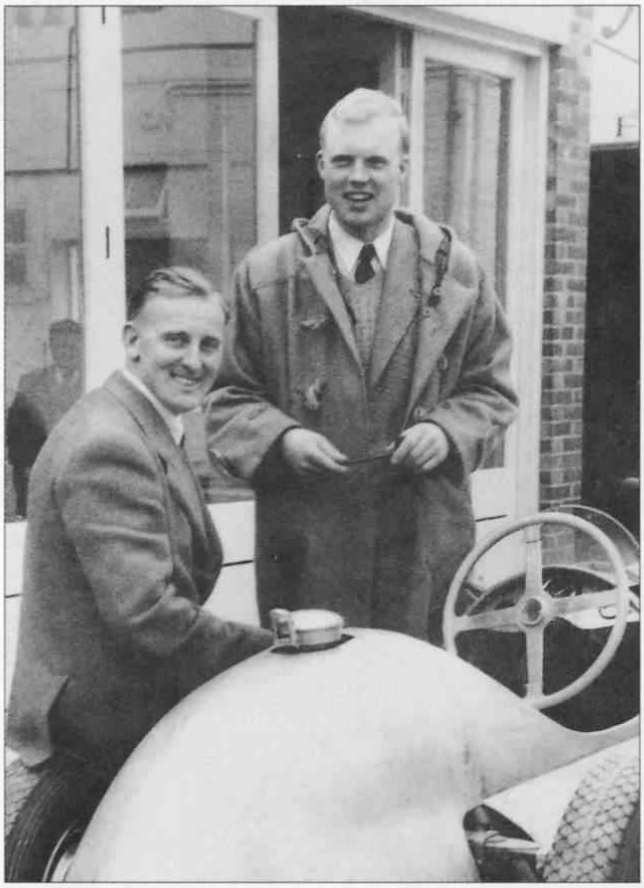
Previous page: Alberto Ascari.

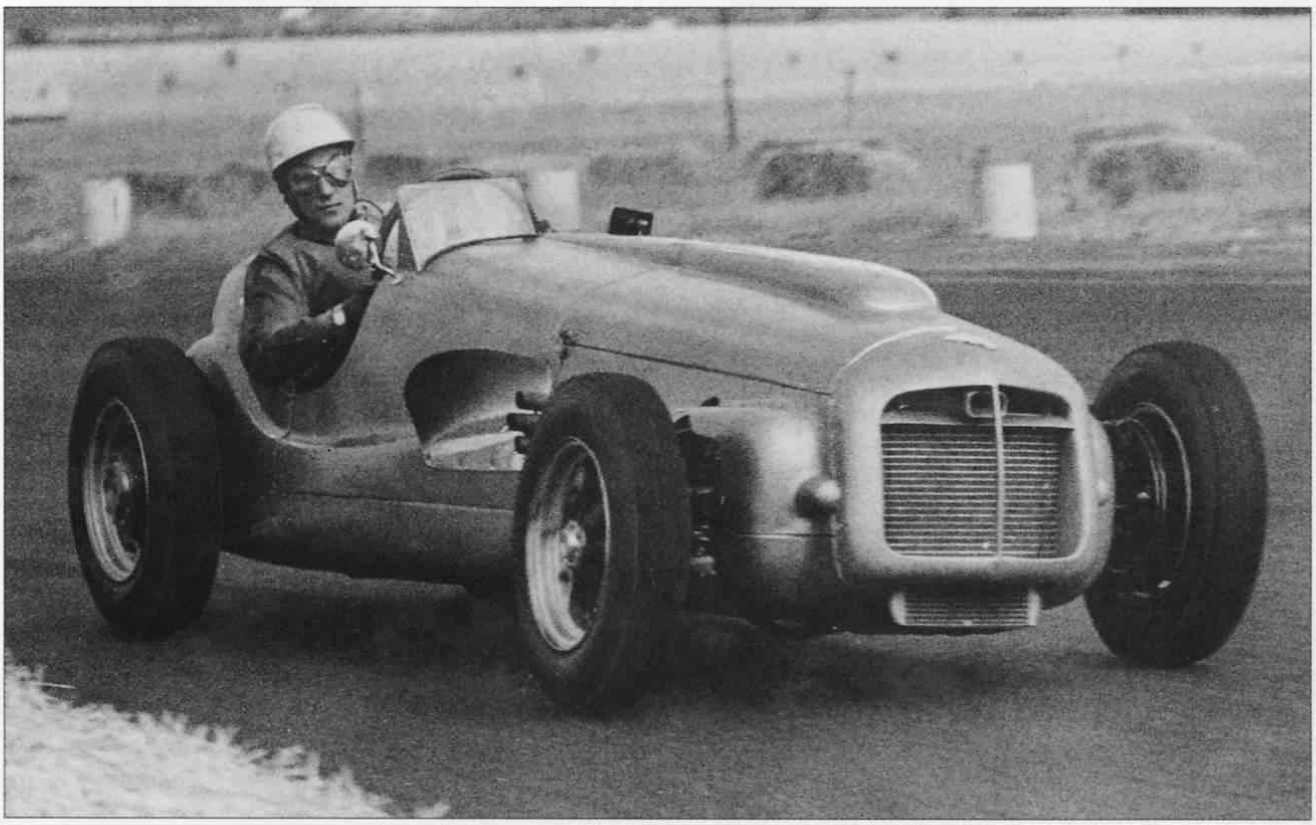
Three steps to success...

Right: Following in father's wheeltracks. Leslie Hawthorn comments: "You need three things for success in motor sport: a good car, meticulous preparation and a good driver. We are lucky in having all three". 23-year-old Mike Hawthorn became an overnight sensation after winning two races at the Easter Goodwood meeting. The fact that Fangio, driving a similar car, trailed home behind him in sixth place in one of the races prompts much speculation that Britain has finally unearthed a talent capable of challenging the world's best.

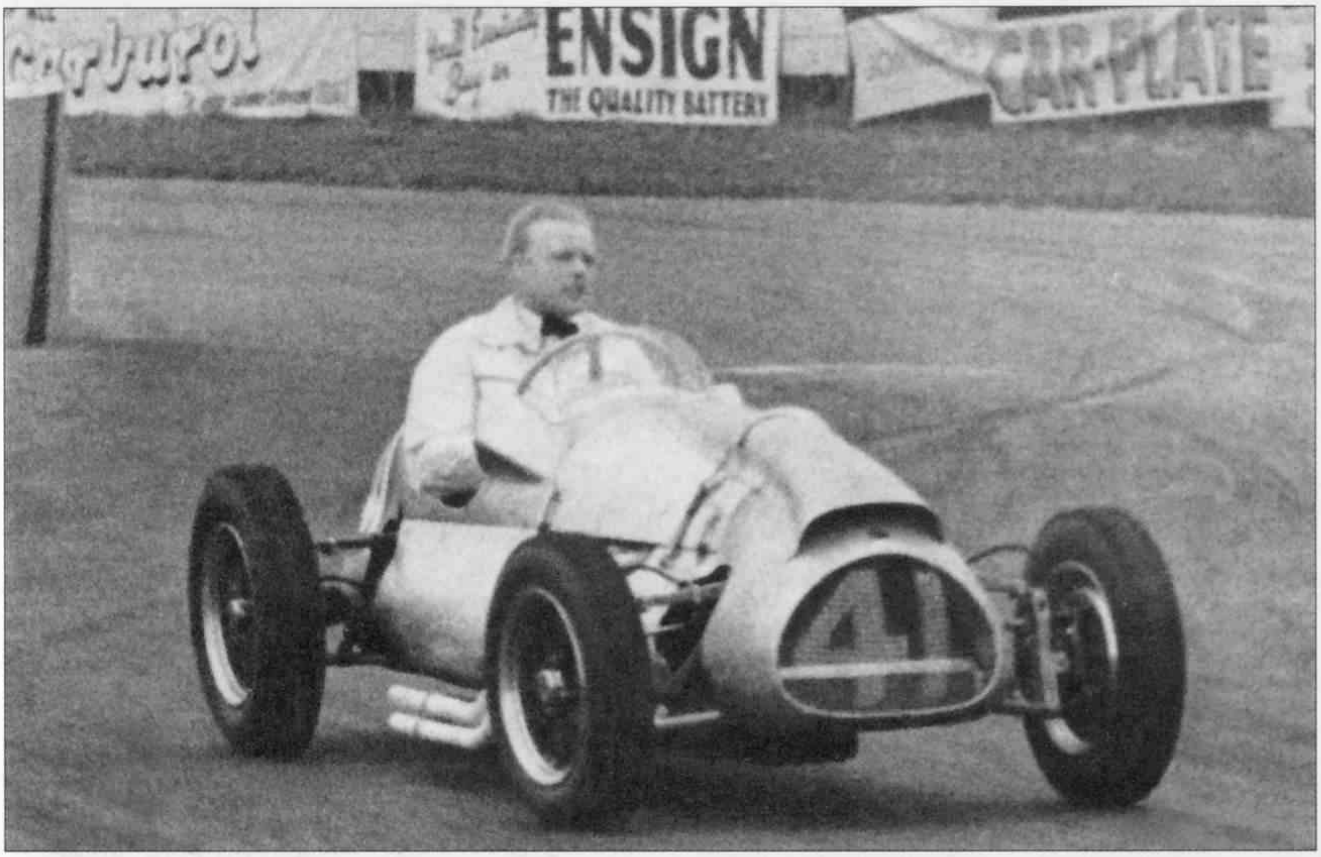
Below: Moss had high hopes for 1952 in the new ERA, but the car was dogged by problems.

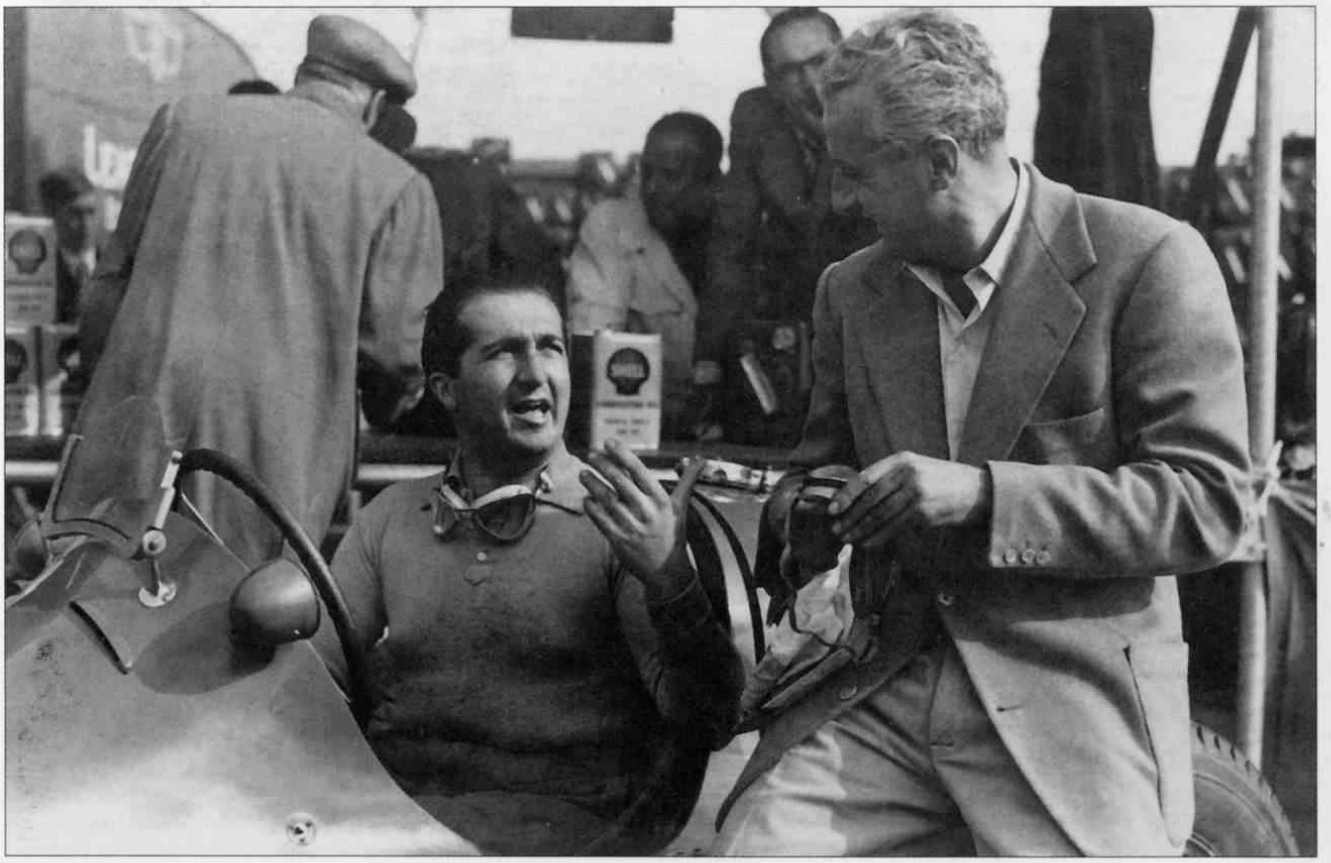
Opposite: Stirling Moss helps out with the maintenance of his Bristol-engined ERA prior to the British Grand Prix at Silverstone.





FIT
554


ENSIGN
THE QUALITY BATTERY
CAR PLATE
41



Moss continues his 'drive for British'

Opposite top: Mike Hawthorn in action at Goodwood.
Opposite below: Alberto Ascari chats before the start of a race.
Above: Fangio gives his BRM the thumbs-up after testing in April.
Left: Stirling Moss at the wheel of his ERA in 1952. His determination to "drive British" meant that Hawthorn supplanted him as the young star of British motor racing.

1953
Ferrari versus Maserati

The 1953 championship always looked likely to be a battle royal between Ferrari and Maserati, and so it proved, the two teams sharing the top six places in the title race that year. Fangio had made a full recovery by the time the season got under way. He spearheaded the Maserati team, supported by fellow-countrymen Jose Froilan Gonzalez, and the man he regarded as his protégé, Onofre Marimon. Meanwhile, the mighty Ferrari outfit had strengthened its line-up in the close season. Ascari, Farina and Villoresi were joined by Mike Hawthorn, who had impressed Enzo Ferrari so much the previous year. Hawthorn had been initially apprehensive about signing for a foreign team and committing himself to full-time professional status. But eventually he made the decision to join the Scuderia, and took his place as the circus moved to Buenos Aires for Argentina's first championship race.

As in the previous year, the series was run as a Formula Two competition. The Argentine Grand Prix made it a nine-event championship – effectively eight, if the Indianapolis 500 was discounted – with the best four finishes counting.

Ascari and Fangio battle it out

Ascari and Fangio set the tone for the season by battling it out in the opening round. There was a new Maserati in the pipeline, but it wasn't quite ready, and Fangio started the race in the 1952 model. He was chasing Ascari hard when his engine blew up. It left the reigning champion with an easy win, a lap clear of team-mate Villoresi. Hawthorn marked his debut with a solid 4th, and it was only the Maserati of Marimon in third place which prevented a clean sweep for the Maranello cars.

Tragedy

The race was marred by tragedy, after a boy ran onto the track in front of Farina's car. The former champion swerved in an attempt to avoid an accident, but in doing so careered into the spectators. Ten people lost their lives in the tragic incident.

Ascari also ran out a comfortable winner in the Dutch Grand Prix, while Fangio again failed to finish, this time because of an axle problem. Farina made it another one-two for Ferrari, but the highlight of the race was Gonzalez's third place. When his Maserati's rear axle broke, he took over team-mate Felice Bonetto's car and chased the Ferraris hard for a shared 3rd place.

For a time it looked as if Spa would see the breaking of the Ferrari stranglehold. Both

Gonzalez and Fangio, now in their new Maseratis, stormed away in the early part of the race. But both then hit trouble. Gonzalez's race ended when his accelerator pedal broke. Fangio's engine expired, but he carried on the race in the car of one of the junior Maserati drivers. He was still out of luck, though, for he skidded on a patch of oil and crashed out of the race. He was lucky to escape with only minor injuries. Ascari, who had been well off the pace in the early part of the race, came through for yet another success – his 9th Grand Prix win in a row.

Superb Hawthorn

Ascari found himself outpaced yet again at Rheims, and this time no ill fortune befell those ahead of him. The race turned into an epic duel between Fangio and Hawthorn, the pair racing wheel to wheel. Hawthorn squeaked home by a car's length after a clever late-braking manoeuvre on the very last corner.

Ascari had managed only 4th in France, but at Silverstone normal service was resumed. It was clear now that on fast circuits the extra power of the Maseratis came into its own; on slower tracks, such as Silverstone, the Ferraris' superior handling was the critical factor. Ascari led the race the whole way, while Fangio had to content himself with second.

Farina's last victory

Ascari was out of the points at the German Grand Prix, yet drove one of the finest races of his career. He got off to a blistering start, then lost a wheel and had to limp into the pits on three wheels and a brake drum. He took over Villoresi's car and gave furious chase, setting a Formula Two record for the Nürburgring circuit as he did so. With third-placed Hawthorn in his sights, Ascari's car expired in a pall of blue smoke. It was Farina who kept up Ferrari's 100% record in the championship, showing the kind of form that had brought him the world crown three years earlier. It was to be the last victory of his career.

Ascari clinched his second championship in the Swiss Grand Prix at Bremgarten. He and Fangio were yet again vying for the lead, when both were forced into the pits. Fangio's car was beyond help and he took over Bonetto's Maserati. He drove the car so hard in an effort to get back into contention that it expired in a cloud of dense smoke. Ascari, meanwhile, had needed only a change of plugs and rejoined the race in 4th place. With the mark of a true champion he battled his way back to the front to take the chequered flag from team-mates Farina and Hawthorn.

Champion Ascari in a spin

With the title race already settled, Fangio and Maserati finally got it right in the final race at Monza. The Argentinian ace battled for the lead with Ascari and Farina, the lead changing hands many times. Going into the last lap it was still anybody's race. Then, after 313 miles of close slipstreaming, Ascari finally made a rare mistake, spinning his Ferrari at the very last corner. Farina mounted the grass to avoid a collision, and Fangio coolly avoided trouble to

win his only race of the season. He finished runner-up in the final table, on 28 points. But the crown went for the second year running to Alberto Ascari. His 34.5-point haul may not have quite matched his maximum of 1952, but it confirmed the blue-helmeted maestro's domination of the sport for the second year running.

Top: Alberto Ascari takes the plaudits after the inaugural French Grand Prix at Pau, where he beat Hawthorn (right) and Harry Schell. Hawthorn took his revenge in the championship race at Rheims, where he won and Ascari finished fourth.
Above: The master returns. After a year out through injury, Fangio was back for the 1953 season, still with Maserati.
Previous page: Alberto Ascari.

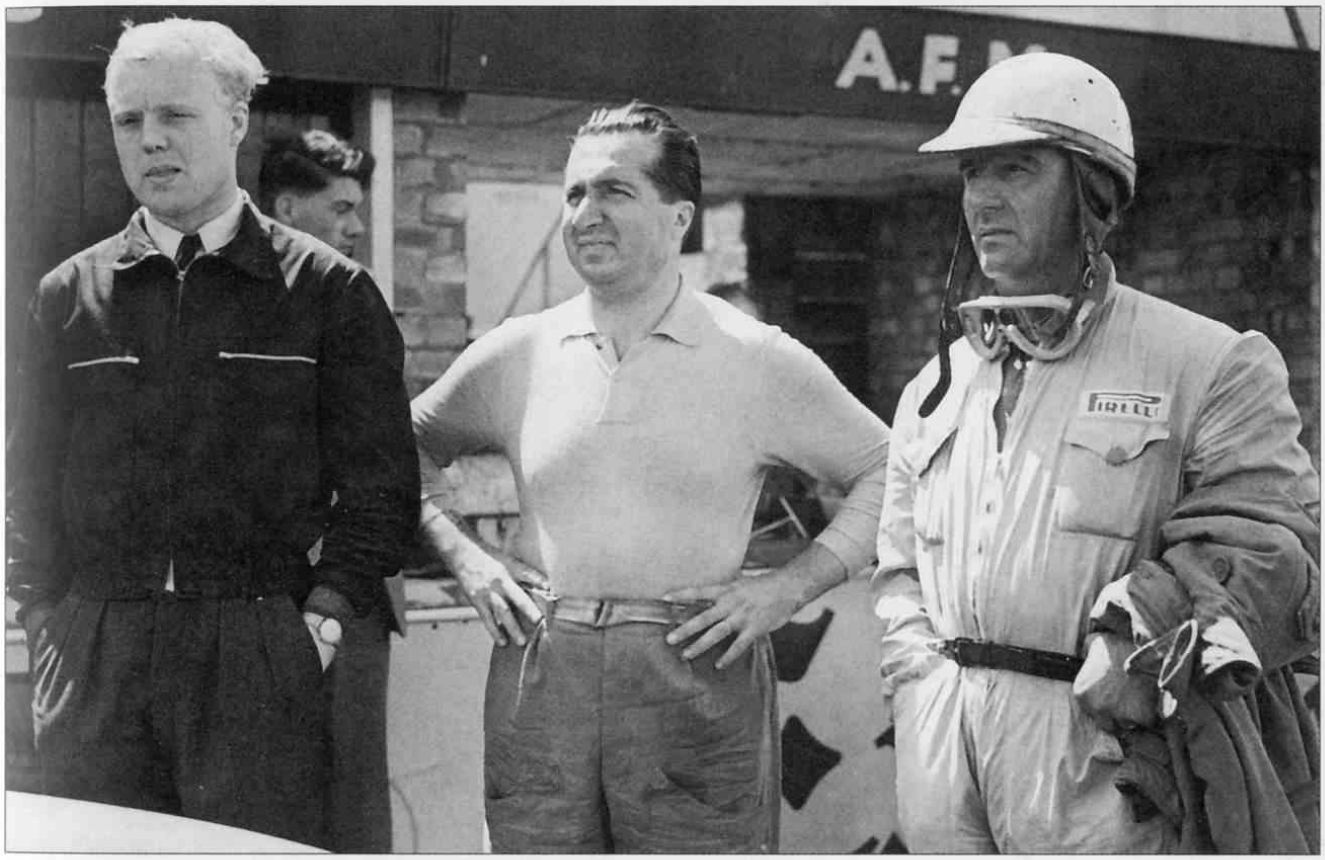
RLING
LUCA
5

Unbeatable Alberto Ascari

Opposite top: Ascari had just celebrated his 35th birthday when he won at Silverstone. Fans make the most of the opportunity to get a close look at the champion and his Ferrari 500. Ascari followed up his six Grand Prix wins in 1952 with five more in 1953. It was an extraordinary 2-year period of domination for Ascari and Ferrari.
Opposite below: Ascari takes the flag at Silverstone, having covered the 263-mile distance at an average speed of 92.97mph.
Above: The start of the British Grand Prix which Ascari won comfortably on his way to his second world crown.

Ferrari's crack team

Right: 26 September, 1953. Mike Hawthorn wins the Goodwood Trophy in a Ferrari "Thin Wall" Special to round off a fine season.
Below: Ascari on his way to victory at Silverstone. He beat Fangio into second place that day, and in the championship overall.
Opposite top: Ferrari's crack team for 1953. Hawthorn, Ascari and Farina took three of the top four places in the championship that year.
Opposite below: Keen spectators above the pit lane try to catch sight of their favourite cars and drivers.


A.F.M.
PIRELLI

H·W·M 21.22&23
H·W·M 24 & 25
CASTROL
LODGE

1954
Fangio's Crown

Even before the dust had settled on the 1953 season, it was widely known that Mercedes-Benz would be returning to the Grand Prix arena the following year. Alfred Neubauer, the Stuttgart team's famous manager during the pre-war era, was still in charge. And when the illustrious marque signed none other than Fangio to lead their 1954 campaign, it undoubtedly posed a serious threat to the supremacy the Italians had enjoyed in the competition's four-year history.

Reigning champion Alberto Ascari certainly took the threat seriously, for he decided that he needed a stronger team behind him in order to compete. This was in spite of the fact that he had spent five successful years with the mighty Ferrari stable. The reason was simple: Lancia was also developing a new car, designed by Vittorio Jano. Jano had been the man behind the classic Alfa Romeos of the 1930s, and Ascari put his faith in him to produce a car that would keep the reigning champion at the top of the tree.

Fangio's home soil victory

1954 also saw the end of the Formula Two era and the introduction of a 2.5-litre limit on engine size. Neither the Mercedes nor the Lancia was ready for the season opener, which was once again in Argentina. It was a race which was fascinating for the way in which fortunes fluctuated with the weather conditions. It was dry when the race started, and the Ferraris of Farina and Gonzalez were dominant. But when the rain began to fall, Fangio took control and went on to win. After the race, the Ferrari team which took 2nd and 3rd places lodged a protest, claiming that more than the permitted three mechanics had worked on Fangio's car during a pit stop. The protest was thrown out, and Fangio celebrated on home soil.

The Argentinian ace had been forced to borrow a Maserati to compete in Argentina, and he had to do likewise in Belgium, the new Mercedes still not quite ready to go. It proved to be an inspired decision, for he won there, too. This was a particularly fine victory, for Fangio had to drive the latter part of the race with a collapsed suspension. Ferrari again had to settle for second place, this time in the shape of Maurice Trintignant.

In third place at Belgium was Stirling Moss. Moss had gone into the new season with no competitive British car available for him to drive. He had seen Hawthorn's star rise by joining Ferrari, but the fiercely patriotic Moss had so far resisted any move to a non-British

outfit. The situation became urgent, and Moss had bought a Maserati 250F in order to make a fist of it in 1954. It was to prove a watershed in the British star's career.

Mercedes are back

The Mercedes made its long-awaited appearance in the next race at Rheims. It was a dazzling debut for the streamlined W196, for both Fangio and his team-mate, Karl Kling, ran away with it. The pair finished a lap ahead of Ferrari's Robert Manzon. The third Mercedes driver was another unfamiliar name, Hans Herrmann, who completed a triumphant day for the team by returning the fastest lap. Kling and Herrmann were by no means top drawer drivers, but thanks to the superb Mercedes they enjoyed their share of success during the season.

The jubilant German camp came back to earth with a bump at Silverstone, however. For it was here that the Mercedes' weakness was revealed. On the difficult British circuit the flaws in the car's roadholding were exposed. The streamlined bodywork concealed the front wheels, and the drivers, Fangio included, found it difficult to position the car for cornering. The corners were marked out with oildrums, and Fangio's car hit them regularly. His Mercedes was a battered mess by the finish, but he did hold on to 4th place. Gonzalez and Hawthorn came home first and second, making it an enjoyable day for Ferrari at long last.

Tragedy at Nürburgring

The German team produced an unstreamlined version of the W196 for their home Grand Prix at the Nürburgring. Fangio dominated the race and won, despite being deeply upset by the death of Onofre Marimon in practice. Gonzalez, like Fangio a fellow-countryman and close friend of Marimon, was so distraught that he handed over his car to Hawthorn, who finished the race in second place.

Fangio was a convincing winner yet again in the Swiss Grand Prix at Bremgarten, but he reverted to the streamlined car at Monza, and he didn't have things all his own way. Even on the fast Italian track the W196's cornering proved suspect. Both Gonzalez and Ascari who was driving a Ferrari on the day vied with Fangio for the lead. But it was Moss who stole the show. He had been so impressive in the Maserati that he was given a works car to drive. He was leading the race with just nine laps to go, when his oil-tank ruptured. He restarted, but his engine gave out short of the line. In typically determined fashion, he pushed the car to the finish. It earned him only 10th place, but the crowd gave this magnificent effort its due. Fangio won the race, but he later declared it a moral victory for Moss.

The Lancia V-8 made its appearance at the final race of the season, in Barcelona. Both Villoresi and Ascari lasted only a few laps, although Ascari did have the consolation of recording the fastest lap. Fangio also hit trouble, the Mercedes' oil and water overheating after paper was sucked into the air intake. Hawthorn went on to notch his second Grand Prix victory, and in the process edge out his Ferrari team-mate Gonzalez for the runner-up spot in the Drivers' Championship.

Six victories clinch the title for Fangio

The crown was Fangio's, of course. The fact that he struggled home third in Barcelona hardly mattered. With six victories, and only the best five finishes counting, the Argentinian had already done more than enough to make him the most convincing winner of the coveted title thus far.

Top: Contrasting styles. The stunning Mercedes W196 had revolutionary looks as well as exceptional performance. Fangio's car looks a very different beast from the Connaught of Bill Whitehouse just behind.
Above: One-two for Ferrari. Gonzalez wins from team-mate Hawthorn. This was the second and last win of the Argentinian's career. The first had been in the same race three years earlier.
Previous page: Fangio chats with long-time partner Donna Andreina.

Testing time for Collins and Hawthorn

Above: Peter Collins at the wheel of a Ferrari driving through the rain.
Opposite top: Mike Hawthorn in the Vanwall Special at Aintree. On hand is Vanwall driver Peter Collins, who had put the car through its paces during its development.
Opposite left: Mike Hawthorn and the "Old Man", Tony Vandervell, look less than impressed with the new Vanwall. Hawthorn's move to Vanwall in 1955 was short-lived: the car wasn't up to scratch, and after a blazing row Hawthorn stormed out and finished the year back at Ferrari.
Opposite right: Fangio with Peter Collins.

Unhappy year for Hawthorn

Above: Hawthorn drove brilliantly throughout the season to finish runner-up in the championship. It was an unhappy year for the Briton, however. He was badly burned in an early-season crash; his father was killed in a road accident; and Hawthorn himself was subjected to vitriolic attack after being excused from National Service.

Turning point for Moss

Above: The pit lane is a hive of activity during practice for the British Grand Prix. The Mercedes W196 was the star of the year, but Jose Froilan Gonzalez's Ferrari came out on top in this race.

Left: Moss wins the Daily Telegraph Trophy race at Aintree. His reward for a successful season is a berth alongside Fangio at Mercedes in 1955.

It was his efforts on the track that caught the eye in 1954. This was the turning point in Moss's career, for he finally gave up on British marques and bought himself a Maserati.

LOP
LU

1955
Tragic year of change

By the start of the 1955 season, Mercedes had ironed out the roadholding and oil-leakage problems that had dogged the W196 the previous year. Moss also came on board to join Fangio. This was a remarkable turnaround, for just twelve months earlier, when Moss had been desperately trying to secure a competitive drive for the 1954 season, Mercedes had declined the offer of his services. Moss's great efforts during that campaign now convinced the German outfit that he was the man to provide support for Fangio. An improved car and a strengthened driver line-up made the Stuttgart outfit look the team everyone had to beat in 1955.

Only two go the distance

The opening race in Argentina turned into a nightmare, both for the drivers and for the race organisers. It was held in such enervating heat that only two drivers, Fangio and Roberto Mieres, completed the 233-mile race without having to hand over their cars to other drivers. Fangio won, and Mieres was fifth in his Maserati, but allocating the points beyond those two was a mathematical headache. The Ferrari which finished second had been driven by Gonzalez, Farina and Trintignant. Farina and Trintignant had also had a stint in the third-placed Ferrari, along with Umberto Maglioli. The 4th-placed Mercedes had been shared by Moss, Kling and Herrmann. And so it went on. Fangio's 9 points was clear: he had won and set the fastest lap. It was eventually decided that Farina and Trintignant should be awarded 3-and-one-third points; Gonzalez and Mieres 2; Maglioli 1-and-one-third; and Moss, Kling and Herrmann 1 point each.

Ascari killed in practice

Alberto Ascari, who had had such a miserable time of things with Lancia in 1954, failed to finish in Argentina, as did his team-mate Villoresi. In the next round, at Monaco, Ascari was leading, when his Lancia hit straw bales and plunged spectacularly into the harbour. Ascari emerged unscathed. A few days later, he was invited to give his team-mate Eugenio Castellotti's Ferrari a practice run at a deserted Monza. Unaccountably, the former champion took a bend flat-out and ploughed straight on. Ascari's death had eerie similarities to the death of his father, also a renowned racing driver. Both lost their lives at the age of 36, and both left behind a wife and two children.

Monaco was to be the only race of the series that Mercedes failed to win. Fangio had

led for 50 laps, then retired. Moss took over in front, but he, too, failed to finish. Ferrari's Maurice Trintignant drove a steady race, moving through the ranks as others dropped out to score an unlikely victory.

The eternal shadow

Lancia withdrew from racing after Ascari's death, leaving the potential of the D 50 unfulfilled. Castellotti still entered one privately, though, in the next round in Belgium. He was going well until his engine gave out on the 16th lap. The race was a comfortable one-two for Fangio and Moss.

Moss was earning a name for himself as Fangio's "eternal shadow". He was invariably to be found in Fangio's wheel-tracks, and honing his already considerable skills behind the wheel. His fortunes contrasted markedly with those of Mike Hawthorn. Hawthorn's two years at Ferrari had seen him eclipse Moss as the most successful British driver. But for the 1955 season he had decided to join Vanwall. After a string of mechanical glitches, culminating in an early exit from the Belgian race with an oil leak, Hawthorn had a stormy encounter with Vanwall boss Tony Vandervell. It resulted in his return to Ferrari for the remainder of the season.

83 people die in Le Mans tragedy

Before the next race, at Zandvoort, many of the top drivers competed at Le Mans. It was here, on Saturday 11 June, that tragedy struck, on a scale never before seen in the history of motor sport, a tragedy that was to have significant ramifications for the World Championship.

Some two and a half hours into the race, the Mercedes of Pierre Levegh hit Lance Macklin's Austin Healey, somersaulted over the safety barrier, and exploded into a packed spectators' enclosure. Eighty-three people, including Levegh himself, lost their lives.

As a result of the disaster, the Grands Prix of France, Germany, Spain and Switzerland were cancelled, leaving just three more rounds to decide the championship. At Zandvoort Fangio and Moss led the rest home yet again. Hawthorn's return to Ferrari offered no immediate success; he suffered gearbox trouble, but at least managed a finish, albeit in 7th place.

Aintree Grand Prix

Aintree staged the British Grand Prix for the first time, and it was here that Mercedes gave its greatest show of strength. The pupil finally beat the master in this race, Moss edging out Fangio by a matter of inches. Many people, Moss included, were left wondering whether Fangio had allowed Moss a home victory. What is certain is that Moss drove superbly on the day, and he was learning all the time from the acknowledged maestro.

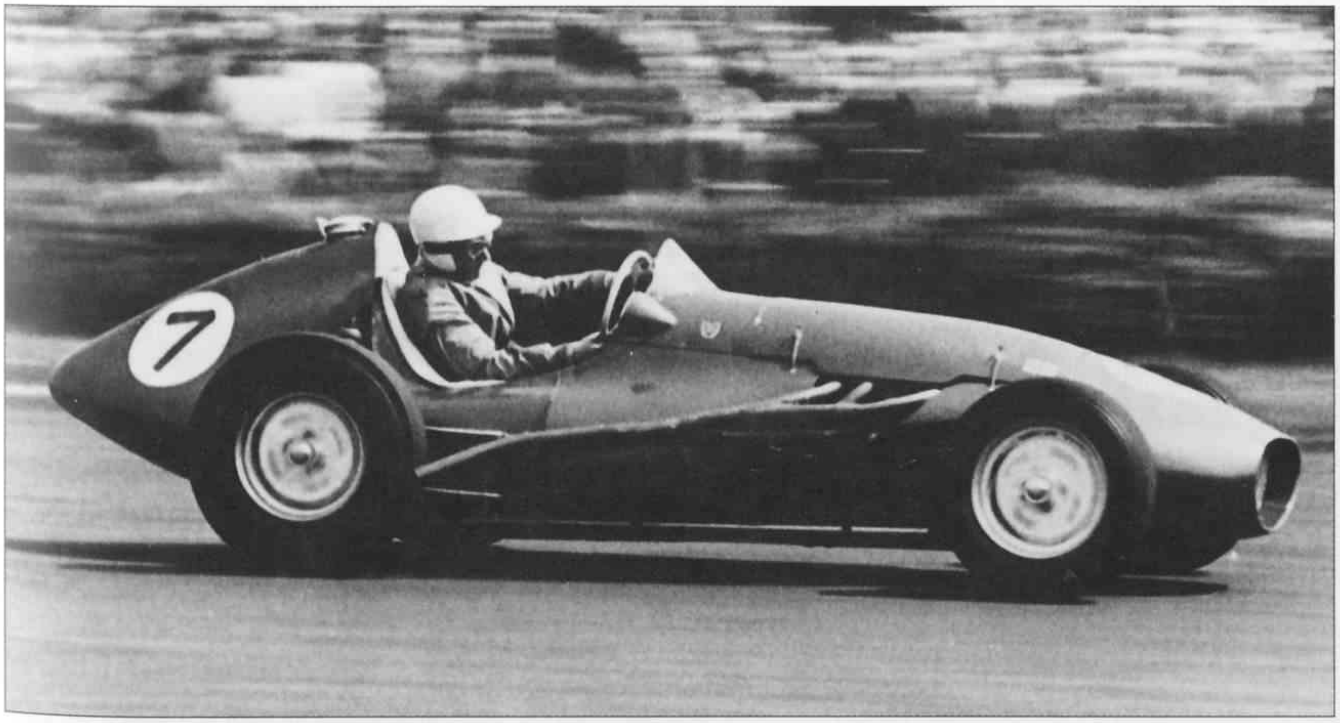
Mercedes had the top four finishers at Aintree, Kling and Taruffi occupying third and fourth places. Meanwhile, the race marked the quiet debut of an Australian, driving a Cooper - Jack Brabham.

The final race was again at Monza, but this time on the high-speed banked circuit. Moss failed to finish, but at least set the fastest lap of more than134mph. It was Taruffi who was left to follow Fangio home in yet another one-two for Mercedes. Castellotti battled hard to give the Italian fans something to cheer about. He finished less than a minute behind Taruffi in third place, and that was also where he finished in the final championship table.

The fact that Castellotti's final tally was just 12 points shows the dominance of Mercedes and its two premier drivers. Moss had finished on 25, but Fangio was the star turn. He had reached the 40-point mark for the second successive season, and it had brought him his third world title. with every prospect of more to come.

Champions to quit

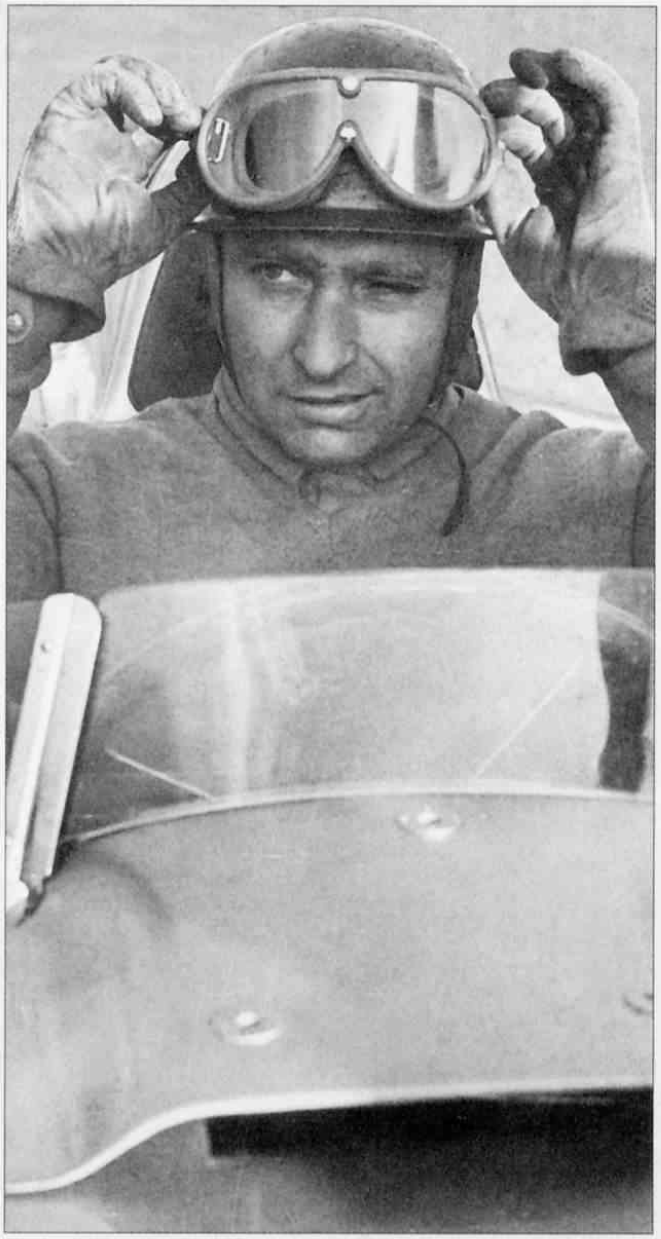
Mercedes announced at the end of the year that it was withdrawing from racing to concentrate on its production car operation. It meant that Fangio and Moss were both seeking a new team for the 1956 campaign. The Argentinian was looking for a car that would keep him at the top, the Briton for a car that would help him depose the undisputed champion.



Above: Moss in action on his way to finishing runner-up behind Fangio in the 1955 championship.
Previous page: Fangio at Aintree for the British Grand Prix, where he finished second behind Moss. This result prompted much speculation that the Argentinian allowed his young team-mate to have his first taste of Grand Prix success on home soil.

12

3
3



Fangio's third world crown

Opposite above: Moss's Silver Arrow sports the Union Jack on the bodywork. When Mercedes announced its withdrawal from racing, the intensely patriotic Moss's first thought was to try and find a competitive British drive for 1956.
Opposite below: Peter Collins from Kidderminster, England, driving a privately owned Maserati.
Above right: Four wins and a second place took Fangio to the 40-point mark for the second successive season in 1955. It was his third world title in five years.
Above left: Mike Hawthorn, pictured during practice for the British Grand Prix at Aintree in July. He had almost quit the sport a month earlier, having been deeply affected by the Le Mans tragedy, which occurred on 11 June. Hawthorn was exonerated from any blame for the crash which cost 83 lives, and was eventually coaxed back behind the wheel.

FROM

1956
Collins hands it to Fangio

On the surface of it the 1956 championship looked like a tame re-run of the year before. Fangio won again, and Moss was runner-up again. But the bald facts don't do justice to a season that was full of drama, both on and off the track.

For Fangio and Moss the first decision was to find new teams for whom to ply their trade. The former team-mates went their separate ways. Fangio joined Ferrari, although the cars fielded by the Maranello team in 1956 were actually modified Lancias. Superficially, it looked like an excellent decision; after all, it was to bring him his fourth world crown. But underneath there was seething discontent, and it was one of Fangio's unhappiest years. He was constantly suspicious about the standard of preparation that his cars received. He had no affection for the Maranello outfit and left as soon as the season was over.

Moss chooses Maserati

Moss was torn between patriotic fervour and the search for the most competitive car in which to challenge Fangio's supremacy. He had enjoyed some fine successes with Mercedes, but was now desperately keen to fight the new campaign in a British car. He tried out all three British contenders: Connaught, BRM and Vanwall. But he harboured nagging thoughts that Maserati offered his best chance of unseating Fangio. He anguished over the decision, but in the end it was Maserati who got his signature.

The battle lines were clearly drawn between the rival Italian camps, who would dominate the championship. Alongside Fangio, Ferrari had Luigi Musso, Eugenio Castellotti and the young Englishman Peter Collins. Jean Behra and Cesare Perdisa provided strong support to Moss at Maserati.

Fangio sets the pace

First blood went to Fangio and Ferrari in the opening round in Argentina. His own car failed him early on, and he took over the mount of team-mate Musso to win from Behra. Moss had had a spell in front, but his engine also gave out. There lay one of the critical factors of the entire season: when Moss hit trouble, he struggled for points; when Fangio had a problem, he invariably took over the cars of well-placed team-mates and added significantly to his championship tally.

Monaco was another case in point. Moss drove a textbook race to gain his second Grand Prix win, while Fangio took over Collins' car to finish second. Fangio had been totally

out of sorts that day. First he spun his Lancia-Ferrari, then, in a desperate effort to claw back ground on Moss, he repeatedly hit barriers and kerbs. The car was a mess when Fangio finally came into the pits, but he still came away from Monte Carlo with three useful points for a shared second place. Behra brought his Maserati home third, while the unfortunate Castellotti drew the short straw by having to take over Fangio's battered machine. He finished fourth.

Peter Collins leads the pack

Collins emerged from the shadows of the sport's more illustrious names by gaining back-to-back wins in Belgium and France. Moss and Fangio both had spells in front at Spa, but both hit trouble. Fangio's transmission problem was terminal, but Moss on this occasion did reappear; he took over Perdisa's car to finish third. Collins had got home ahead of local favourite Paul Frere, driving a Ferrari.

The Ferraris of Fangio, Collins and Castellotti set the pace at Rheims. After Fangio was delayed by a lengthy pit stop, Collins was left to take the honours, inches ahead of Castellotti. Behra was third, Fangio fourth, and Moss, who once again had to take over Perdisa's car, had to settle for a shared fifth.

Collins was now leading the title race on 19 points, with Behra on 14, and Fangio on 13. But it was all change after the British Grand Prix at Silverstone. The works BRMs of Hawthorn and Tony Brooks made a dramatic impact early in the race. They led for the first ten laps, but both then had problems. Moss hit the front in his Maserati, but he succumbed to axle trouble. Fangio came through to score a somewhat fortuitous victory. Collins grabbed second, but only after he had taken over Alfonso de Portago's Ferrari.

Championship all to play for

The championship was now wide open. Collins still led, on 22 points, but Fangio was breathing down his neck on 21, and the consistent Behra was on 18.

There was no luck about the reigning champion's win in the German Grand Prix. This was one of the few glimpses of vintage Fangio in his unsettled year at Ferrari. He won emphatically, with Moss second. Behra was again in the points in third, but it was Collins who now ran out of luck. He was lying second, when his fuel tank fractured. Once again he took over de Portago's car, but this time he crashed out of the race. He wasn't hurt, but it meant he was now eight points adrift of his Argentinian team-mate going into the final round at Monza.

Collins' magnanimous gesture

Both Collins and Behra still had a chance of overhauling Fangio, though to do so they each needed to win in Italy and set the fastest lap in the process. Fangio was forced out of the race with steering trouble, and he faced an agonising wait, with the destiny of the title seemingly

out of his hands. Then came one of the most magnanimous gestures in sporting history. Collins, lying second and with an excellent chance of taking the title himself, pulled into the pits and offered Fangio his car. Fangio gratefully accepted and tore after race leaders Moss and Musso. Musso is said to have refused to hand his car over to Fangio, and the Argentinian ace must have permitted himself a wry smile when Musso's steering went just before the end. Fangio couldn't catch Moss, whose victory meant that he overhauled both Behra and Collins to finish runner-up for the second year. A shared second place was enough to secure Fangio's fourth world crown, but it was a title that he always acknowledged owed a great deal to the magnanimity of Peter Collins.

Collins reputedly said that he made the gesture because he would have plenty of other opportunities to take the title. Sadly, that was not to be the case.

Above: Fangio (right) exchanges words with motor racing's Spanish aristocrat Alfonso de Portago.
Previous page: Maserati team-mates Stirling Moss and Jean Behra talk tactics.

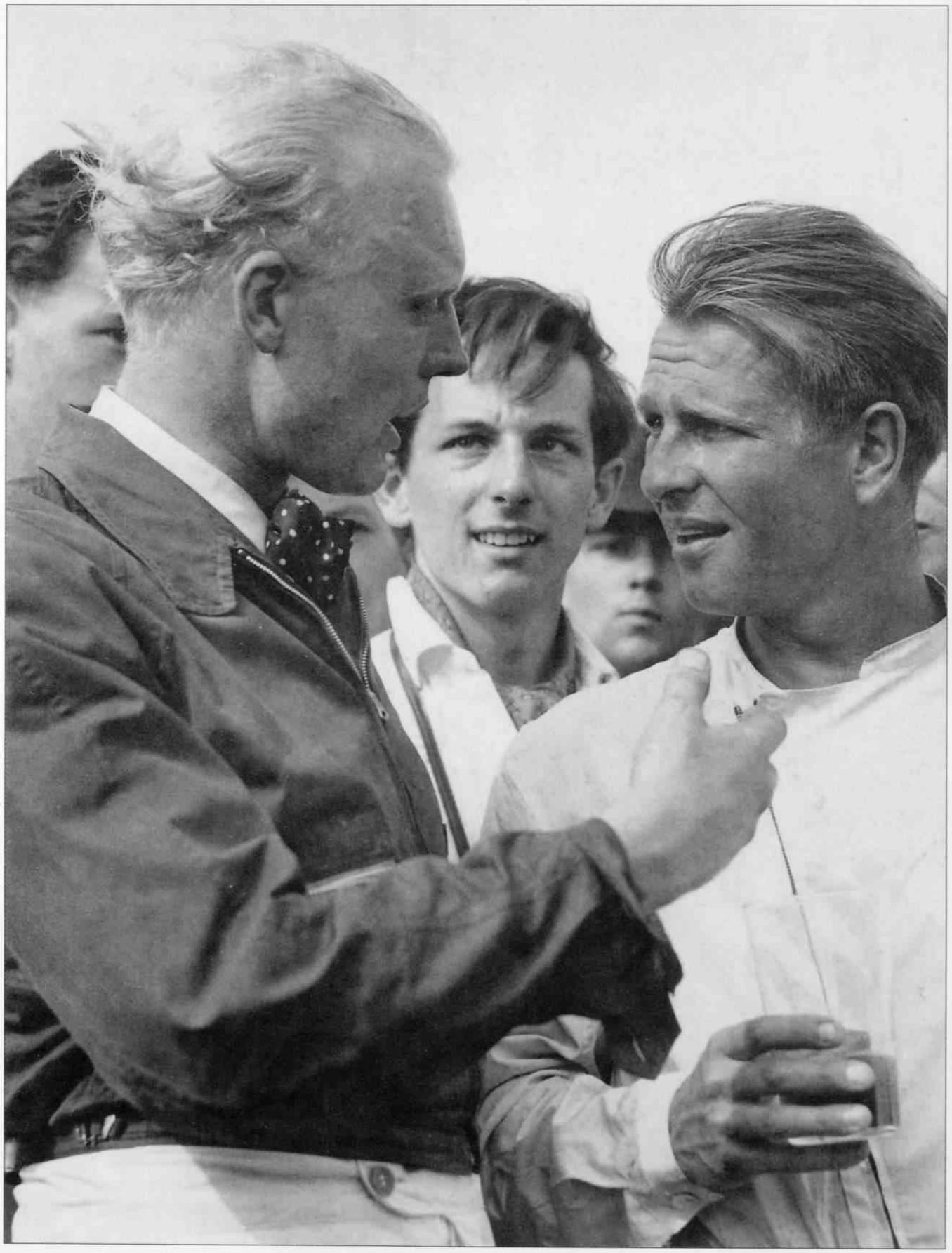
Peter Collins - sporting hero

Below: Peter Collins at Stow corner during the RAC British Grand Prix at Silverstone. The race was over a distance of 303 miles.
The final race of the Grand Prix season at Monza saw one of the most magnanimous gestures in sporting history. Collins, lying second and with an excellent chance of taking the title himself, pulled into the pits and offered Fangio his car. Fangio gratefully accepted and eventually finished second which was enough to win the championship. Collins reputedly said that he made the gesture because he would have plenty of other opportunities to take the title. Sadly, that was not to be the case.
Right: Moss enjoys a cockpit smoke.

Brabham and Surtees - champions in the making

Above: Champion in the making. 1956 was the second year that Jack Brabham left his Australian home to race in Britain. He competed in a battered old Maserati 250F and, unsurprisingly, enjoyed little success. Here, wife Betty is required to push, while son Geoffrey rides with dad.

Left: John Surtees receives his latest motorcycling trophy after winning at Oulton Park, May 1955. Presenting the trophy is Mrs Geoff Duke, wife of another motorcycling great. Surtees would accumulate seven world titles before seeking a fresh challenge in motor racing.



1957
Third time unlucky for Moss

Fangio and Moss were both on the move before battle recommenced in 1957. Fangio put an end to his unhappy year at Ferrari by rejoining Maserati. That was the team Moss had agonised over joining in 1956, making the decision only when it was clear that there was no competitive British alternative. A year on, things were different. Moss had driven a Vanwall to victory in the Daily Express Trophy race in 1956. The car had impressed him then, and another season of development and refinement now made it a real prospect for the championship series. Vanwall boss Tony Vandervell was naturally delighted to have Moss on board, and Moss was equally delighted to have a crack at Fangio in a competitive British car.

Only Behra and Fangio finish

Fangio may have been approaching his 46th birthday as the campaign got under way, but he was out of the blocks quickest. In the customary curtain-raiser in Argentina Fangio's team-mate Jean Behra and the Ferraris of Eugenio Castellotti and Peter Collins all had spells in front. But Fangio then turned on the style. He crossed the line ahead of Behra, who was the only other driver to complete the 100-lap race. It was an excellent day for Maserati. Carlos "Charley" Menditeguy, the latest in Argentina's production line of top-flight drivers, finished third. Harry Schell, who had left Vanwall the previous year, was fourth.

Maserati even had the honour of taking the fastest lap, thanks to Moss, of all people. Vanwall hadn't made the trip to South America, so Moss had secured himself a drive in a borrowed Maserati. Gearbox trouble at the start put paid to his chances of winning, but he recovered to finish 8th, setting the quickest lap in the process.

Two Ferrari drivers killed

It was a terrible day for Ferrari. Collins, Hawthorn and Musso all retired, while Castellotti had a hairy moment when he lost a wheel. Castellotti had a lucky escape that day, but just a few weeks later he was killed while testing a Ferrari at Modena. Ferrari lost another driver before the second round of the championship at Monte Carlo. The popular Alfonso de Portago was killed while competing in the Mille Miglia.

Fangio won again at Monaco, though he was helped by the fact that a multiple pile-up took out some of his closest rivals. After taking an early lead, Moss hit the barricade at the chicane on the 4th lap. The track became littered with poles, and for the Ferraris of Collins and Hawthorn it was race over. Tony Brooks, driving the second Vanwall, was also

caught up in the mêlée, but managed to extricate himself. He went on to finish 20 seconds behind Fangio.

Brabham pushes it for sixth place

The greatest ovation of the day was reserved for Jack Brabham. He drove superbly to take his 2-litre Cooper-Climax into third place. When his fuel pump failed five laps from the end, the gritty Australian pushed the car half a mile to come home in 6th place.

Financial problems meant there was no race in either Holland or Belgium, so the circus now moved to France. Moss missed the race at Rouen through illness, and with his biggest rival out of the picture, Fangio yet again made hay. It was the Argentinian's first appearance on the track, yet he gave a virtuoso display. His full-throttle drifts round the fast corners were spectacularly impressive, and he came home 50 seconds ahead of Luigi Musso's Ferrari.

In spite of the early-season setbacks, the star of Vanwall and Moss was undoubtedly in the ascendant. It all came right for the team in the home Grand Prix at Aintree, on 20 July. Moss was leading the race when he swapped his ailing car for Tony Brooks' mount. That put him back in 6th place, but Moss carved his way back to the front in magnificent style. His victory was the first by a British car in a major Grand Prix since 1923.

Lap record falls ten times

Fangio had been out of contention at Aintree, his car not running properly, but at the Nürburgring, on 4 August, he was back to his best. It was to be his final Grand Prix success, and many felt that he saved the best till last. He began the race with a half-full tank, the plan being to build up a sizeable lead which would more than compensate for the extra refuelling stop. In fact, Fangio was 28 seconds ahead when he came into the pits, but by the time he rejoined the race he was now more than 60 seconds down on Hawthorn and Collins. Undaunted, he set about catching them, breaking the lap record no less than ten times as he did so. He passed both Ferraris on the penultimate lap, and crossed the line 3.6 seconds ahead of the Farnham Flyer.

Suspension problems meant that the Vanwalls were never in the picture in Germany, but it was a different story in the last two rounds. Italy was the scene for both: Pescara and Monza.

Fangio's fifth world crown

Pescara was added to the series to compensate for the loss of Belgium and Holland. The 16-mile road circuit was a tricky combination of long straights and tortuous mountain stretches. Enzo Ferrari is said to have banned his cars from participating in Italian road races, and Hawthorn and Collins were left without a drive. Luigi Musso was unhappy with the decision, for he still entertained hopes of winning the title. He managed to borrow a car for the race,

and in the early stages he headed both Moss and Ferrari. But Moss soon passed him, and when he retired on the 10th lap, it brought Fangio up to second. That was how they finished, a result which confirmed Fangio's fifth world crown.

Moss and Fangio fought an epic battle at Monza, and the Englishman again came out on top. That victory gave Moss a final tally of 25 points; for the third year running he had finished runner-up to Fangio in the Drivers' Championship.

Apart from the dazzling success of Mercedes in 1954-55, the 8-year history of the championship had been dominated by Italian marques. Now, with Ferrari struggling, and Maserati announcing its withdrawal from racing, it finally looked as if a British car could actually win the coveted title.

Above: Moss and his Vanwall team-mate Tony Brooks each have a hand on the trophy after their shared win in the British Grand Prix at Aintree. It was the first success for a British car in a major race for more than 30 years.
Previous page: Peter Collins and Mike Hawthorn.

Fangio at his peak

Below: Fangio celebrated his 46th birthday during the 1957 championship season, yet he was at the peak of his powers. Four wins in the superb Maserati 250F were enough to give him his fifth world crown.

Right: John Surtees at the Isle of Man TT. The motorcycle ace won 6 TT races, as well as 7 world titles before turning to Formula One.

Opposite: Compatriots and rivals. Vanwall's number two driver Tony Brooks (left) chats to Ferrari's Mike Hawthorn.

44

1958
Tragedy for champion Hawthorn

Fangio did make a few cameo appearances during 1958, but the previous year effectively marked the great man's retirement from the sport at the top, where he belonged. His decision was a fillip for all who harboured title aspirations, none more so than the man who had played second fiddle in the championship for three successive years: Stirling Moss.

Moss stayed with Vanwall for 1958. Indeed, the whole line-up remained unchanged, Tony Brooks and Stuart Lewis-Evans ably filling the supporting roles. It was a happy team, and a fiercely competitive one.

1958 saw the introduction of new regulations regarding the type of fuel the cars could use. Prior to then, teams could use any mix they pleased; now, 130-octane aviation fuel was mandatory. The Vanwall team was still hastily carrying out the necessary adjustments when the championship season kicked off in Argentina. Moss took the opportunity to enter the race in a Rob Walker 2-litre Cooper-Climax. Despite the best efforts of Ferrari's Luigi Musso to catch him, Moss scored the unlikeliest of victories.

Waiting game

The Vanwalls were ready in time for Monaco, but it was to be a race which had ominous import for the rest of the year. All three cars failed to finish. Reliability problems would stack up frustratingly as the season progressed, and cost Moss dear in the final reckoning.

Meanwhile, the little Cooper did it again in Monte Carlo. It was Maurice Trintignant who played the canny waiting game this time, driving steadily and biding his time. One by one the faster cars fell by the wayside, and Trintignant emerged the winner, a repeat performance of 1955. Ferrari had to be content with the minor placings, Musso and Collins following the Cooper home.

British cars dominated at Zandvoort. They occupied the first two rows on the grid, with the three Vanwalls taking the front-row berths. Brooks and Lewis-Evans failed to finish, but it was glory for Moss, and he led a British clean sweep. The BRMs of Harry Schell and Jean Behra followed Moss home, giving that marque its most successful outing to date. Roy Salvadori's Cooper-Climax came in fourth, and Cliff Allison sneaked into the points for the second race running by finishing sixth in the new Lotus. The only cheer for Italy on the day was Hawthorn's fifth place in his Ferrari.

Another setback for Moss

Moss suffered another setback at Spa, but this time he only had himself to blame. He missed a gear, the revs shot up beyond their critical point and the engine blew. It was still a great day for Vanwall, though, as Brooks and Lewis-Evans came first and third respectively. Further down the field history was being made as the Italian Maria-Teresa de Filippis became the first woman to compete in a world championship race. Driving a Maserati she finished 10th, two laps adrift of the winner.

At Rheims in 1953 Mike Hawthorn had squeezed home fractionally ahead of Fangio after a classic encounter. Five years on, the same race was notable for both men, but for very different reasons. Fangio finished the race in fourth place and made his final bow to the sport he had graced. For Hawthorn and Ferrari it was the turning point in the series. He won the race, and in doing so threw down the gauntlet to the British teams in general, and Moss who finished second in particular. Ferrari's delight was muted by the death of Luigi Musso, who crashed at Muizon while challenging Hawthorn for the lead.

Peter Collins killed at Nürburgring

Moss and Hawthorn were tied on 23 points as the circus moved to Silverstone. For Moss it was a case of another day, another engine going up in smoke. His race was over after 24 laps. Hawthorn took the upper hand in the championship by finishing second to team-mate Peter Collins. Having been without a win for two years, Ferrari had now scored back-to-back victories.

There was more misery for Moss at the Nürburgring a fortnight later, when magneto trouble put him out of the race after just four laps. The Ferraris of Collins and Hawthorn again looked likely to prevail, but Tony Brooks took up the challenge for Vanwall and passed both of them. Tragedy then struck. As he battled for the lead with Brooks on the 11th lap, Peter Collins' Ferrari went off the track at 100mph. He died in the resulting crash.

Hawthorn had seen what happened and retired almost immediately. He was devastated by the loss of a team-mate and close friend.

As the sport mourned the loss of one big name, another was making an early step on the ladder. New Zealander Bruce McLaren drove his Cooper superbly to finish first in the Formula 2 class, and fifth overall.

There were no gremlins for Moss at the first ever Portuguese Grand Prix, staged at Oporto. He ran out a comfortable winner, having been on pole. But Hawthorn finished second yet again to maintain the impetus in his challenge for the title. As things turned out, the misinterpretation of a pit signal proved immensely costly. The signal informed Moss that Hawthorn had set the fastest lap. Moss misread it, and drove steadily to win the race, without making any great effort to put in a fast lap. That extra point would have been the difference between the coveted title and yet another runner-up spot.

Hawthorn by the narrowest of margins

Moss drew a blank at Monza, succumbing this time to gearbox failure. Hawthorn was leading the race in the latter stages, when a clutch problem allowed Brooks to come through and win. Hawthorn hung on for second, and he now had 40 points from six races, the best six finishes counting for championship purposes. Moss had only finished five times and he stood on 32.

The final round was another new venue, the Ain Diab circuit in Casablanca. With an eight-point deficit, Moss had to win and set the fastest lap to have any chance. He did exactly that, and took a maximum nine points to finish on 41. But for Moss to win the title, Hawthorn had to finish no better than third. The Ferrari team had the tactics worked out to perfection. Phil Hill, in only his second Formula 1 drive, held on to second place, then eased off to allow Hawthorn through. His six points here meant that the four gained in Argentina could be discounted. It gave him a final tally of 42. Hawthorn had won just once in the series, compared with Moss's four wins, but his consistency had brought him the championship by a single point.

There was even worse news to come for Vanwall. Lewis-Evans had crashed out of the race and suffered terrible burns. He died before he could reach hospital.

Hawthorn killed after retirement

Hawthorn was not the jubilant winner of the spoils, however. He had been considering retiring from racing even before the German Grand Prix. The death of Peter Collins now made that a certainty. He announced the decision shortly afterwards, but didn't live to enjoy the pursuits outside racing. On 22 January, 1959, Hawthorn the Farnham Flyer was killed when his Jaguar collided with a lorry. He was 29.

Left: Moss was in top form in 1958, but reliability problems meant that he lost the championship to Hawthorn by a single point.
Previous page: Advisory capacity only. Hawthorn in conversation with Bruce Halford before a race at Brands Hatch, December 1958.

Hawthorn second at Monza

Right: Hawthorn is guest of honour at a reception held at the Park Lane Hotel, London.

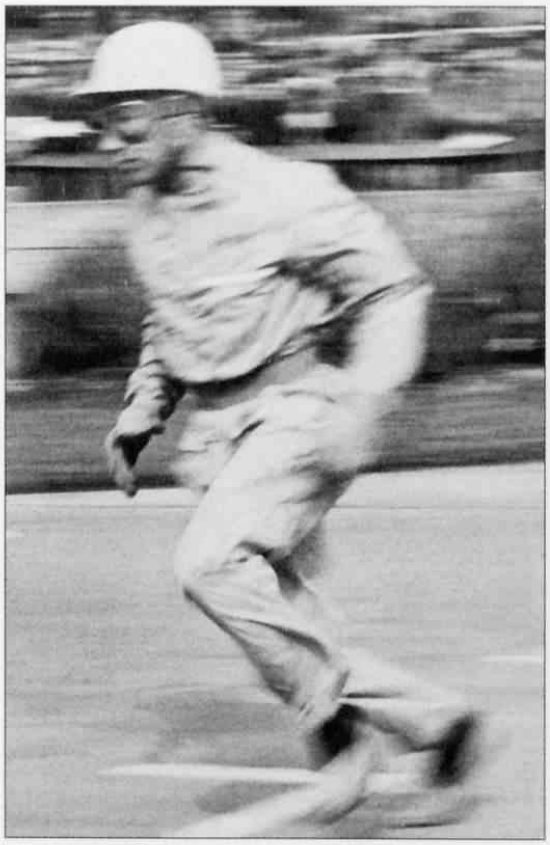
Below: Mike Hawthorn on his way to second place at Monza in the penultimate round of the championship. He was now odds-on favourite for the world title, but the lustre of success was already tarnished by the deaths of Luigi Musso and Peter Collins.

Opposite: Moss is dubbed the "Master of Aintree" after edging out Jack Brabham to win the International 200 race at the Liverpool track in April. It was his third victory in the event, following wins in 1954 and 1956.

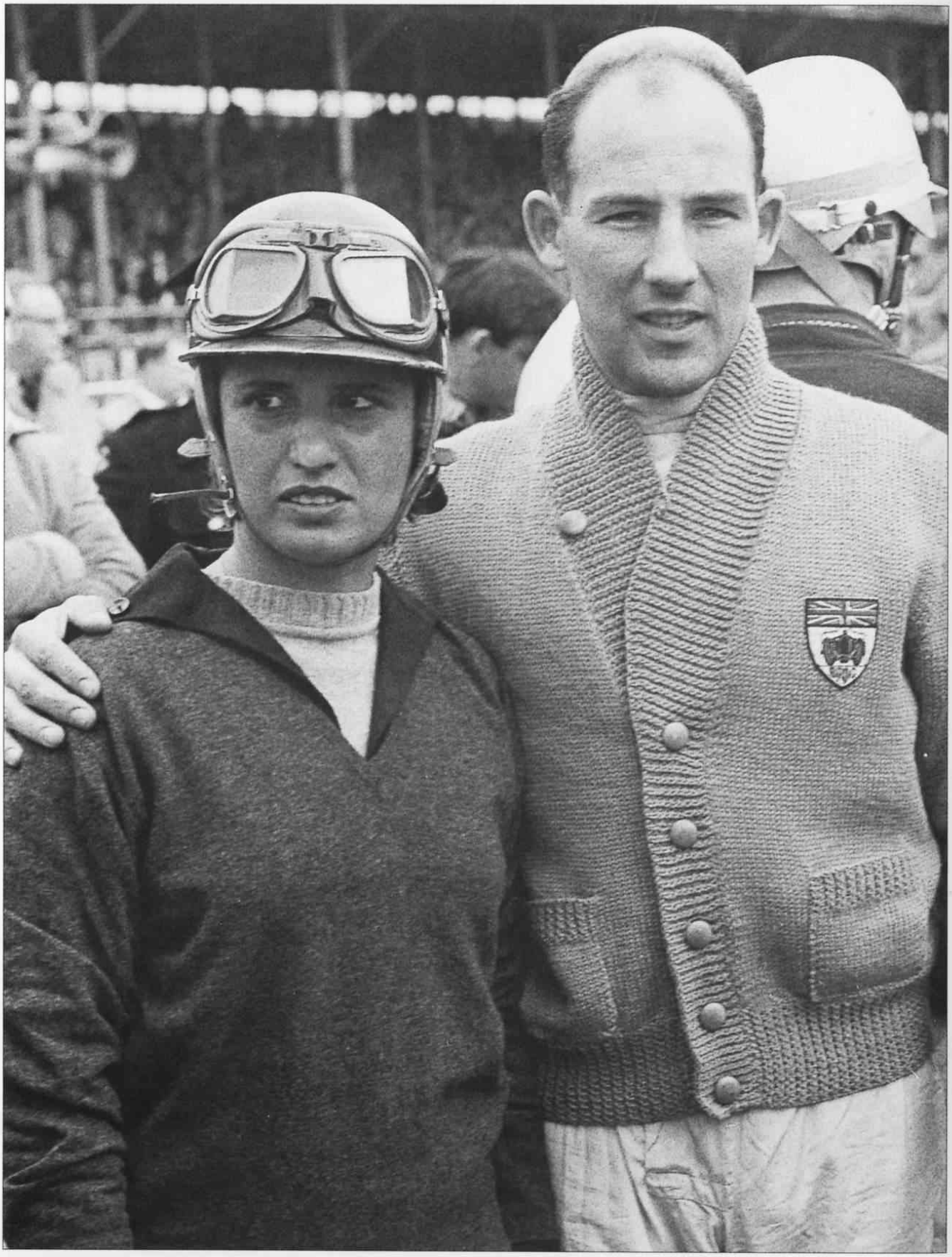
THE
INTREE 200
INTERNATIONAL CH
TROPHY

Ecstasy then tragedy for Peter Collins

Right: Peter Collins grimaces as he wipes his face after victory in his Ferrari (opposite below). Two weeks later at the Nürburgring tragedy struck. Peter Collins' Ferrari went off the track at 100mph. He died in the resulting crash.
Below left: Moss is a blur as he makes a Le Mans-style start at Goodwood. Victory that day came in an Aston-Martin; in the championship series he once again drove for Vanwall.
Below right: Brabham gives his Cooper's Climax engine a tune-up. It wasn't a great year for the 32-year-old Australian, but the rear-engined revolution wasn't far away.
Opposite above: Jack Brabham drove for Cooper in 1958, the team's first full season in Formula 1. He was largely out of luck, 4th place at Monaco being his best finish in the championship.



FERODO
FERODO
BRAKE AND CLUTCH LINING
DUNL



1959
Brabham's thrilling climax

After taking second and third places in the 1958 championship, Stirling Moss and Tony Brooks must have anticipated another competitive season with Vanwall. But team boss Tony Vandervell shocked everyone when, in January 1959, he announced his withdrawal from racing on the grounds of ill health. Brooks went to Ferrari, while Moss hedged his bets between two teams. In some races he drove one of Rob Walker's Cooper-Climaxes; in others he struck a deal which allowed him to drive a front-engined BRM.

Success for Brabham

The Argentinian Grand Prix was cancelled this year, so the championship got under way at Monaco. Moss was in the thick of the action straightaway, tussling for the lead with Jean Behra's Ferrari and the Cooper-Climax of Jack Brabham. Moss and Behra both retired, leaving Brabham to notch his and Cooper's first victory. Tony Brooks was second, with Brabham's team-mate Maurice Trintignant third.

Brabham's success was no great surprise. The Cooper was a much better car than the one in which Moss had won the Argentine Grand Prix the year before. Brabham had been with Cooper since his arrival from Australia in 1955, and became the team's top works driver when it made the step up to Formula 1 in 1957. There had been some encouraging results in 1958, Cooper's first full season in Grand Prix racing. 1959 was to be the breakthrough year for both Brabham and the impressive rear-engined car.

First win for BRM

At Zandvoort it was the turn of another British marque to taste success. BRM had been involved in Formula 1 since 1950, but had never recorded a win. Joakim Bonnier changed all that, fighting off the Cooper challenge of Brabham, Moss and Masten Gregory to secure a fine victory for the Bourne team.

The best Ferrari had managed at Zandvoort was Jean Behra's fifth place, but in two of the next three races the sheer speed of the Maranello cars proved decisive. At Rheims Tony Brooks and Phil Hill made it a one-two for the Scuderia, with Brabham having to settle for third.

Behra killed on "lethal" circuit

A strike in Italy meant that Ferrari was unable to follow up its Dutch success. This left the British teams to battle it out in their home Grand Prix at Aintree. Brabham came out on top,

having led all the way. Moss chose to drive the front-engined BRM again, and things went much better this time. He took second, a whisker ahead of Cooper's up-and-coming Bruce McLaren.

Ferrari were back in time for the German Grand Prix, which for the first time was staged on Berlin's high-speed Avus track. The circuit's steeply-banked section was regarded as lethal by many of the drivers, and it did indeed claim a life: Jean Behra was killed in the sports car race which preceded the main event.

The Grand Prix itself was split into two 30-lap heats. Brooks won both to take overall first place. New Ferrari driver Dan Gurney was second, with Phil Hill making it a clean sweep for the team in third.

For the two laps that he lasted in Germany Moss had driven the Cooper. Hans Herrmann had entered the race in the BRM, but crashed out after a brakes failure. The car was destroyed, and Moss now drove Coopers for the rest of the season. It seemed to change his luck, for he dominated the next race, the Portuguese Grand Prix at Monsanto. Moss was on top form, lapping the entire field. Masten Gregory's Cooper was a distant second, ahead of Gurney's Ferrari.

The Moss bandwagon rolled on at Monza. The powerful Ferraris had been expected to dominate, but Moss was at his wily best. He sat on the tail of Phil Hill, concentrating on conserving his tyres by smooth acceleration and gentle cornering. Hill, like all the Ferraris, had to stop for new rear tyres. Moss hit the front and finished the race with his original tyres. Hill was relegated to second, but Brabham was back in the points in third. It put the championship in the melting pot with just one round to go: Brabham had 31 points, Moss 25.5. Tony Brooks was also in with a chance. His 23 points meant that he, too, could overhaul Brabham by winning the final round and setting the fastest lap.

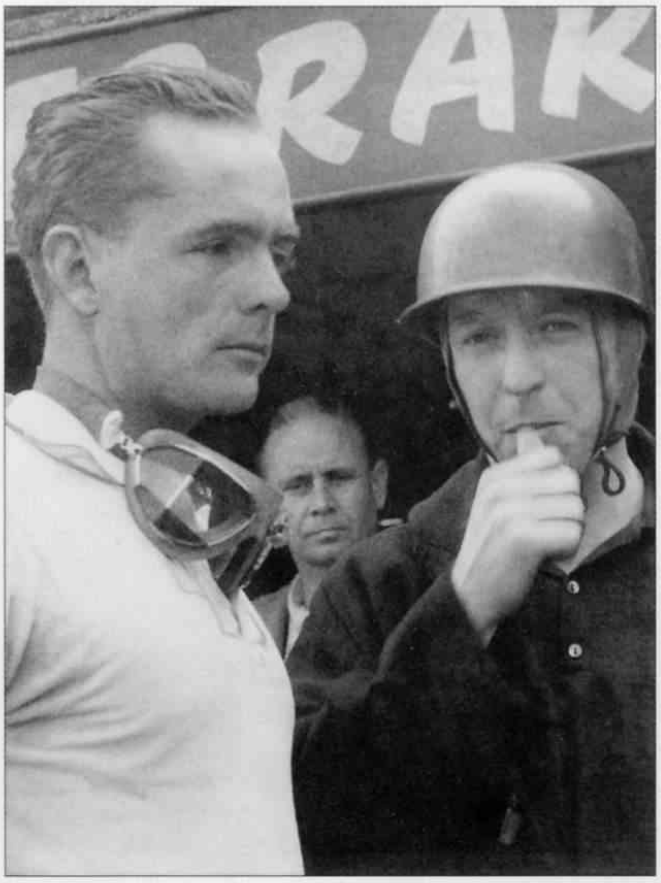
Brabham's championship at a push

The decider was in the United States, that country's first ever championship event, with the exception of the Indianapolis 500. It took place on the Sebring airfield track in Florida, but not until December. The title contenders had some three months in which to plan and prepare.

The showdown was anti-climactic as far as Moss was concerned. He took pole and was out of the blocks first, but transmission failure put him out of the race after just six laps. Brabham took over in front and held it to the last lap. There he ran out of fuel, and his car ground to a halt 500 yards from the line. Not for the first time he pushed his Cooper to the finish, earning fourth place for his trouble. Brabham's team-mates Bruce McLaren and Maurice Trintignant crossed the line first and second, but it was Brooks's third place that was critical. Four points was enough for him to snatch second place in the championship from Moss; but it wasn't enough to prevent the quiet, unassuming Jack Brabham from taking his first world crown.

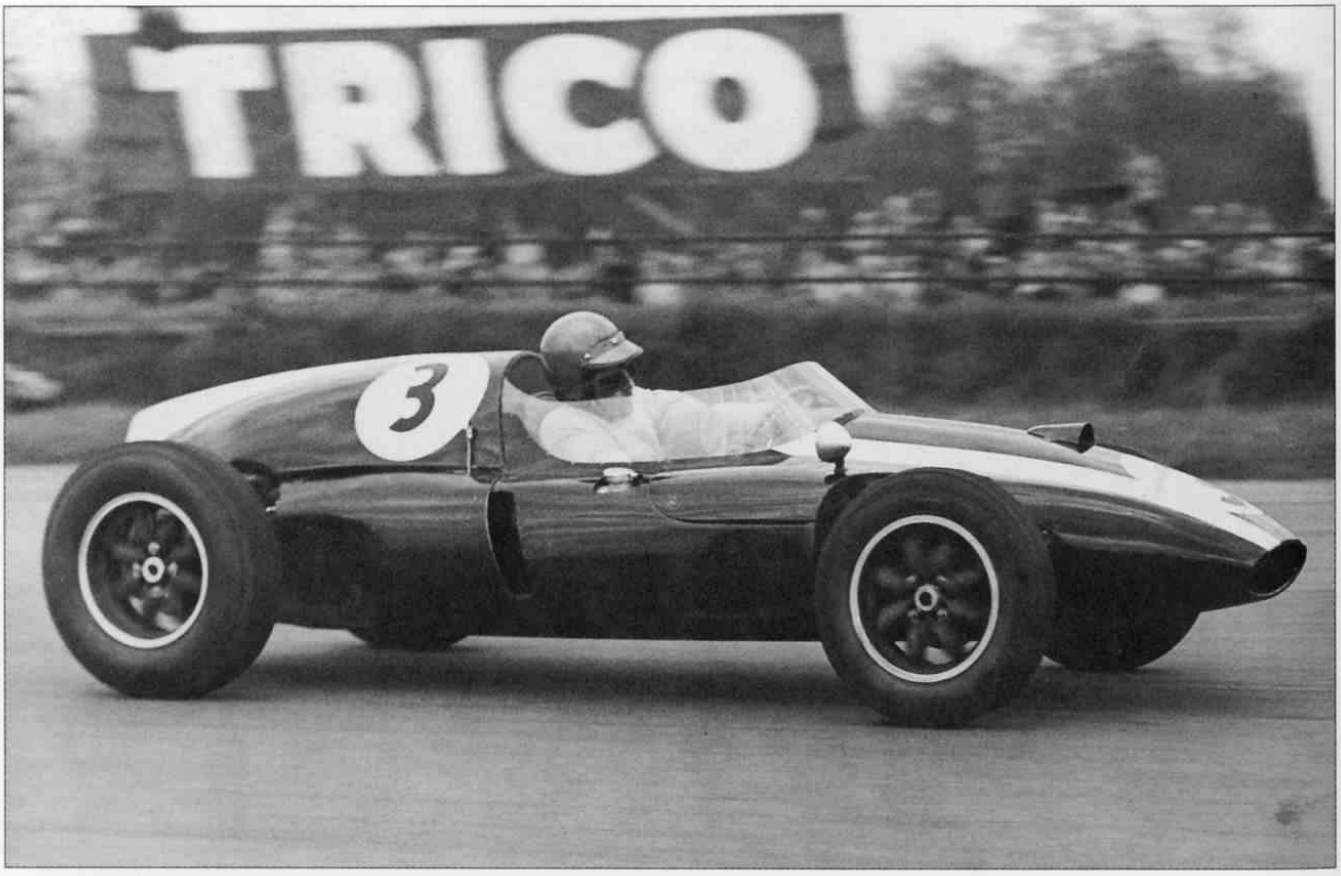
Brilliant Coopers

Right: Brabham was pushed all the way to the title. Going into the last round at Sebring Tony Brooks and Stirling Moss were also in with a chance of winning the championship.
Below: The deaths of Musso and Collins in 1958, together with Hawthorn's retirement, pushed Phil Hill up the Ferrari pecking order in 1959.
Below right: Phil Hill and Tony Brooks spearheaded the Ferrari challenge in 1959. Only on the fastest circuits could the sheer power of the Maranello cars get the better of the brilliant Coopers.
Previous page: Stirling Moss and Maria-Teresa de Filippis, the premier woman driver of the era.



Brabham's world crown

Right: After early-season problems, Moss scored back-to-back wins in Portugal and Italy to give himself yet another chance of winning the elusive title.
Below: Jack Brabham and the car which broke the mould of Formula 1 racing: the rear-engined Cooper-Climax.
Opposite above: Jack Brabham led the victorious Cooper team in 1959, the year of the great rear-engine revolution.
Opposite below: Brabham celebrates after winning the British Grand Prix at Aintree.



COOPER CLIMAX
DUNLOP

NLOP

DUNLOP
DUNLOP

1960
Brabham and McLaren one-two

In the final season of the 2.5-litre formula, reigning champion Jack Brabham got off to an inauspicious start. He retired from the opening race in Argentina with transmission trouble, then in Monaco he was disqualified for receiving assistance from marshals after he spun off.

Brabham's young team-mate, Bruce McLaren, continued to impress, and it was he who made the early championship running. He won in Argentina, although he was helped by the fact that race leaders Stirling Moss and Jo Bonnier both hit mechanical trouble. Moss returned to the fray in Maurice Trintignant's Cooper to finish third.

Tragedy at Spa

Moss's new rear-engined Lotus 18 hadn't been ready in time for Argentina, but it appeared at Monaco, and he drove brilliantly in the wet to win from McLaren. Moss was on top form yet again in the Dutch Grand Prix at Zandvoort. Challenging race leader Jack Brabham, he suffered a puncture, and by the time the wheel was changed he found himself relegated to 12th place. He finished an excellent fourth. Brabham led all the way, beginning an amazing run of success that would prove decisive in the title race; Moss, by contrast, after three classy performances was now to run out of luck in the most dramatic circumstances.

The Belgian Grand Prix at Spa was marred by a series of appalling accidents. Moss broke both his legs after a wheel came off his Lotus during practice. In the race itself there were fatalities in two separate incidents, both involving young British drivers. Alan Stacey was hit by a bird, while Chris Bristow shot off the road while battling for position in his Cooper-Climax.

Jim Clark's first championship points

The race was won by Brabham, with McLaren second. Back in fifth place was Jim Clark, notching his first championship points. Clark had made an impressive debut at Zandvoort, where he vied for fourth place with Graham Hill before succumbing to gearbox trouble.

Brabham made it a hat-trick of wins on the fast Rheims circuit. The Ferraris of Phil Hill and Wolfgang von Trips were both in contention for the lead, but both suffered from transmission failure to give Brabham his third success.

Surtees makes debut

Brabham made it four in a row at Silverstone, although Graham Hill took most of the

plaudits. After stalling his BRM on the line, Hill stormed through the field to take the lead, only to spin off with just seven laps to go. Brabham profited and gratefully accepted maximum points, while John Surtees, who was also in his debut year, took a creditable second place. The motorcycling champion had received a number of approaches when it became known that he wanted to make the transition from two wheels to four, but it was Lotus's Colin Chapman who had acquired his services. Silverstone was Surtees's best finish of the year, although his best performance, arguably, came in the following race in Portugal. On that occasion Surtees built up a 10-second lead over Brabham, before being forced out of the race with a split radiator. Brabham was once again the man to profit, and his fifth consecutive victory assured him of a second world title with two races still to go.

Moss back after serious injury

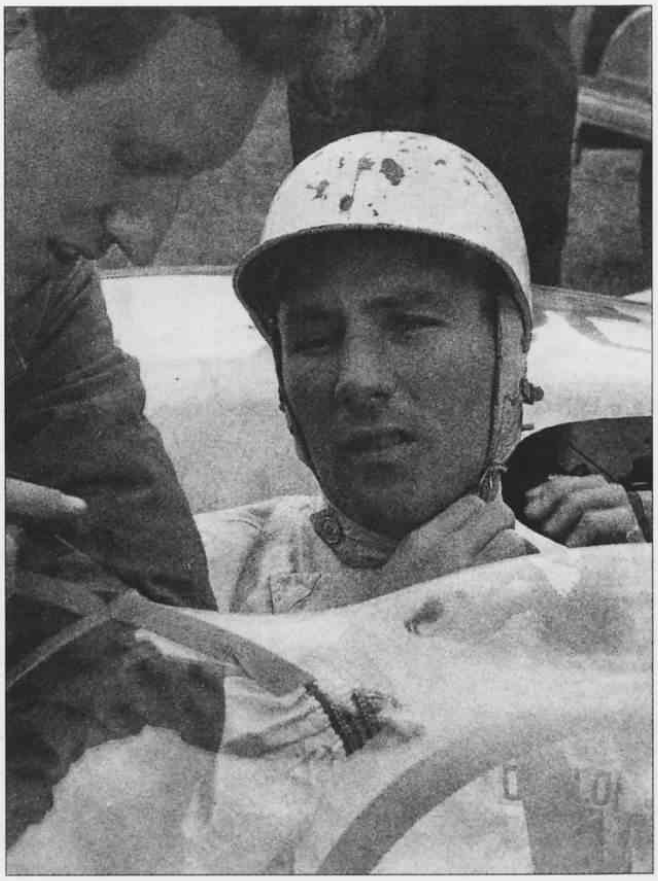
Incredibly, Stirling Moss was back at the wheel for the race in Oporto, and was running second at one point. He was eventually disqualified for pushing his car in the wrong direction following a spin.

The championship may have been already decided when the circus rolled on to Monza, but there was controversy in store. The British teams boycotted the event, protesting over the inclusion of the banked sections of the circuit, considered by many to be dangerous. This left Ferrari to sweep the board on home territory, Phil Hill winning his first championship race. A meaningless victory with a depleted field rounded off a dismal season for Ferrari. The team didn't bother to contest the final round, the United States Grand Prix, which this year was staged at Riverside. Moss won the race to end the series on a high note and reflect on what might have been had he not missed those mid-season races. His victory also meant that Climax-engined cars had won every race, Monza excepted. Ferrari certainly saw the writing on the wall, and their dogged persistence with front-engined cars was about to come to an end.

Left: Moss prepares for the Aintree 200 race. He had a very successful year in Formula 2, driving a Porsche. He was aboard a Lotus in the championship, but his season was blighted by injury. *Previous page:* Stirling Moss (centre) ended a frustrating season with a win in the United States. Graham Hill (right) ended his disappointing year with yet another retirement. He finished only one race all season in his BRM.

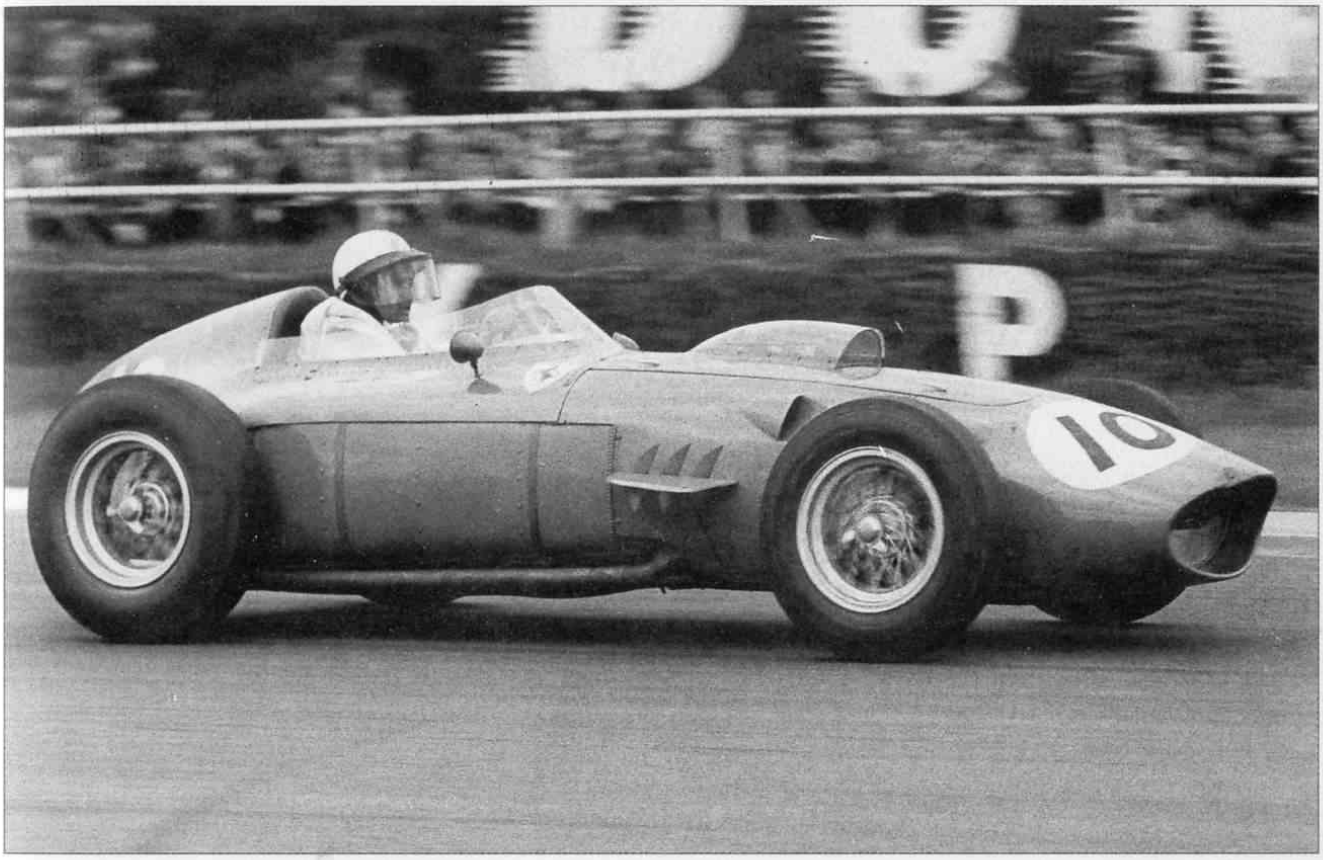
Surtees's debut in Monaco

Left: John Surtees made his debut for Colin Chapman's Lotus team at the Monaco Grand Prix. His race lasted just 17 laps.
Below left: John Surtees was second behind Jack Brabham at Silverstone, giving him his first podium finish less than two months after his Formula 1 debut.
Below right: Moss made a remarkable recovery from his injuries and was back in action at the Portuguese Grand Prix. His race ended in disqualification, while Brabham was confirmed champion.



Brabham's maximum haul

Below: Jack Brabham's five wins gave him maximum points in the championship, equalling Ascari's achievement of 1952.
Right: The veteran and the novice. 1960 was the sixth successive year that Moss finished in the first three in the Drivers' Championship. New boy Surtees had one podium success in his debut season – second place in the British Grand Prix.
Opposite above: Phil Hill won his first Grand Prix at Monza, driving a Ferrari. His task was made easier by a mass boycott of the race by the dominant British teams.
Opposite below: Graham Hill hoists daughter Brigitte aloft, with wife Betty looking on. His first season with BRM was dogged by ill luck.


10

Moss back on track after breaking legs

Right: Moss is back on his feet less than a month after breaking his legs in the Belgian Grand Prix. He is pictured at Battersea Heliport, on his way to Silverstone for the British Grand Prix. His role there was confined to race starter, but he was back behind the wheel for the following round.

Below right: Bruce McLaren shows off the trophies received for winning the 1960 curtain-raiser in Argentina. Team-mate Jack Brabham overhauled him in mid-season, with McLaren finishing the year as championship runner-up.

Below left: Surtees was steeped in all things mechanical from an early age. He can't resist tinkering with the Climax engine, even if he isn't quite dressed for the part.

Opposite: Colin Chapman (right) had two future champions at Lotus in 1960. John Surtees (centre) was immediately competitive after making the switch from motorcycle racing. Jim Clark (left) was signed as a Formula 2 driver that year, but was promoted after the death of Alan Stacey.

AVON

1961
Ferraris in control

1961 saw the introduction of a 1.5-litre Formula, and with it a resurgence in Ferrari's fortunes. Obviously less than pleased with recent performances, Ferrari prepared meticulously for the new campaign. The introduction of the rear-engined V-6 "sharknose" paid off handsomely, while the British teams struggled with cars using dated 4-cylinder units which had a very modest power output.

Ferrari's assault on the championship was spearheaded by American sports car ace Phil Hill, his compatriot Ritchie Ginther and the bearded German Wolfgang "Taffy" von Trips. It was Moss who won the season opener at Monaco, though, beating the Ferraris into second, third and fourth. Dan Gurney came in next, bringing a new name into the Formula One frame – Porsche. It was a virtuoso display by Moss, and widely regarded as one of the greatest drives of his career. This was because he went into the race with a two-fold handicap: as well as having the outdated Climax engine under the bonnet, Moss was forced to use the old, square-shaped Lotus 18. The arrival of the new model - the 21 – had been delayed, owing to a contractual wrangle. On fast circuits Moss would find himself hopelessly off the pace, but at Monaco the skill factor made up for it and he took the flag just 3.6 seconds in front of Ginther, with Hill and von Trips well behind.

Phil Hill and Wolfgang von Trips neck and neck

Moss would be similarly impressive later in the series at the Nürburgring, but for the most part the 1961 title race was about the battle between Hill and von Trips. At Zandvoort von Trips got home just nine-tenths of a second ahead of his team-mate and rival, to give Germany its first Grand Prix winner for 22 years. Jim Clark was also working miracles to squeeze out all he could from his uncompetitive Lotus. He took third, while Moss scraped home ahead of Ginther. Zandvoort carved a special niche in the history books that day, for it was the first time in a championship event that an entire field – 15-strong on the day – completed a race without incident.

It was a clean sweep for Ferrari at Spa, the team occupying the first four places. It was Hill from von Trips this time, with Ginther in third and Olivier Gendebien in fourth. Gendebien was a Belgian who had occasional drives for the Prancing Horse team during the year. The fact that Ferrari's fourth driver could get into the frame illustrates the team's dominance at the time.

Baghetti wins in debut race

Another piece of history was made in the French Grand Prix at Rheims. Hill, von Trips and Ginther all retired from the race, but it was a Ferrari which once again crossed the line first. The young Italian driver Giancarlo Baghetti, making his Grand Prix debut, was a narrow winner in his privately-entered Ferrari. He remains the only man to win a Grand Prix on his first outing.

It was another one-two-three for Ferrari in the British Grand Prix at Aintree, von Trips leading Hill and Ginther home in torrential rain.

There was no going through the motions at the Nürburgring for Moss. As at Monaco, he broke the Ferrari stranglehold with masterful driving and clever tactics. He knew all the intricacies of the difficult 14.2-mile circuit, but it was in tyre selection that Moss made a carefully calculated gamble which paid off brilliantly.

Black day as championship leader killed

There was no objection to the combined road and banked Monza circuit this time. Von Trips went into the race with 33 points, four ahead of Hill, and looked all set to clinch the title. On only the second lap, however, tragedy struck. His Ferrari collided with Clark's Lotus, and both went off at Vedano Corner. Clark emerged unscathed but von Trips was killed instantly. Twelve spectators also lost their lives in one of motor racing's blackest days. Phil Hill went on to win the race, and took the world title in the unhappiest of circumstances.

Ferrari withdrew from the United States Grand Prix at Watkins Glen. Moss and Brabham vied for the lead, but when both retired, Innes Ireland took over and held on to the finish in his Lotus. It was his first Grand Prix win, a feat he was never to repeat. Tony Brooks gave BRM their best finish of the year in third place, after which he decided to call it a day. Brooks had never won the championship, and was overshadowed by some more illustrious names of his era, but he had six Grand Prix wins to his name and was widely regarded as a highly accomplished and professional racing driver.

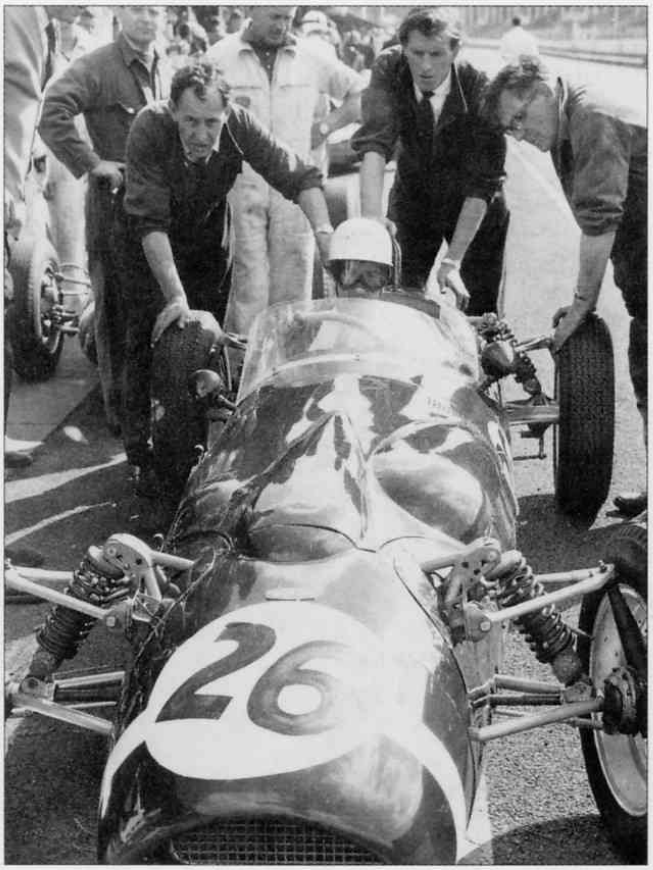
Left: BRM tried desperately to get its new V-8 car ready for Graham Hill to drive. It was meant to debut at Monza, but caught fire in practice. Hill was forced to end the season with the old 4-cylinder model.

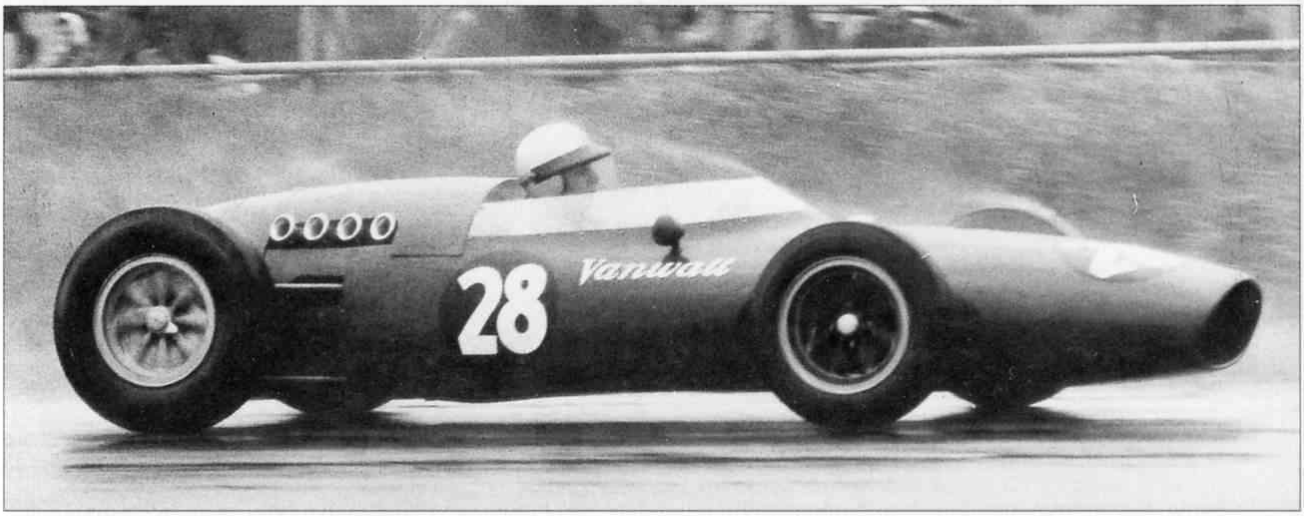
Phil Hill takes the world crown for Ferrari

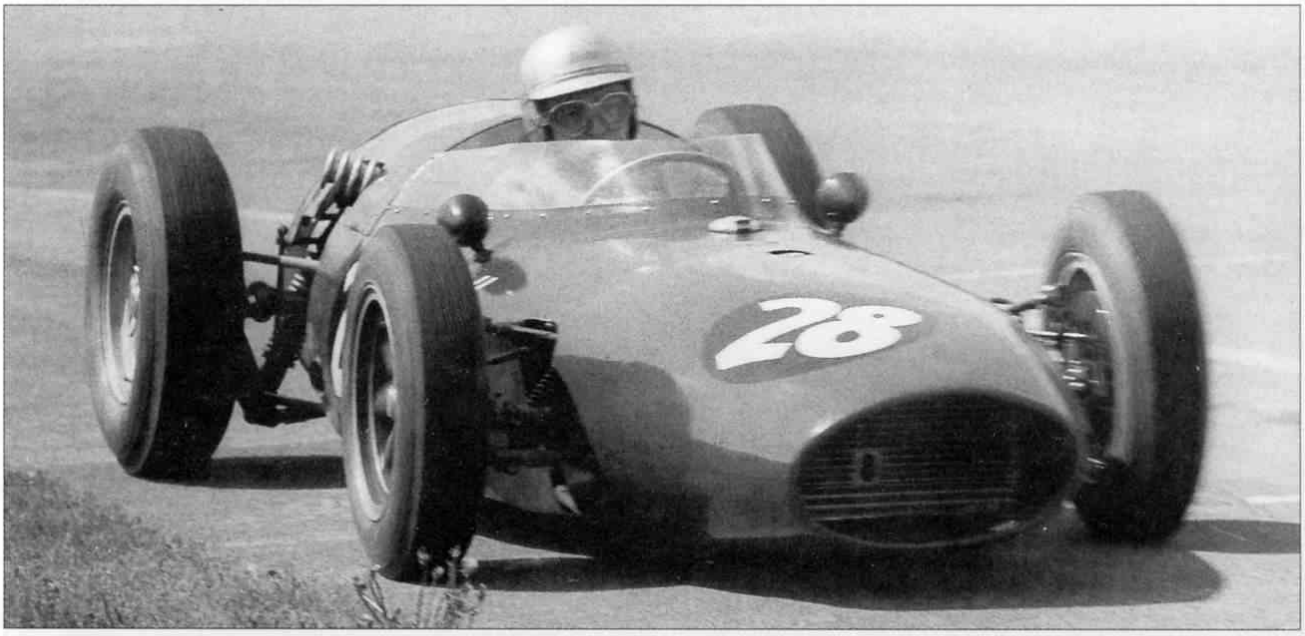
Right: Ferrari's assault on the championship was spearheaded by American sports car ace Phil Hill who won the title following the death of Wolfgang von Trips.

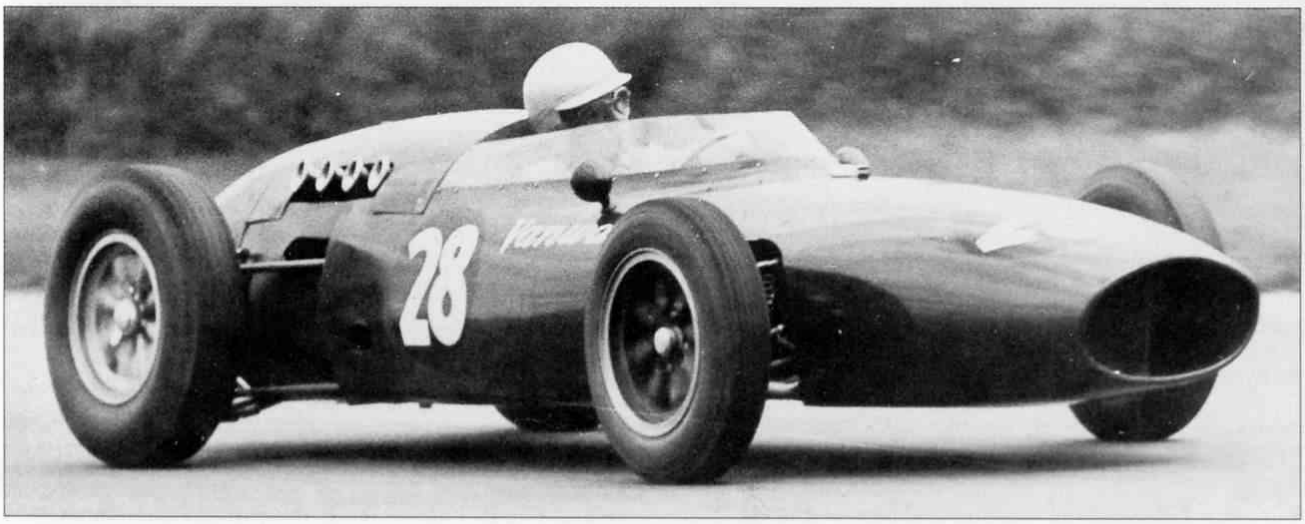
Below left: John Surtees drove a Cooper for the Yeoman Credit team in 1961. For the new Inter-Continental Formula race at Silverstone he took the wheel of Tony Vandervell's new rear-engined Vanwall. The "Old Man" himself is on hand as Surtees eases himself into the car.

Below right: It was a tribute to Stirling Moss's skill that he was the only driver of a British car to give Ferrari a run for their money in 1961. Here he is seen in the revolutionary 4-wheel-drive Ferguson, preparing for the Gold Cup race at Oulton Park.




28
Vanwall


28


28

Surtees in a spin

Opposite: Surtees at the wheel of the new Vanwall in the Daily Express Trophy Race, one of the new Inter-Continental Formula events. He recovered from a spin to finish fifth. Despite a good showing, it never raced again.
Left: Bruce McLaren finished the season in joint seventh place with Jim Clark.
Below: The Oulton Park Gold Trophy is filled with champagne for Graham Hill, who won the race in the new E-Type Jaguar. In the championship he drove an outdated car and scored just three points all season.

1962
Graham Hill takes world crown

Graham Hill had four fairly frustrating years since his Grand Prix debut in 1958. His two years at Lotus were bedevilled by the unreliability of the cars he was given to drive. When he moved to BRM, things initially looked no better on that score, the reliability record of the Bourne cars being almost as bad as that of Lotus. There were slow but sure signs that both team and driver were getting things right in 1960 and 1961, although in the latter year all the teams struggled when they came up against the powerful Ferraris. At the start of the 1962 season, the record books showed that Hill, far from actually winning the drivers' title, hadn't even got into the top six in any year.

That was all about to change. By 1962, BRM's new V-8 unit was ready and hopes were high. However, it faced stiff opposition from the rival Climax V-8, which most of the other teams adopted.

Moss's career ends in mystery smash

Hill's first Formula One win with BRM came at the Easter Goodwood event. His victory was overshadowed by a terrible crash involving Stirling Moss. Moss had been passing Hill on a fast stretch of the circuit when he unaccountably left the track, his Lotus piling head-on into a grass bank. The cause of the crash remains a mystery to this day. Moss sustained appalling injuries, and although he made a full recovery, his career was over. He had done everything except win the coveted world crown. He had never been out of the top three in the previous seven years, including finishing runner-up four times in succession.

After another non-championship victory at Silverstone, Hill and BRM went to the Dutch Grand Prix in Zandvoort in buoyant mood. Their optimism was not misplaced, for Hill took the lead early in the race and crossed the line first, giving BRM only their second-ever championship win.

Ferrari surpassed

Hill was ahead at Monaco before being forced out with engine trouble. Bruce McLaren brought his Cooper home first, ahead of Phil Hill. The reigning champion was still driving for Ferrari, in almost an unchanged car. That was one of the problems: Ferrari had peaked in 1961, then stood still, while the new British V-8s caught up and passed them. Phil Hill's second place at Monaco was to be his best of the season. There was considerable unrest in the camp, and Hill cut a dispirited figure through to the end of the year, when he finally broke with the Italian team.

Clark beset with mechanical problems

Jim Clark took the honours in Belgium. Like Graham Hill, Clark was now free of the shackles imposed on him by the uncompetitive 4-cylinder car fielded by Lotus in 1961. Clark not only benefited from having the new V-8 Climax unit, but there was a new car as well: the Lotus 25. Colin Chapman developed the revolutionary 25, whose monocoque chassis was to revolutionise racing car design. Clark had looked well set at both Zandvoort and Monaco, but mechanical problems in both races had finished his chances. At Spa things came right, and Clark notched the first of his 25 Grand Prix wins. Hill had to make do with second place on that occasion.

Aintree was the scene of the British Grand Prix, and Clark was in imperious form. He led from start to finish, set the fastest lap, and in the title race put himself within a point of Hill, who could only finish fourth.

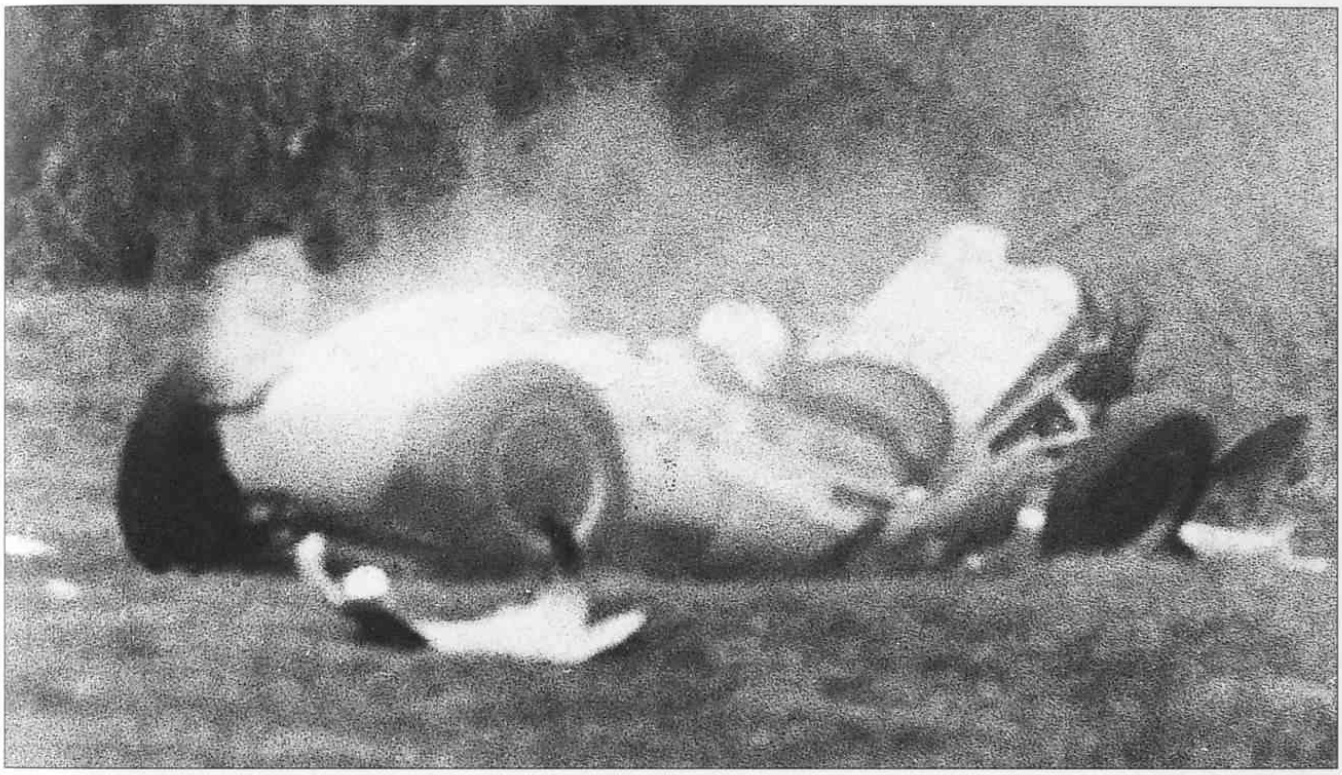
Hill then scored back-to-back wins at the Nürburgring and Monza. Clark, on the other hand, suffered in both races. In Germany he stalled on the line, gave furious chase to bring himself within striking distance of the leaders, but with fuel running low he was forced to ease off and content himself with fourth place. At Monza he had to retire with engine trouble.

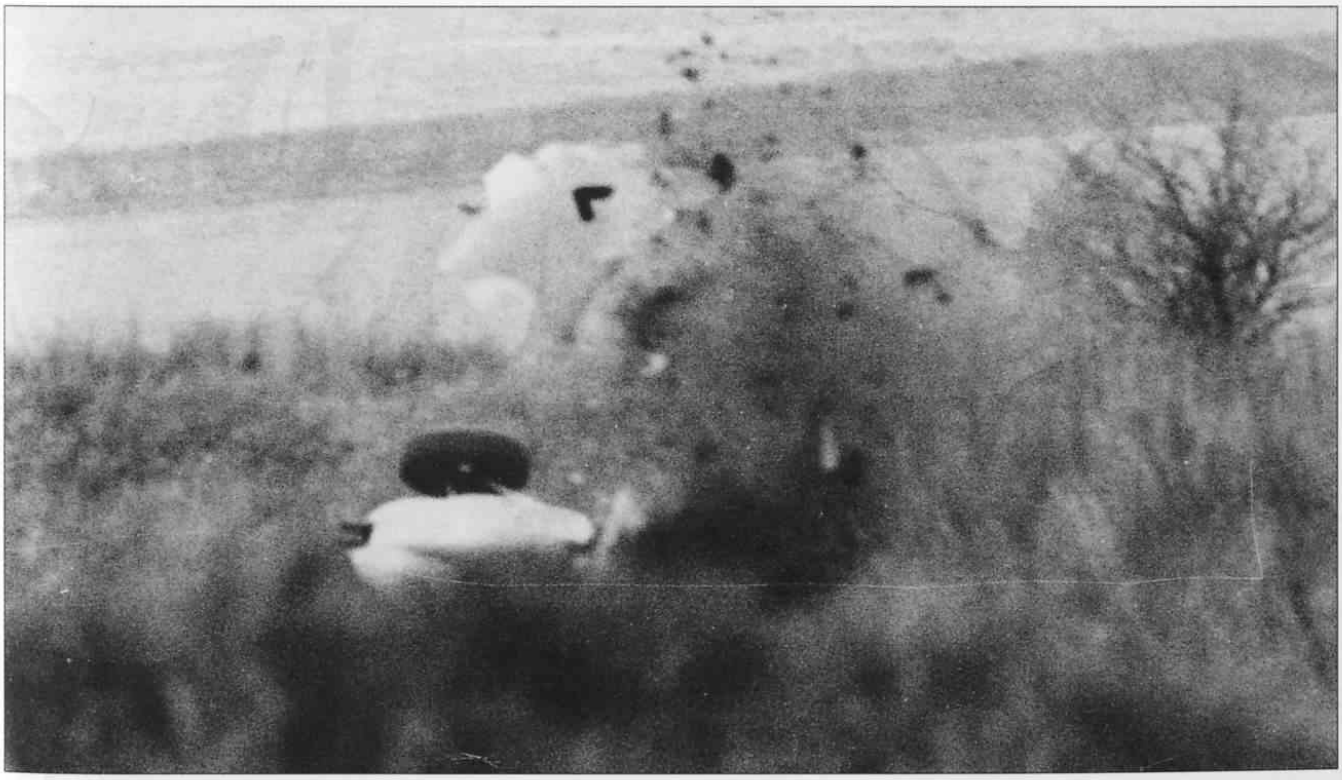
Four wins for Hill

Clark bounced back to win at Watkins Glen, but unfortunately for the Scot, Hill claimed second spot. Going into the final race - East London, South Africa – Hill was now nine points clear of his rival. Clark needed to win to have any chance of the title, and then only if Hill failed to score. In that scenario, Clark would have won the championship on the basis of a greater number of victories. Clark took pole, and was indeed leading the race, but there was to be no fairytale ending for the Scot. Engine failure again put paid to his hopes, and it was Hill who came through to win the race. His four wins and two second places put him on 42 points, 12 ahead of Clark. The championship was his.

Left: Jack Brabham at the wheel of his Lotus during practice for the British Grand Prix at Aintree, where he finished 5th. This was the last race before the team unveiled its own new Grand Prix car, the Brabham BT3.

Previous page: Having recovered from his Goodwood crash, Stirling Moss offers a word of advice to champion-elect Graham Hill. Four wins help to give him the title by 12 points from Jim Clark.





Moss's career at an end

Above: Trapped in the wreckage of his car, Moss is conscious but badly injured. Although he makes a full recovery, his racing days are over. The cause of the accident remains a mystery.

Clark - the mercurial Scot

Right: Several months after the Goodwood crash and Stirling Moss is on his way to hospital yet again. This time he has to undergo an eye operation at St Thomas's, London.

Below: Jim Clark accepts the trophy and garland from Stirling Moss after winning the Gold Cup race at Oulton Park. The mercurial Scot had his first championship wins in 1962, but four retirements hampered his chance of taking the title from Graham Hill.

Opposite: Who better to promote a new film in which cars feature prominently than Graham Hill? The world champion takes on a keen opponent in a publicity stunt for the comedy "The Fast Lady".

FINISH
REGENT
REGENT

1963
Maximum points for Jim Clark

Jim Clark and Lotus had been beaten into second place in both the drivers' and the constructors' championship in 1962. The following year saw Clark in devastating form on his way to a maximum points haul, only the second time in the history of the event that such a feat had been achieved. The 1963 championship was a ten-race series, with the best six scores counting; when Albert Ascari recorded his maximum in 1952, it was the best four finishes out of eight.

Porsche decide to quit

There had been a lot of behind-the-scenes action since Hill had been crowned 1962 champion. Two teams had decided to call it a day: Porsche and Bowmaker-Yeoman. Porsche's withdrawal left Californian Dan Gurney free to drive for the Brabham team. The end of Bowmaker-Yeoman meant that John Surtees was open to offers, and he joined Ferrari.

It was a very turbulent period for the Maranello team. Engineer Carlo Chiti had walked out at the end of the 1962 season and set up his own team, ATS. Several Ferrari staff went with him, including drivers Phil Hill and Giancarlo Baghetti. It wasn't to prove a successful operation. The V-8 cars the team put out were very poor, with obvious consequences as far as Hill and Baghetti were concerned: neither took a single point in the series. The ATS team lasted just one year.

Seven wins out of ten for Clark

On the track Clark took the chequered flag first in seven of the ten races, so that he actually had the luxury of discarding a victory in taking his best six championship finishes. An analysis of what happened to the Scot in the three races he failed to win shows how his domination could have been even more overwhelming than it was. One of those was the opening race at Monaco, where he was leading from Graham Hill, then spun off with a seized gearbox. Hill went on to win, the first of what would be five Monaco successes in a row.

On the other two occasions where Clark missed out he was similarly unlucky. At the Nürburgring he was hampered by a misfiring engine, yet still managed to finish second behind John Surtees. Clark's misfortune helped Surtees to a breakthrough first championship victory, and Ferrari's first success since Monza two years before. Clark's other

"failure" came at Watkins Glen, where he lost a lap and a half in the pits with battery trouble, yet still managed to finish third. Graham Hill took the race from his team-mate Ritchie Ginther. The BRM pair would end the year on 29 points each - 25 behind Clark's maximum of 54 – with Hill awarded second place by dint of those two wins in Monte Carlo and the United States.

The Flying Scot

After Monaco, Clark recorded four straight wins, at Spa, Zandvoort, Rheims and Silverstone. Of these, perhaps the Dutch race best epitomised the level of Clark's performance that year. He was fastest in practice, led the race from start to finish – lapping the entire field in the process – and became the first man to lap the Zandvoort circuit at over 100mph.

The "Flying Scot" secured the title with three races still to go. Of the other contenders, Surtees could count himself rather unfortunate. Apart from his win in Germany, he had notched a fourth place at Monaco, third at Zandvoort and second at Silverstone – where he passed Hill on the last lap, the 1962 champion running out of fuel agonisingly close to the finish. Surtees failed to finish in any of the last four races, however, and had to content himself with fourth place in the championship, on 22 points.

Best of his era

As far as Hill himself was concerned, he too had his share of ill fortune. He finished in just six races - those two victories at Monaco and Watkins Glen, plus three third places and a fourth in Mexico. During the season BRM introduced their own monocoque design, hoping to emulate the brilliant success of the Lotus 25. But the new car handled badly, and Hill was forced to revert to the old model.

With a little better luck, both Surtees and Hill may have got a little closer to Clark in the title race, but they would still have been vying for the runner-up spot. The Scot's mercurial performances in 1963 put him on a higher echelon; he was already well on his way to forging for himself the reputation as the greatest racing driver of his era.

Left: Jack Brabham had an indifferent year in 1963 and considered giving up racing to concentrate on team management. Had he done so he would have missed out on a third world crown. *Previous page:* Graham Hill finished a distant runner-up behind Jim Clark in the 1963 championship. BRM introduced its own monocoque car, but it wasn't a success and Hill was forced to revert to the older model.

Seven wins for Clark

Left: Jim Clark takes a more leisurely mode of transport, having just clinched the world crown. Clark dominated the championship, with 7 wins, a second and a third in the 10-race series.
Above: All the fun of the fair. With his racing days behind him Stirling Moss is in great demand at celebrity events. Here a bearded Moss is one of the guests at a Star Gala Day at Battersea Festival Gardens.

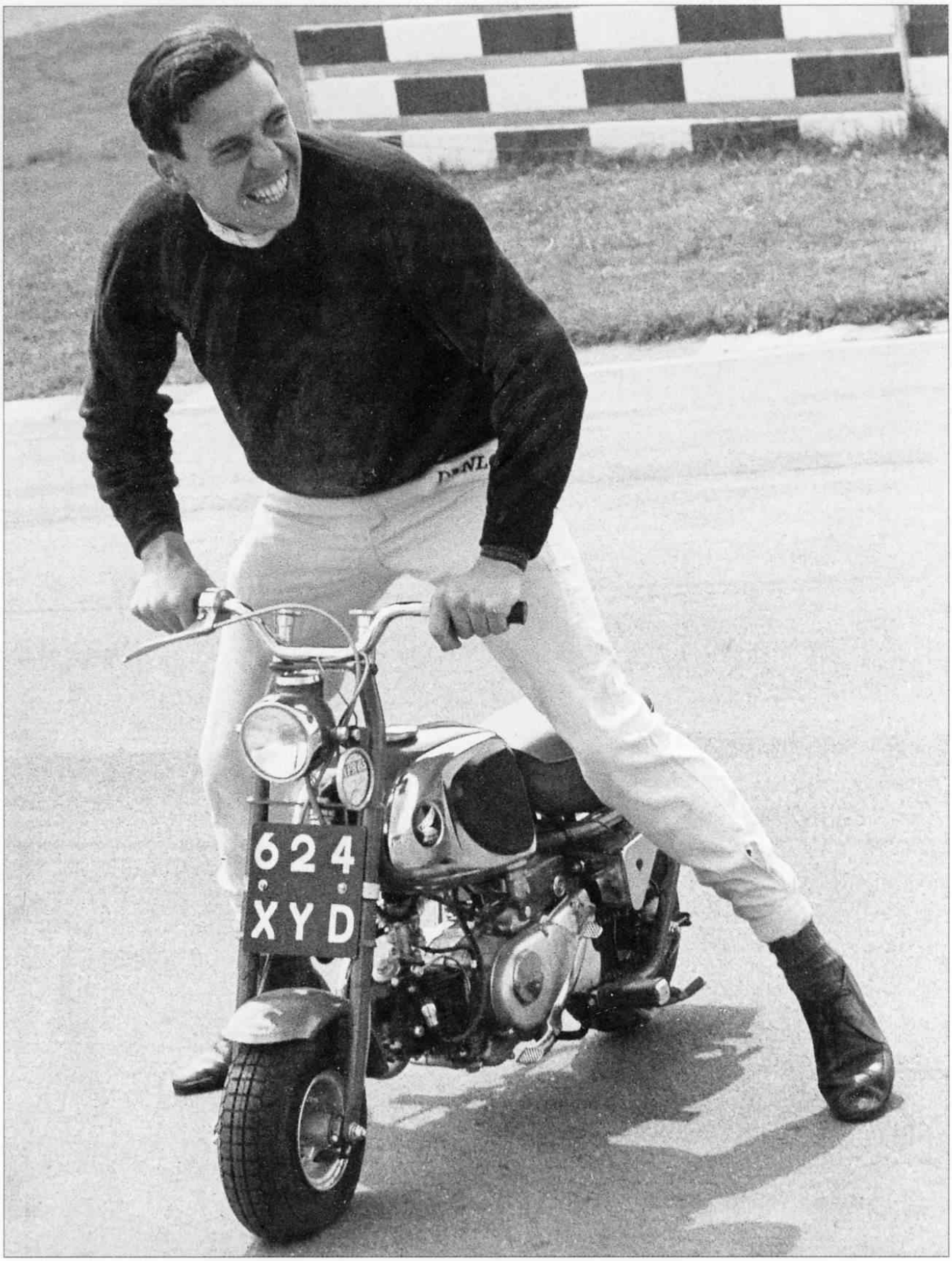
The Grand Prix Drivers' Association

Above: Members of the Grand Prix Drivers' Association pose for the camera before convening a meeting. Sitting are current champion Graham Hill (left) and the Scot aiming to wrest the title from him, Jim Clark. Standing (left to right) are: Trevor Taylor, Bruce McLaren, Tony Maggs, Innes Ireland, Lorenzo Bandini, Jack Brabham, Jo Bonnier, Phil Hill, Tim Hall, Masten Gregory, Dan Gurney, Chris Amon, John Surtees, Ritchie Ginther.

Opposite above: Graham Hill with his children, Brigitte, 4, and 3-year-old Damon at Silverstone before the Grand Prix. Hill came 3rd in the race behind Jim Clark. The Scot was well on his way to succeeding Hill as champion.

Opposite below: Will the real world champion stand up? Graham Hill and Jim Clark are among the top drivers present at a publicity luncheon in Manchester. With three races still to go Clark is already out of sight in the championship. This produces some good-humoured banter over when exactly the Scot should assume Graham Hill's mantle. Clark insists it should be at the end of the year; Hill is happy to concede the honour immediately. Pictured are (back row, left to right) Mike Hailwood, Bob Anderson, Graham Hill, Jim Clark, Ritchie Ginther. Front row (left to right) Rob Walker, Jo Bonnier, Innes Ireland.

B·R·M


624
XYD

1964
Surtees wins on four wheels

1964 saw the closest championship race for years, with three British drivers vying for the title as the circus reached its final stop in Mexico. Clark and Hill were again in the shake-up, both looking to take their second world crown. The third contender was the man who had seven motorcycling world titles to his name – John Surtees. Four years after making his Grand Prix debut, Surtees was in with a chance of becoming the first man to take world crowns on both two wheels and four.

For the 1964 campaign Ferrari had produced a new V-8 engine for the existing 1963-model chassis. It was hoped that this hardware, together with Surtees's burgeoning skills at the wheel, would prove to be a match for the British teams which had dominated the previous two seasons.

Mike Hailwood off the mark

The early steps were faltering ones, Surtees retiring in three of the first four rounds of the championship. His only success was at Zandvoort, where he finished a distant second behind Clark – although he was at least the only driver in the field that the Scot failed to lap!

Earlier, in the traditional Monaco curtain-raiser, it had been another motorcycling ace, Mike Hailwood, who made his mark. He finished sixth to claim his first championship point.

At Spa there were several dramatic reverses of fortune. Dan Gurney looked set to give Brabham maximum points, but ran out of fuel with victory tantalisingly close. Graham Hill profited from the situation, but only briefly, for the BRM's fuel pump failed. Bruce McLaren now found himself in front, but there was to be one final twist as he, too, ran out of fuel, his car spluttering to a halt 100 yards from the finishing line. Jim Clark was the unlikely winner of the race – and he ran out of gas on the slowing-down lap!

British Grand Prix at Brands Hatch

Gurney made up for his disappointment in Belgium by winning the French Grand Prix at Rouen. Hill was second, and Gurney's team boss, Jack Brabham himself, was third. Brabham was trying to take more of a back seat on the driving side, giving himself more time to oversee team business. But each time he tried to ease himself out of the cockpit and behind a desk, events conspired to keep him involved.

The British Grand Prix was staged at Brands Hatch for the first time. Clark set a new

lap record to win the race, chased hard by Hill. Surtees was now back in the points again, finishing third. After his early-season disappointments, Surtees now began a run of solid performances and consistent points scoring. He needed them, too, for at the halfway mark in the series Clark led with 30 points, with Hill on 26. Surtees was well adrift on 10.

Jochen Rindt debut in Austria

Surtees began his surge by winning on the winding 14.2-mile Nürburgring circuit, a minute clear of Hill. All three title contenders were among the host of retirements in the next race, run on Austria's rough Zeltweg circuit. That country's first-ever Grand Prix went to Ferrari's number two driver, Lorenzo Bandini. However, it was perhaps more noteworthy for marking the debut of Jochen Rindt, on home soil.

Surtees on top

Surtees came out on top at Monza, following a thrilling battle with Clark and McLaren. Victory was made all the sweeter by the fact that Clark failed to finish, while Hill didn't even get out of the blocks, owing to a jammed clutch.

Going into the final round in Mexico, Hill now led the table on 39, with Surtees up to 34. Clark was still stuck on 30, but with a glimmer of a chance of retaining the title if he won in Mexico. Hill was clear favourite, though. Third place would have been good enough for him, and that was the place he held until an ill-tempered joust with Bandini's Ferrari saw both cars spin off.

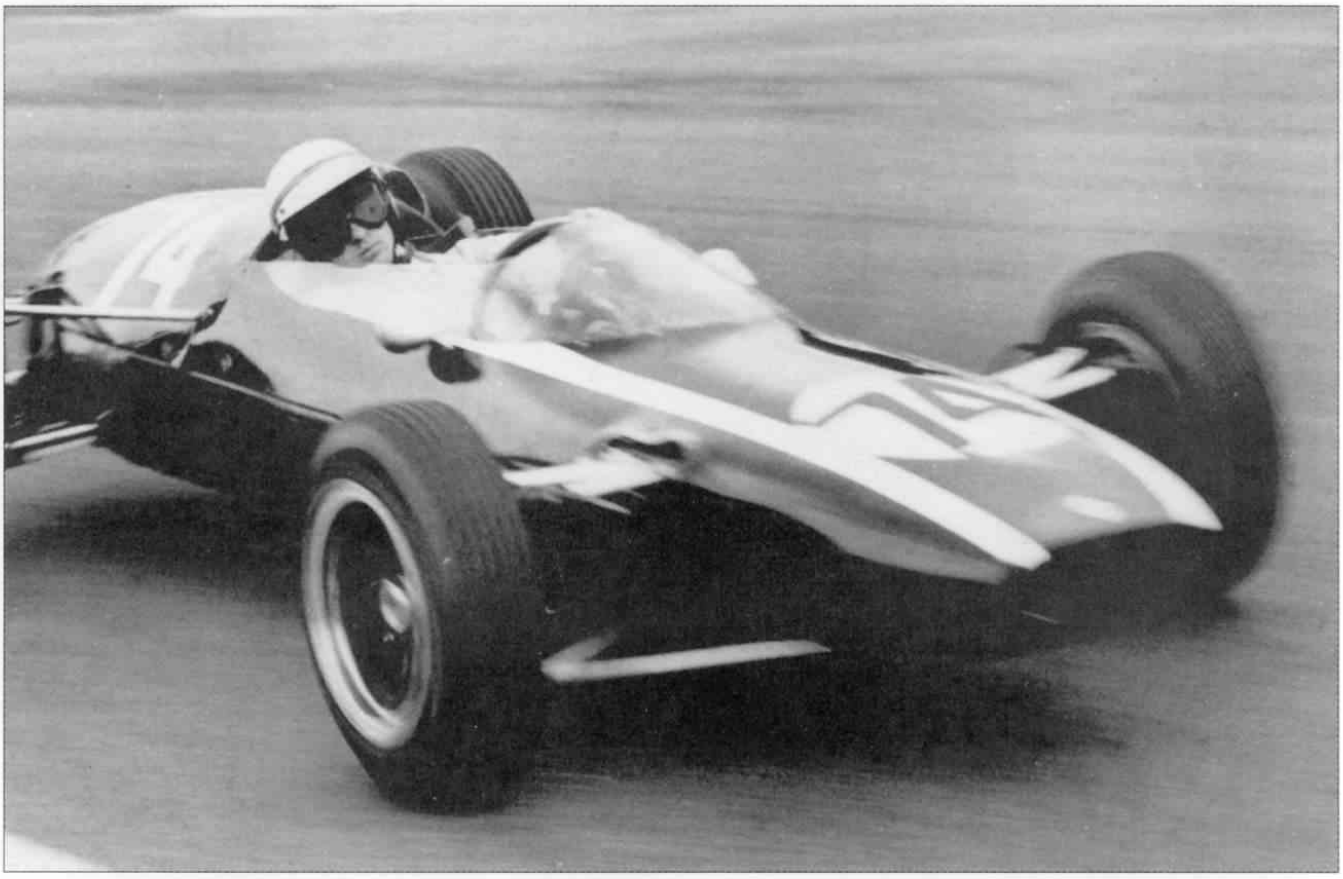
Hill's exit improved Surtees's title hopes, and these were further boosted when the desperately unlucky Clark, leading the race on the penultimate lap, succumbed once more to engine trouble. With Clark out of the race, Surtees moved into third, and was waved through into second by Bandini, where he finished behind Gurney. It was enough to give Surtees the championship by a single point from Hill.

The unsavoury circumstances surrounding the final race cannot detract from Surtees's marvellous achievement. He had become the first man to take world titles on both two wheels and four, a feat which remains unequalled to this day.

Left: Graham Hill at Spa, Round 3 of the championship. With a victory and a 4th place already, Hill added to his points tally by finishing 5th in Belgium.
Previous page: Jim Clark takes a leaf out of John Surtees's book and tries his hand on a different mode of transport. After a sedate 15 mph run on the 50cc machine it's back to business at Brands Hatch.

That's my boy...

Above: With two rounds of the championship to go, Graham Hill takes a break in Majorca with wife Betty and children Brigitte, 5, and 4-year-old Damon.
Left: 2-year-old Garry Brabham gets an impressive if predictable present from his father. On the track Jack was again outscored by his American team-mate Dan Gurney.



6
1

Romance of the track

Right: After a decade of single-minded determination on the track, Stirling Moss finds time for romance. He is pictured on his wedding day.

Below: John Surtees during practice for the British Grand Prix. He finished 3rd in the race, and at that point had amassed just 10 points from the first five rounds of the championship.

Opposite top: Jackie Stewart's performances in Formula 2 caught the eye of many teams. He chose to make the step up to Formula 1 in 1965 at BRM.

Opposite bottom: Dan Gurney jousts with Jim Clark in the early stages of the British Grand Prix. Gurney's Brabham hit trouble and finished well down the field; Clark led for the entire 80-lap distance.

LUCAS
DUNLOP

Titanic battle

Above: A crowd of over 100,000 witnesses a titanic battle between Clark and Hill at Brands Hatch.

Opposite top: Jim Clark during practice for the British Grand Prix. Victory in the race extended his lead over Graham Hill to four points at the halfway mark. Reliability problems meant that Clark's season fizzled out thereafter.

Opposite bottom: Clark takes the chequered flag 2.8 seconds ahead of Graham Hill's BRM in the British Grand Prix.

ES
3

Great rivals first and second

Opposite top: Graham Hill pulls out all the stops during practice for the British Grand Prix at Brands Hatch. He takes a place on the front row of the grid, with Clark on pole. The two great rivals finish the race in that order.

Opposite below: All smiles as Clark gives the thumbs up to his hordes of fans. The dignitaries involved in the presentation ceremony include Earl Mountbatten (right).

Above: Graham Hill tries not to take offence as his 4-year-old son Damon tries a miniature Lotus for size. Damon's hero is Lotus driver and dad's big rival, Jim Clark. At least Hill senior can be confident that the 20cc replica Lotus, costing £112, will be no match for his 1500cc, 200 bhp BRM, costing £10,000.

DUNLOP

1965
Clark, 'Prince of speed', wins again

Jim Clark had had desperately bad luck in 1964, lack of reliability undoubtedly costing him his second world title. But in 1965 he managed to finish in six races - the crucial number, for the championship was once again decided on the best six finishes in a ten-event series. Not only was the Lotus's reliability better, but it was also fitted with a new and more powerful 32-valve version of the Coventry-Climax engine. These two factors combined made Clark unstoppable in the 1965 championship.

Stewart the rising star

The South African Grand Prix had been held over to New Year's Day to provide the first race of 1965, instead of the finale to the 1964 season. Clark immediately set the tone for a series he would dominate to such an extent that the races invariably turned into a scramble for the minor placings. In South Africa, Clark started on pole and also set the fastest lap. It was Surtees and Hill who followed Clark home, a reprise of the three protagonists who had contested the previous year's title decider. Claiming his first championship point with a creditable sixth place on his debut was Jackie Stewart. Stewart was a rising star, and had had offers to join Lotus and Cooper, as well as BRM.

Clark was forced to miss Monaco, as the Lotus team was keen to contest the Indianapolis 500. The 500 had not constituted part of the Formula One championship since 1960, and Clark had no great affection for it. Yet he won there, in a record speed and having led for 190 of the 200 laps. Although he was naturally delighted with the victory, Clark could now concentrate on his main goal: winning his second Formula One title.

Graham Hill: 'King of Monaco'

In his absence Hill made it a hat-trick of wins at Monaco and was dubbed the "King of Monte Carlo". Clark went one better in the Belgian Grand Prix, heralding his return to the title race with his fourth successive win at Spa. In stormy conditions Clark led all the way, while Stewart made it a one-two for Scotland. The two men repeated the performance at the French Grand Prix, held for the first time at Clermont-Ferrand. Stewart was fast emerging as future champion material, and in this race another driver destined to scale the heights quietly notched his first points – Denny Hulme. The New Zealander was an established Formula Two driver at Brabham, and was regarded so highly that the team occasionally entered a third car for him during the 1965 series. His fourth place in France was followed

by a fifth at Zandvoort, immediately starting to repay the Brabham team for the faith they had in his potential.

Consecutive wins for Clark

Clark continued his devastating form with wins at Silverstone and Zandvoort. The Dutch race was comfortable enough, Clark winning once again from Stewart to make it three consecutive wins there. The British Grand Prix was a much closer affair, however. Suffering a loss of oil pressure, Clark expertly nursed his Lotus home barely three seconds ahead of Hill.

Stewart finishes third

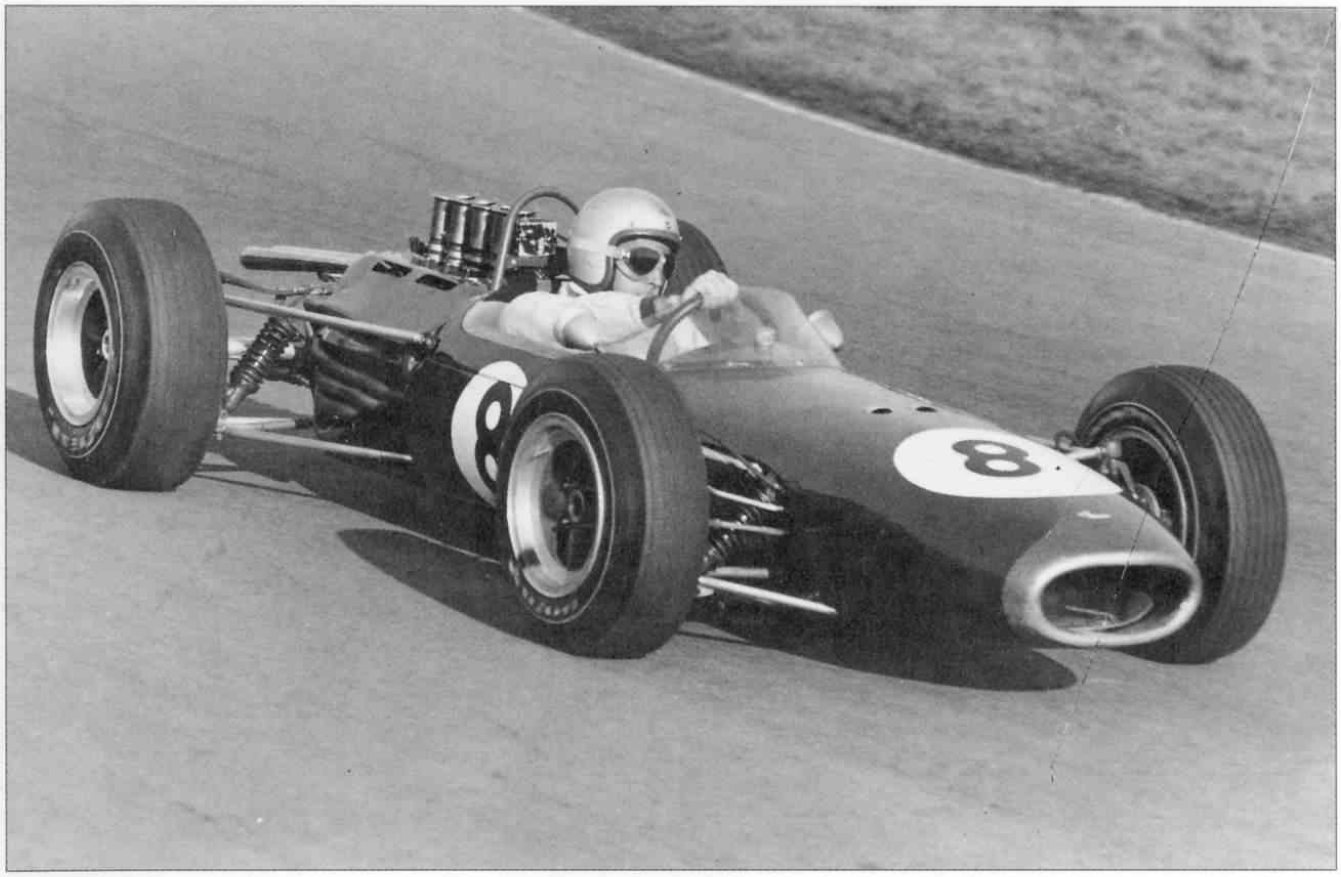
Clark claimed his sixth win of the year at the Nurburgring – and with it his second world title. There were still three rounds of the championship to go, but Clark was already out of sight. It was just as well, for he failed to finish at Monza, Watkins Glen and Mexico. The highlight of these final rounds was Jackie Stewart's fine win in Italy. His victory came courtesy of a mistake by Graham Hill in the penultimate lap, but was none the less impressive for that. He had amassed 33 points in his first season to finish 3rd, seven points behind Hill.

Clark's maximum points haul

But 1965, the last year of the 1.5-litre Formula, was all about one man. Clark's maximum haul of 54 points – repeating his feat of 1963 – established him as the greatest driver of his era. Like Fangio who was so dominant throughout the fifties, Clark had all the natural talents. He was an instinctive driver who was born to his craft. His 1965 world crown and Indianapolis victory saw him confirmed as the new Fangio. Nicknamed 'The Prince of speed', he set a pace that few could match either in practice or in the race.

In recognition of his achievement he was made freeman of Duns, the village where he had spent most of his life.

Left: Jochen Rindt made his Formula 1 debut with Brabham in 1964. The following year, his first full season at the top level, he drove for the Cooper team. *Previous page:* Clark takes the champagne prize for clocking up a ton during practice for the Race of Champions at Brands Hatch. It was the first time that the Kent circuit had been lapped at more than 100 mph. In the race Clark made a mistake and went off the track, one of the few errors in a season full of virtuoso performances.

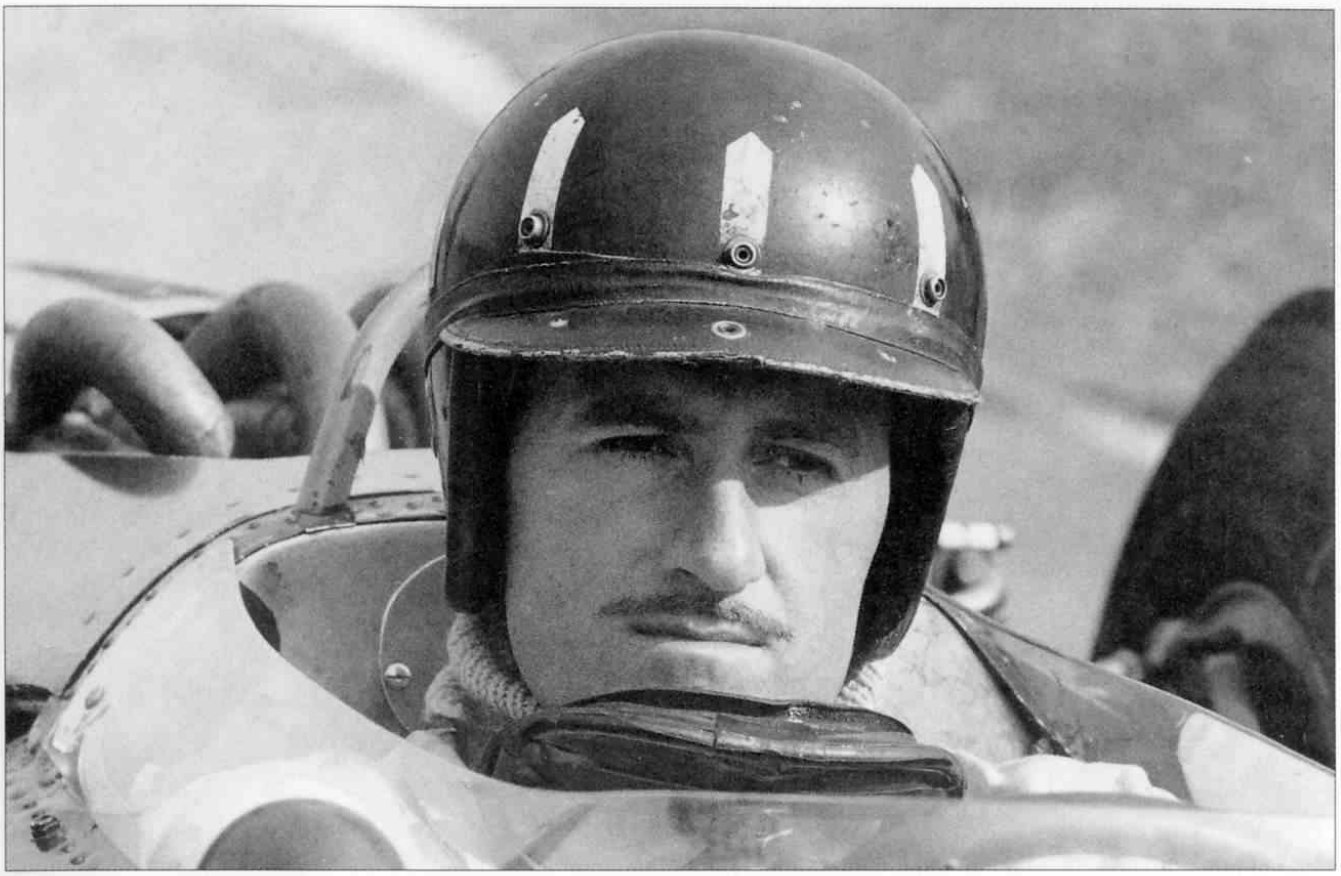


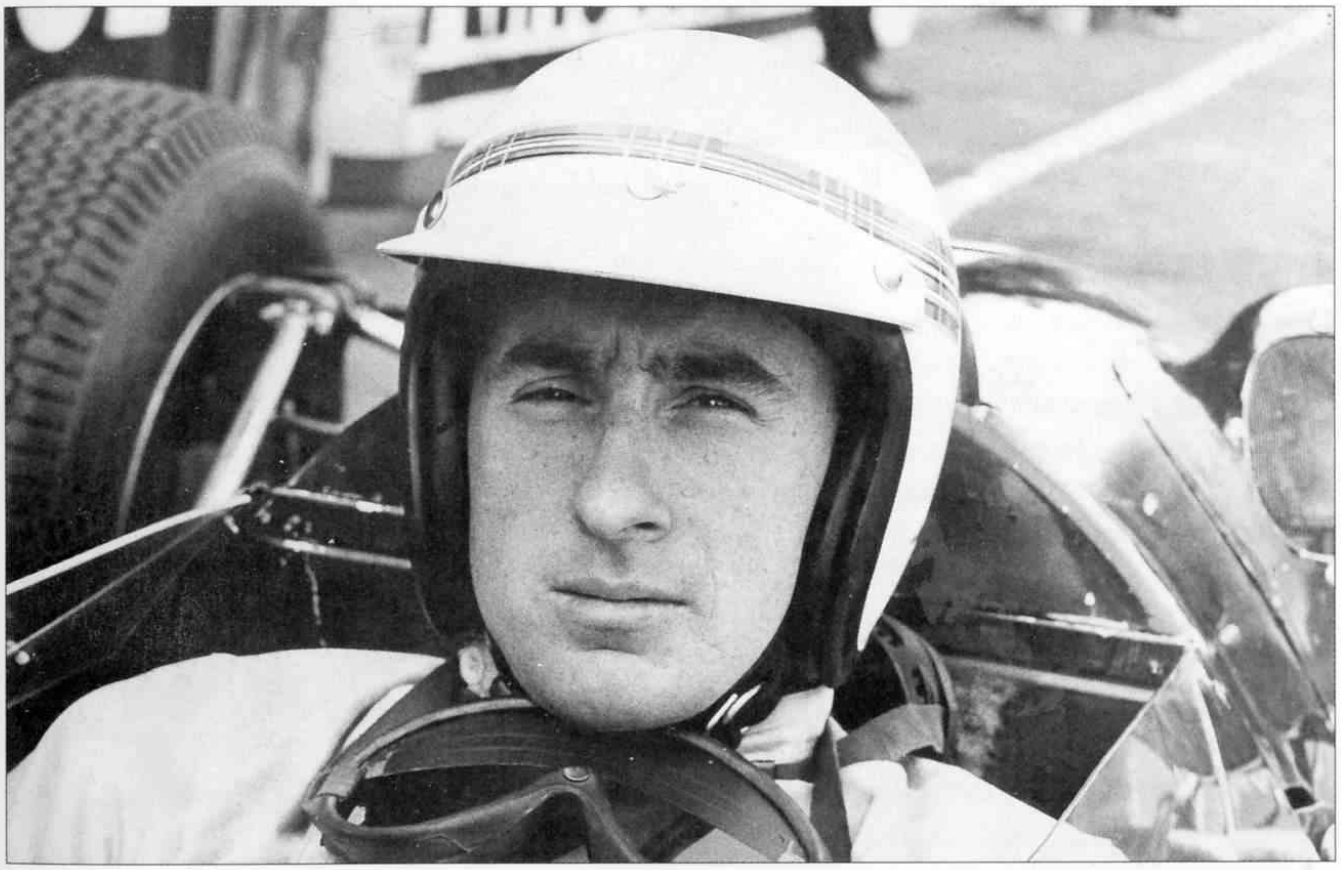
Reliability problems for Brabham

Above: Jack Brabham in action at Brands Hatch. Reliability problems meant another poor season for the Australian, but he clinched a new engine deal which was to transform the team's fortunes.
Left: Graham Hill looks tired before a Formula 2 race at Crystal Palace.

The Champions have a ball

Right: Jim Clark relaxes at the Daily Mail Race of Champions Ball, held at London's Park Lane Hotel.
Top and above: Surtees had just three podium finishes in 1965, and finished 5th in the championship. In September he sustained severe injuries during practice for the non-championship Canadian Grand Prix. Many thought he would never race again, but he was back in action early the following year.
Opposite top: In 1965 Graham Hill finished runner-up in the championship for the third successive year. He notched 40 points, which had been enough for Surtees to take the title a year earlier.
Opposite below: 26-year-old Jackie Stewart enjoyed a meteoric rise in 1965. A string of fine performances was capped by a first championship win at Monza.





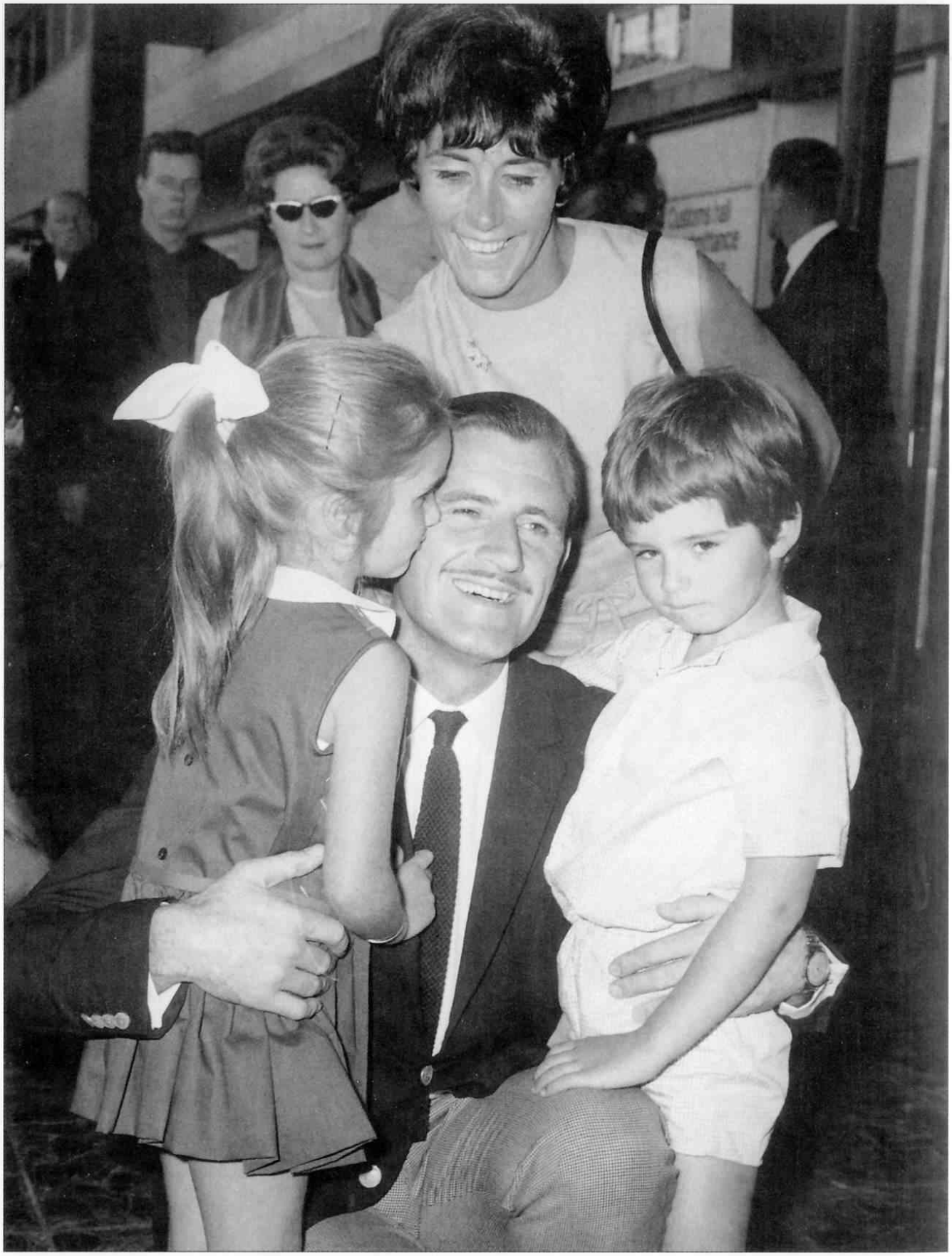
Clark champion by fourteen points

Above: Jim Clark had recently sealed his 14-point championship win over Graham Hill when the two met up with another famous speed merchant, Donald Campbell. The occasion was the Man of the Year luncheon at the Savoy Hotel, London.

Right: John Surtees arrives in London three weeks after his horrific crash at Mosport. He suffered spinal injuries, a broken pelvis and ruptured kidney, but confirmed that he was determined to return to racing.

Relaxing in the Monaco sunshine

Above: The Stewarts, Mosses and Bruce McLaren take in the Monaco sunshine before the Grand Prix. Stewart came 3rd in the race, which was won by his BRM team-mate Graham Hill. *Left:* Clark crosses the line ahead of Graham Hill in the British Grand Prix. It gave him his 4th win in five races. He had missed the Monaco race as Lotus wanted him to compete in the Indy 500.



1966
Brabham wins - in a Brabham

Even when Jack Brabham was reigning world champion, he had plans well in hand to form his own racing company. His decision to go off and build his own Grand Prix car didn't endear him much to the team with which he'd won successive world crowns, Cooper. They felt that Brabham had gained a great deal of knowledge, which he would now be deploying in direct competition to them.

The new car made its first appearance in 1962. The following year, American driver Dan Gurney joined the team, and his accomplished driving, together with Brabham's own waning form, had made the Australian consider giving up racing to concentrate on team management.

Denny Hulme joins Brabham

Gurney won two Grands Prix in 1964, but 1965 was a lean year for the Brabham team, mainly down to lack of reliability. For the start of the 1966 campaign, which brought with it the new 3-litre Formula, the team was better prepared than most. The Brabham cars would be powered by an Australian-built V-8 Repco engine that proved to be a model of reliability. After a 3-year association, Gurney also harboured thoughts of setting up his own outfit. He left Brabham to head up the Eagle team, and his place was filled by New Zealander Denny Hulme.

Brabham didn't set the world alight in the early part of the season. At Monaco, in a race with a high casualty count, he fell victim to gearbox trouble. Another early victim was Bruce McLaren who, like Gurney, had decided to branch out on his own. Monaco was the first time that McLaren had run a car under his own name. Jackie Stewart won the race, one of only four classified finishers. His victory gave BRM its fourth Monaco success in a row.

Surtees and Rindt battle at Spa

Very wet conditions at Spa saw the 15-strong field reduced to just seven after a series of first-lap incidents. Surtees and Rindt battled it out and finished in that order, with Brabham in the points but a distant fourth.

From that point on the wins started to roll in. At Rheims Brabham set a record in averaging over 136mph to win ahead of Ferrari newcomer Mike Parkes. Hulme took third that day, and the team went one better at Brands Hatch, Brabham leading all the way to cross the line 1.6 seconds in front of his number two.

Brabham notched his third win in a row at Zandvoort. He took the race from Graham Hill, while Clark just held on for third place from Stewart.

The Brabham bandwagon now rolled on to the Nürburgring. Brabham had never won in Germany, but he put that right this time with a magnificent victory in the wet. John Surtees followed him home, now driving a Cooper-Maserati. Surtees had begun the season with Ferrari, who had produced a very competitive new V-12 unit for the campaign. But simmering friction between Surtees and the Ferrari team boss Eugenio Dragoni led him to join Cooper after his win at Spa. Surtees was to finish second in the championship, driving the rather less impressive Cooper. He may well have gone one better if he had remained with the Scuderia for the entire season.

Three times world champion

As the circus moved on to Monza, however, it was Brabham who had the title within his grasp. He led here briefly, too, before retiring with an oil leak. But those with a chance of catching him also fell by the wayside. Italian sports car ace Ludovico Scarfiotti won the race for Ferrari, but more importantly, Brabham was confirmed as world champion for the third time.

There was another retirement for Brabham in the penultimate race at Watkins Glen. Jim Clark won, his Lotus by now fitted with the new H16 engine. It was the only victory of the series in a frustrating year for the Scot. Surtees took the final honours in Mexico, with Brabham and Hulme occupying second and third places. It left Brabham 14 points clear of Surtees in the final table.

Brabham's third title, in his forty-first year, brought him an OBE. (He would later become the sport's first knight.) After receiving the award at Buckingham Palace, reports emerged that Brabham's car wouldn't start, and he was forced to effect some oily repairs wearing top hat and tails!

Left: Surtees made a remarkable recovery from the injuries sustained at Mosport the previous September. Not only was he back competing at the start of the new campaign, but he won the second championship race at Spa.
Previous page: Graham Hill is welcomed home by Betty and children Brigitte and Damon after winning the Indianapolis 500.

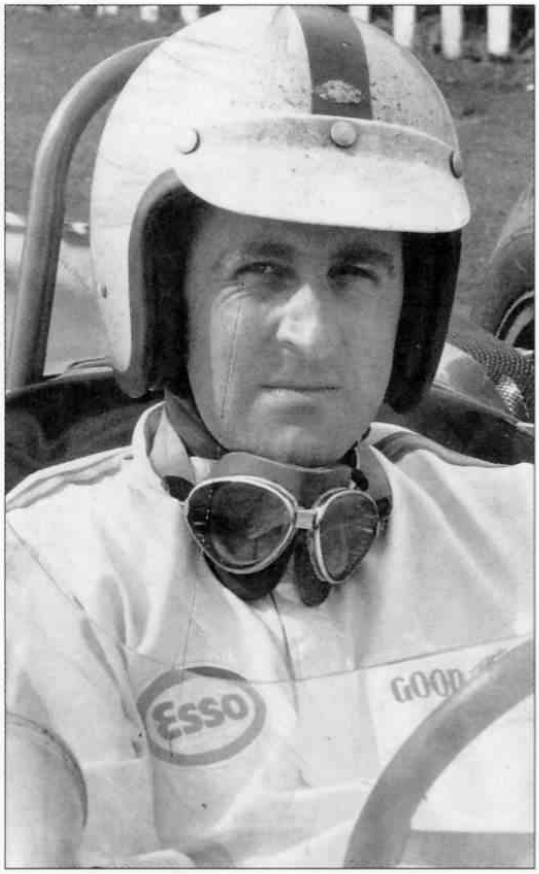
Rindt the number one

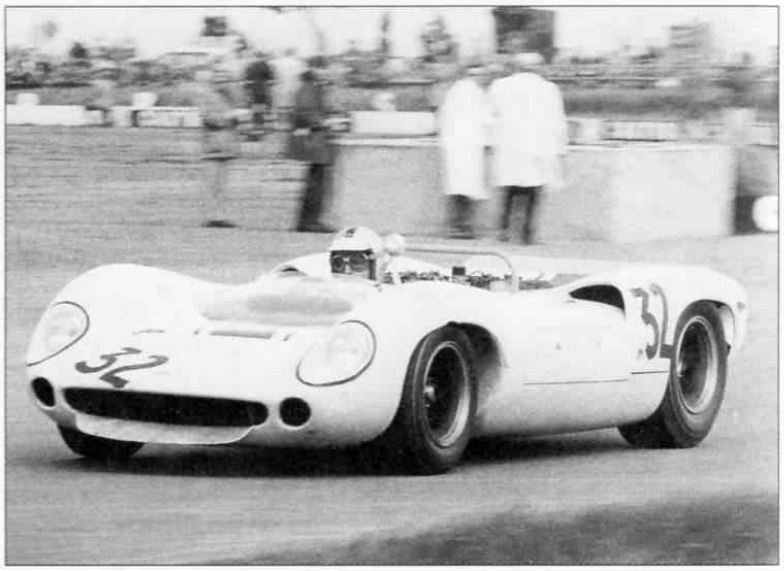
Top: Jochen Rindt became the number one driver at Cooper after Bruce McLaren left to set up his own team.

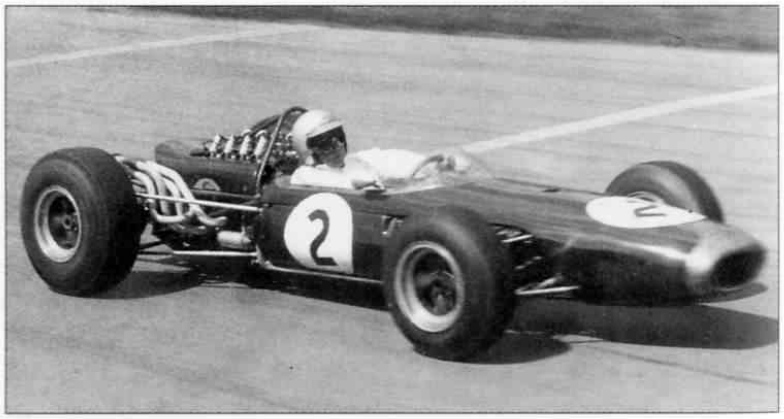
Above: Graham Hill was one of many drivers involved in accidents on the opening lap at Spa. His car was undamaged, but Hill stopped to help his BRM team-mate Jackie Stewart.

Surtees splits with Ferrari

Right: John Surtees began the year with Ferrari, but walked out after a row. He finished the season in an inferior Cooper-Maserati, yet still finished the championship in second place. Leaving Ferrari probably cost him the world crown.
Below left and opposite below: New Zealander Denny Hulme was promoted to Brabham's Grand Prix team in 1966 following the departure of Dan Gurney. He enjoyed considerable success in his first full season in Formula 1 appearing on the podium in every race he finished.
Middle right: Denny Hulme in action in a sports car event at Silverstone.



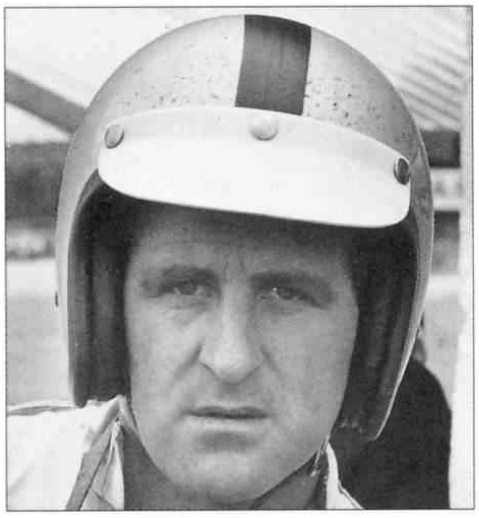




Friendly rivalry

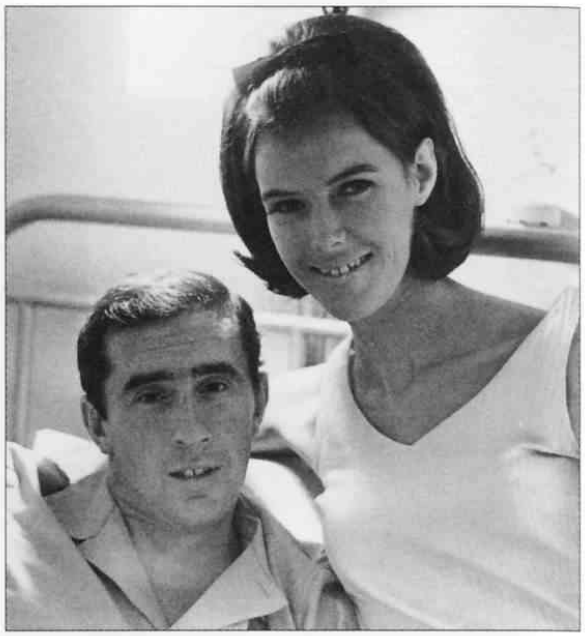
Above: No hard feelings. A pit lane error caused Jim Clark (left) to think he was leading the Indy 500, when in fact he was lying second to Hill. Clark showed that the two were still best of friends by joining the Hills at their house in Mill Hill for a surprise party. Stirling Moss (right) gets the full story of the race, while 7-year-old Brigitte is happy with a cuddle from dad.

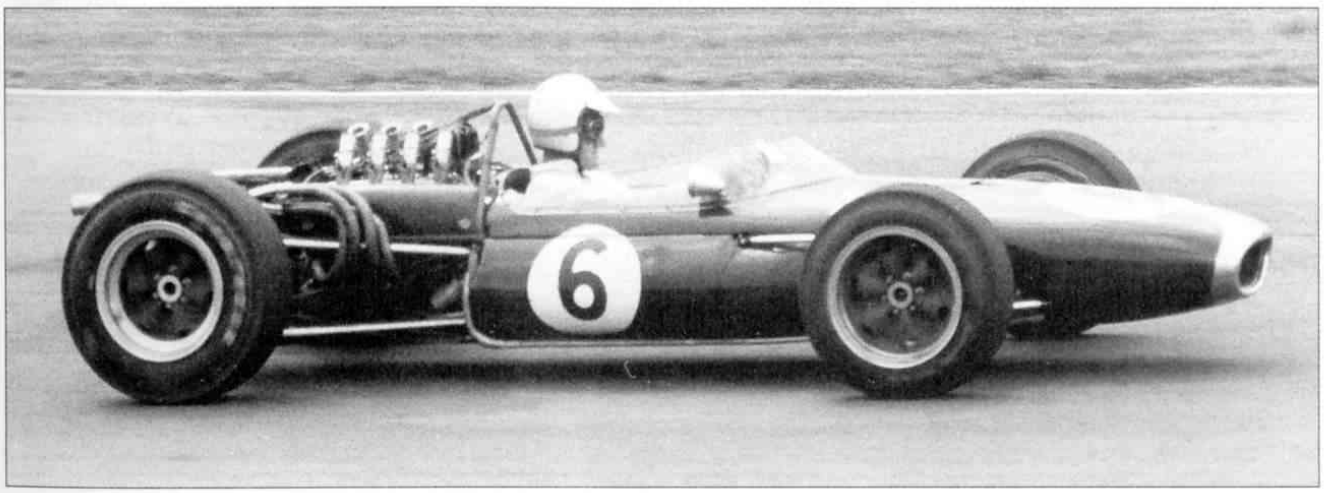
Opposite bottom right: Jack Brabham gears up for the new season, his team's cars now powered by the excellent V-8 Repco engine.



Stewart crashes in treacherous conditions

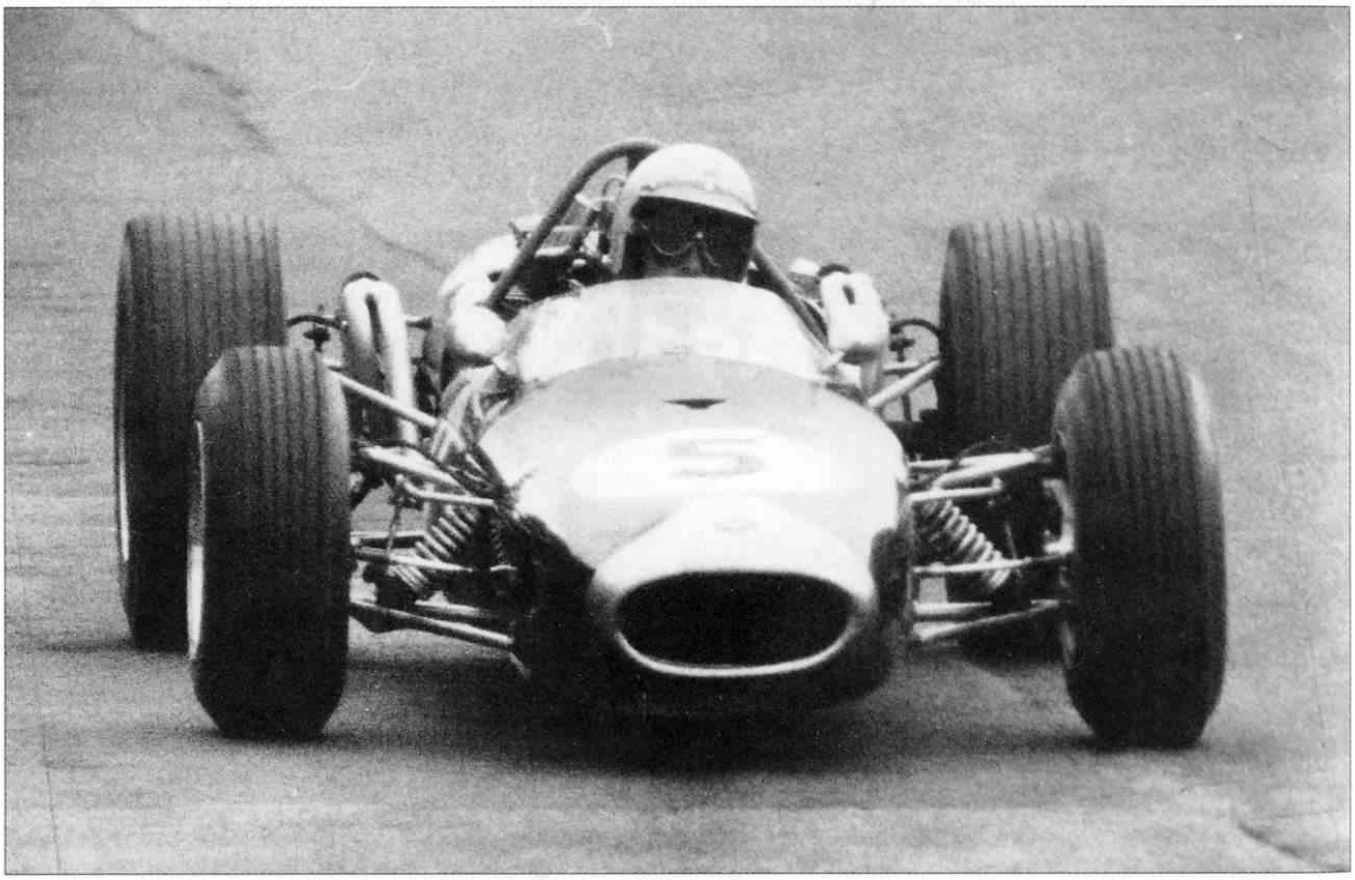
Below left: 12 June: Helen Stewart accompanies husband Jackie to hospital after his frightening accident at Spa. In treacherous conditions Stewart's BRM went off the track at high speed, one of a spate of first-lap crashes.
Right: Helen Stewart visits Jackie in hospital as he recovers from the injuries.
Below right: Less than two weeks after the crash at Spa, Stewart leaves hospital. He was back in action at the British Grand Prix on 16 July, having missed just one championship race.
Opposite above: There's a champagne celebration at the Hills' house after Graham's victory in the Indianapolis 500. Jim Clark, who was second in the race, doesn't look too upset about missing out on the £55,000 prize money.
Opposite below: Denny Hulme on his way to second place at Brands Hatch behind team-mate and team boss Jack Brabham.




6

Brabham takes the championship

Right: Brabham's win at Brands Hatch puts him 10 points ahead in the title race. In France two weeks earlier he became the first man to design, build and drive a Formula 1 car to victory in a Grand Prix.
Below: Jack Brabham at the wheel of the Repco-engined car in which he won four races on his way to the 1966 title.
Opposite page: Jack Brabham takes centre stage after the British Grand Prix, his second win of the year. He was now in the veteran class, having turned 40 three months earlier.



ESSO EXT
R.A.C
BRITISH GR
INTERNA
GOODYEAR
SPONSORED BY

CLARK TEAM LOTUS
Esso

1967
Brabham first and second

The superiority of the Brabham team continued for one more season. Brabham and Hulme capitalised on the fact that the stunning new Lotus 49 experienced a lot of early teething troubles. The Lotus was the car of the future, but for the 1967 championship the less sophisticated Repco-Brabham was able to prevail. Its reliability was the key, for while the Lotuses along with most of the other rivals were far quicker on paper, the Brabham cars were excellent workhorses and less temperamental.

Denny Hulme, who the previous year had finished fourth in the title race behind Brabham, now stepped out of the number two shadow to pip his team boss in the 1967 championship. It was the first "team double" since Hill and von Trips in 1961. Only Jim Clark would get anywhere near to challenging them, and his chances were blighted by a desperate run of bad luck.

Cooper-Maserati win first round

Unusually, both Brabhams experienced problems in the opening round, at the new Kyalami track in South Africa. But it was typical of the season that both limped home in the points. Hulme, who had led for 60 laps, finished 4th, with Brabham 6th. Privateer John Love almost pulled off a sensational win in an outdated Cooper-Climax. Unfortunately, he ran out of fuel late in the race and had to content himself with second. The race was won by Pedro Rodriguez, giving a flying start to the team he had only recently joined, Cooper-Maserati.

For Hulme the pattern of the season would be solid scoring rather than spectacular successes. He would win just two races in the series, the first of them coming at Monaco. That victory, his first Grand Prix success, must have been sweetened by the fact that he came home over a lap in front of Graham Hill, who had such a brilliant record in the street classic. The result was overshadowed by a horrific crash in which Lorenzo Bandini was killed. On the 82nd lap Bandini's Ferrari struck straw bales and burst into flames. Bandini was trapped and suffered appalling injuries. He died shortly afterwards.

At Zandvoort Lotus finally showed off the new Ford-powered 49 model. It was the car that had enticed Graham Hill to leave BRM and spearhead Lotus's assault on the title with Jim Clark. It hadn't been ready for the first two races, forcing Hill and Clark to compete in the old 2-litre Lotus 33. In Holland it was immediately clear that the new car was something special. Hill led early on, but retired to leave Brabham in front. Clark then came through to

register a brilliant win for the new car on its first outing. Unfortunately for Lotus, Hill's experience rather than Clark's was to set the pattern for the year. Between them, the pair were to finish in just nine races out of 22 championship starts. By contrast, Brabham and Hulme grabbed the minor placings at Zandvoort, establishing that team's pattern of being regularly in the points.

Poor year for Lotus

Spa was another typical example of Lotus's ill-fated year. With Hill already out of the race, Clark was leading, only to be forced into the pits with spark plug trouble. Unusually, both Brabham and Hulme retired in Belgium, and Dan Gurney gave his Eagle-Weslake car its first and only success.

In the French Grand Prix, run on the Bugatti track at Le Mans, both Clark and Hill were going well until the Lotus 49s gave out again. The Brabhams dominated the race on this occasion, the boss himself taking centre stage, with Hulme second and Jackie Stewart a lap adrift in third.

British Grand Prix - Clark wins five out of six

Clark enjoyed a trouble-free race at Silverstone and duly won, his fifth success in six years in the British Grand Prix. Hulme and Brabham took second and fourth respectively, with another New Zealander, Chris Amon, continuing to make a name for himself with a third place in his Ferrari.

Normal service resumed for Clark at the Nürburgring: he was out after just three laps with a broken suspension. Hill was faring even worse. His retirement in Germany was his sixth out of the seven races thus far. Hulme and Brabham made it another one-two for the team, with Amon third once again. In the Formula 2 section of the race, young Belgian star Jackie Ickx drove his Matra brilliantly before suffering suspension trouble. Before his retirement, he actually held overall 4th place, ahead of several Formula 1 cars.

At the inaugural Canadian Grand Prix it was much the same story. Clark looked set to win, only to exit with ignition trouble. Brabham and Hulme took the points yet again.

Monza proved to be the most dramatic race of the year. Clark suffered early problems as usual, but this time pulled back a huge deficit, breaking the lap record repeatedly. His amazing recovery took him into the lead, but he ran short of fuel on the final lap. In an exciting final half-lap, Brabham passed Surtees to lead, but the latter retook it at the death to win by just 0.2 seconds. Clark struggled home in third.

Hulme wins world crown with 51 points

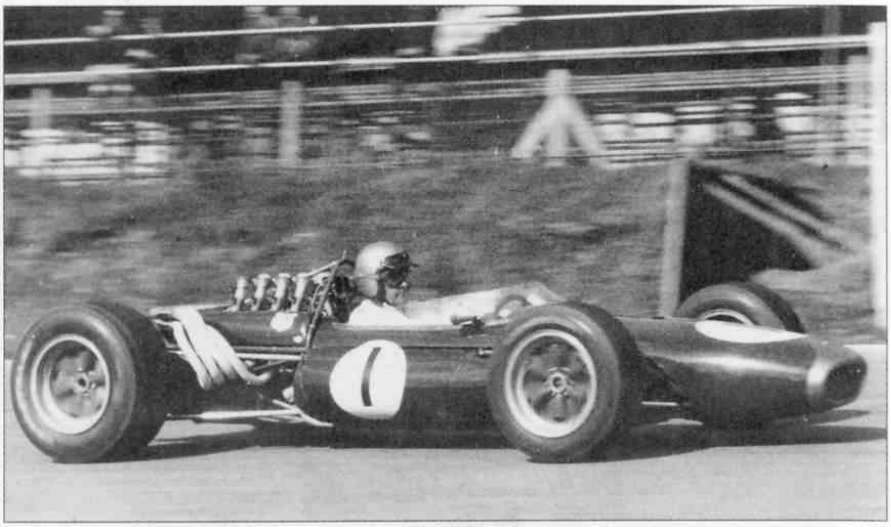
It finally came right for Lotus at Watkins Glen. Clark and Hill came home first and second, although even here they both had problems late in the race. Ironically, although it was a good day for Lotus, another solid third place for Hulme enhanced his title hopes still further.

There was another win for Clark in the final round in Mexico, but there was also another third place for Hulme. It was enough to give him the title with 51 points, five ahead of Brabham, who had finished second in the race. Clark had accumulated 41 points to finish a frustrating third. Of the six races where he finished, Clark had won four. Hulme, on the other hand, won just twice, but scored three second places and three thirds.

Clark remained the virtuoso star, but Hulme was undoubtedly a polished performer, thoroughly deserving his moment of glory and place in the champions' hall of fame.

Above: Denny Hulme on his way to second place behind Clark at Silverstone. He won only two races, but consistent performances saw him take the title from Brabham.
Left: Graham Hill gets away from the frustrations of the season by taking to the skies.
Previous page: The Lotus team gets to work on Jim Clark's car at Silverstone. By now the car was fitted with the Cosworth engine, which was to win more than 150 Grands Prix over the next 15 years.

Brabham outgunned by Hulme



Above: The Brabham-Repco dominated the championship for one more year, but this time Jack was outgunned by team-mate Denny Hulme.

Middle: John Surtees continued to drive a Lola-Ford in Formula 2 races, while staking his hopes for Grand Prix success on the V-12 Honda.

Below: Jackie Stewart was BRM's number one driver in 1967, following Graham Hill's move to Lotus. Stewart would soon want away, too, for the BRMs were uncompetitive and unreliable.

Only second for Hill in Monte Carlo

Left: Graham Hill and his wife Betty, pictured before the Monaco Grand Prix. He finished second in Monte Carlo, but suffered a succession of mechanical failures during the rest of the season.

Below: John Surtees joined the Honda team in 1967. The V-12 Honda had great potential but needed much development work. Surtees took joint-4th place in the championship with 20 points.

3

1968
Clark killed at Hockenheim

The change to rear-engined cars at the beginning of the 1960s had brought with it a welcome improvement in safety, however slight. Only six drivers had lost their lives in the decade to date. The 1968 championship brought two further fatalities, and the year was made even blacker by the deaths of Mike Spence and Ludovico Scarfiotto in other events on the motor sport calendar.

It was fitting that Jim Clark won the opening round of the series, at Kyalami. It was also fitting that the victory – his 25th in just 72 Grands Prix – took him one ahead of the great Fangio. His place in the history books was assured when he took part in a Formula Two race at Hockenheim on April 7th. Clark was killed when his Lotus 48 left the track on a gentle right-hand bend and went into trees. It was a tribute to him that few of his peers could contemplate driver error as the cause of the crash.

Sponsorship arrives

Lotus, the only team for whom Clark had driven, was left to pick up the pieces. Rising star Jackie Oliver was brought in to team up with Graham Hill. Hill had finished second to Clark in South Africa, and it was a stark reality that his chances of winning the title now increased considerably.

Kyalami was the last race in which Lotus sported its famous green and yellow livery. By the time of the next race, Colin Chapman's outfit had become Gold Leaf Team Lotus, and the car was bedecked in red, white and gold. The age of sponsorship in Formula One had arrived.

Spain was back on the championship calendar for the first time since 1954. A pre-race accident put Stewart out of contention for several races, and he lost vital ground which was to prove crucial in the latter stages.

King of Monte Carlo

Hill then further enhanced his reputation as the "King of Monte Carlo" by scoring his fourth Monaco success. After two wins and a second place, Hill now had a run of bad luck which saw him fail to finish in the next four races. The first of these was Spa, where his main rival Stewart returned to the fray. The Scot looked certain to give Matra their first win in Belgium – he was 25 seconds ahead of Bruce McLaren with just two laps left. But he ran out of fuel, and McLaren was able to bring home the car which bore his name for its debut victory.

Although it wasn't to be a successful year for Ferrari and Brabham, these two marques were at the forefront of experiments with rear-mounted aerofoils. It was a trend which would soon become the norm.

Brilliant Stewart at Spa

After his misfortune at Spa, Stewart drove brilliantly in the wet at Zandvoort. On his way to victory he lapped the entire field, except for Beltoise in the works Matra.

The French Grand Prix at Rouen was also run in atrocious conditions. It also brought another fatality, when Jo Schlesser's Honda crashed out of the race and burst into flames. Stewart was less happy with his Dunlop wets here, and finished third. Ickx led for 59 of the 60 laps to give Ferrari their first win since Monza 1966. It would be another two years before a Grand Prix would be won by a car powered by anything other than a Ford engine.

The Lotuses of Hill and Oliver both led for a time in the British Grand Prix at Brands Hatch, but neither finished the race. Stewart was desperate for points, but the circuit put too much strain on his injured wrist and he could do no better than 6th. Rob Walker's Lotus, driven by Jo Siffert, won the race, holding off the Ferrari challenge of Amon and Ickx.

There was more torrential rain and a heavy mist for the running of the German Grand Prix. Stewart was now happy with the special Dunlop rain tyres fitted to his car. There was still the wrist problem, though, and he was acting against doctors' advice by continuing to race. He was determined to continue, however, and in Germany his plan was to get in front so that he could have clear track ahead of him. It worked brilliantly, and he took the flag 4 minutes ahead of Hill. More importantly, he was now within four points of Hill in the championship.

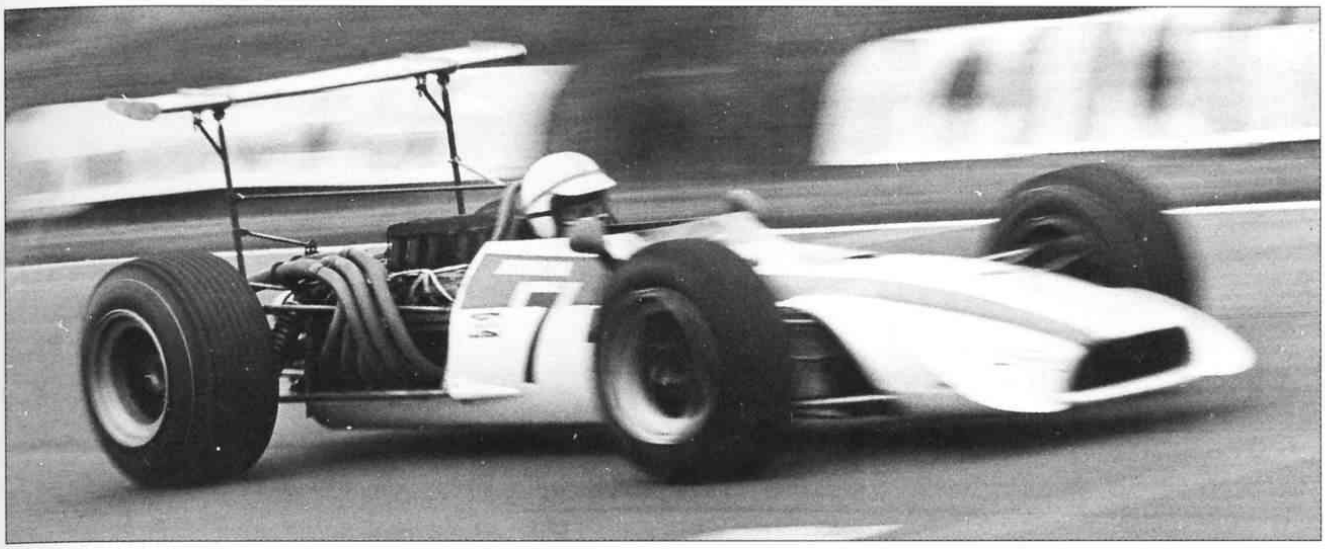
Late surge from Hulme

Engine trouble forced Stewart out at Monza, but Hill's Lotus lost a wheel, so the balance of the title race remained unchanged. Hill then slightly extended his lead over the Scot at the Canadian Grand Prix. Both drivers were hampered by suspension trouble, but Hill managed 4th, while Stewart could only finish 6th. Reigning champion Denny Hulme scored back-to-back wins in these two races, a late surge that would help him to finish third overall this time round.

Second world crown for Hill

US star Mario Andretti was given a works Lotus-Ford for the race on his home territory at Watkins Glen. Andretti and fellow-countryman Bobby Unser had practised at the Italian Grand Prix, but were disqualified from the race for taking part in an event in America within 24 hours of Monza. At Watkins Glen Andretti made an immediate impact, setting the fastest lap in practice. He led in the early part of the race, but was overhauled by Stewart. Watkins Glen became the Scot's third success of the series, but Hill finished second. It meant that Hill would take a three-point lead into the final race in Mexico.

The Matra and Lotus vied for the lead in the early stages of that title decider. It had the makings of going right to the wire. But there was an anti-climax as Stewart's engine – and with it the Scot's title hopes – fizzled out. He finished 7th, while Hill drove impeccably to take the race, and with it his second world crown.



Top: John Surtees on his way to 5th place in the British Grand Prix. Surtees stayed with Honda in 1968 and believed it was only a matter of time before the car was a success. Honda didn't wait to find out, pulling out of racing at the end of the year.
Above left: Despite winning the 1967 world title with Brabham, Denny Hulme joined McLaren the following year. He had teamed up with fellow-Kiwi Bruce McLaren for the 1967 Can-Am series. Robin Herd designed the McLaren car which brought Hulme and team boss McLaren considerable success in 1968.
Above right: Graham Hill's record lap time of 107.31 mph at Brands Hatch earns him 100 bottles of champagne.
Previous page: Denny Hulme leads the way in a competitive practice for the British Grand Prix at Battersea.

Siffert's record win

Jo Siffert's wife lends a hand with the prizes after her husband's victory at Brands Hatch. Siffert's win made him the first Swiss Grand Prix winner since 1949.
Above: Siffert crosses the line at Brands Hatch. Note the addition of the spindly aerofoil. This season saw several teams experiment with "wings" to generate extra downforce.
Opposite: Siffert takes the applause of the crowd after his victory.

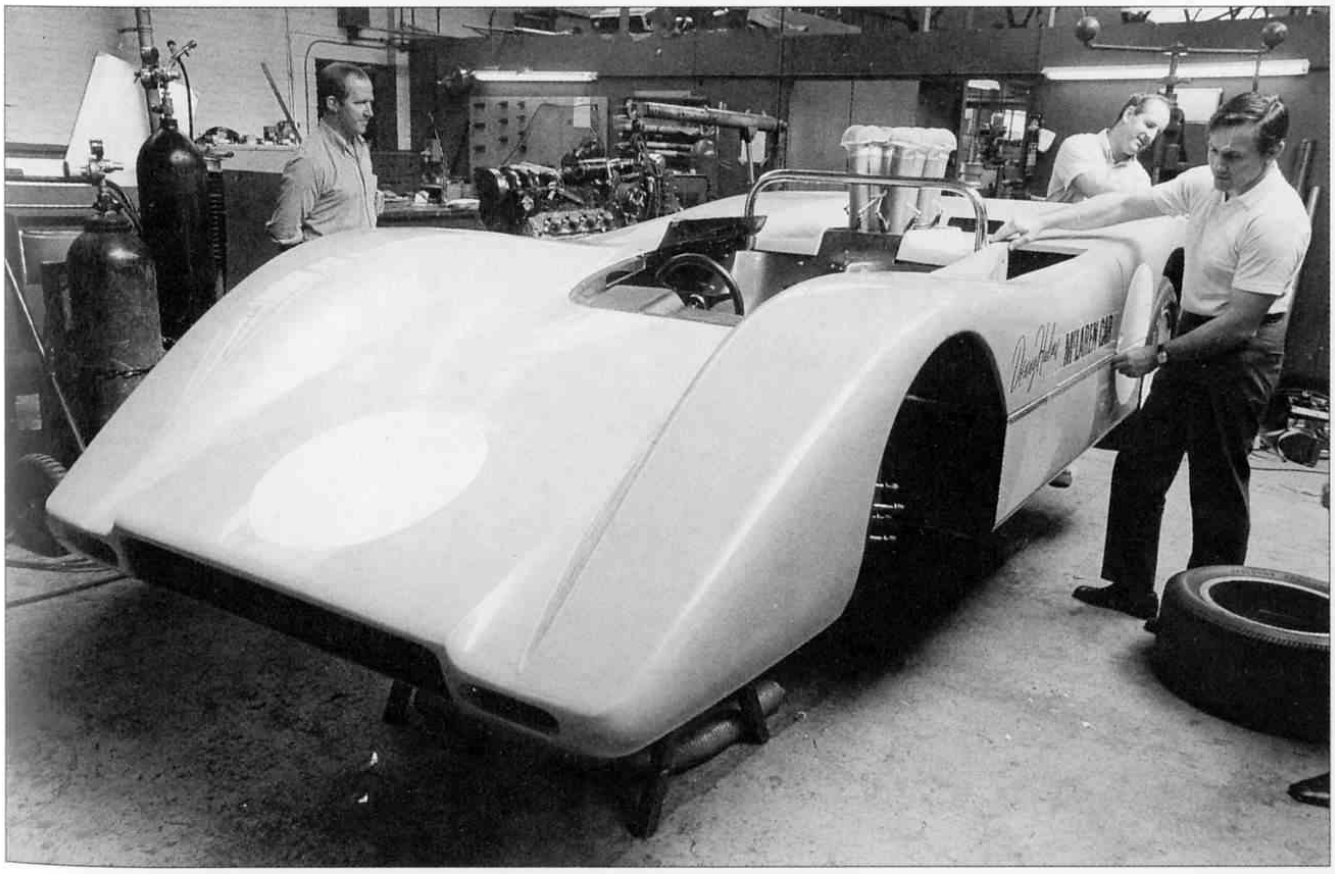
Gulf
Gulf
22
J. SIFFERT
CHAMPION

Swiss ace Jo Siffert wins at Brands Hatch

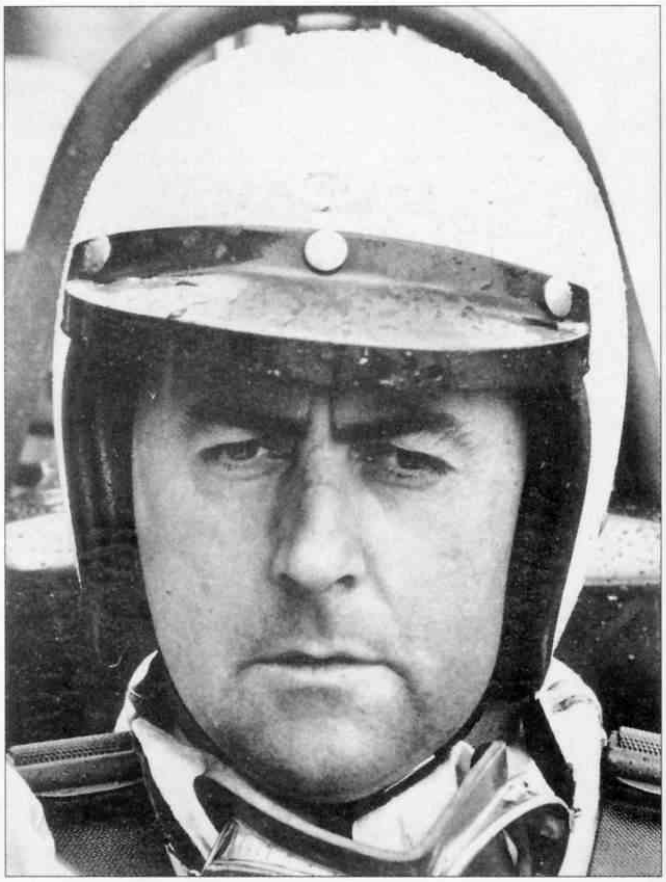
Above: The Lotuses of Graham Hill and Jackie Oliver occupy the front row as the British Grand Prix gets under way. Neither finished the race, which was won by Jo Siffert.

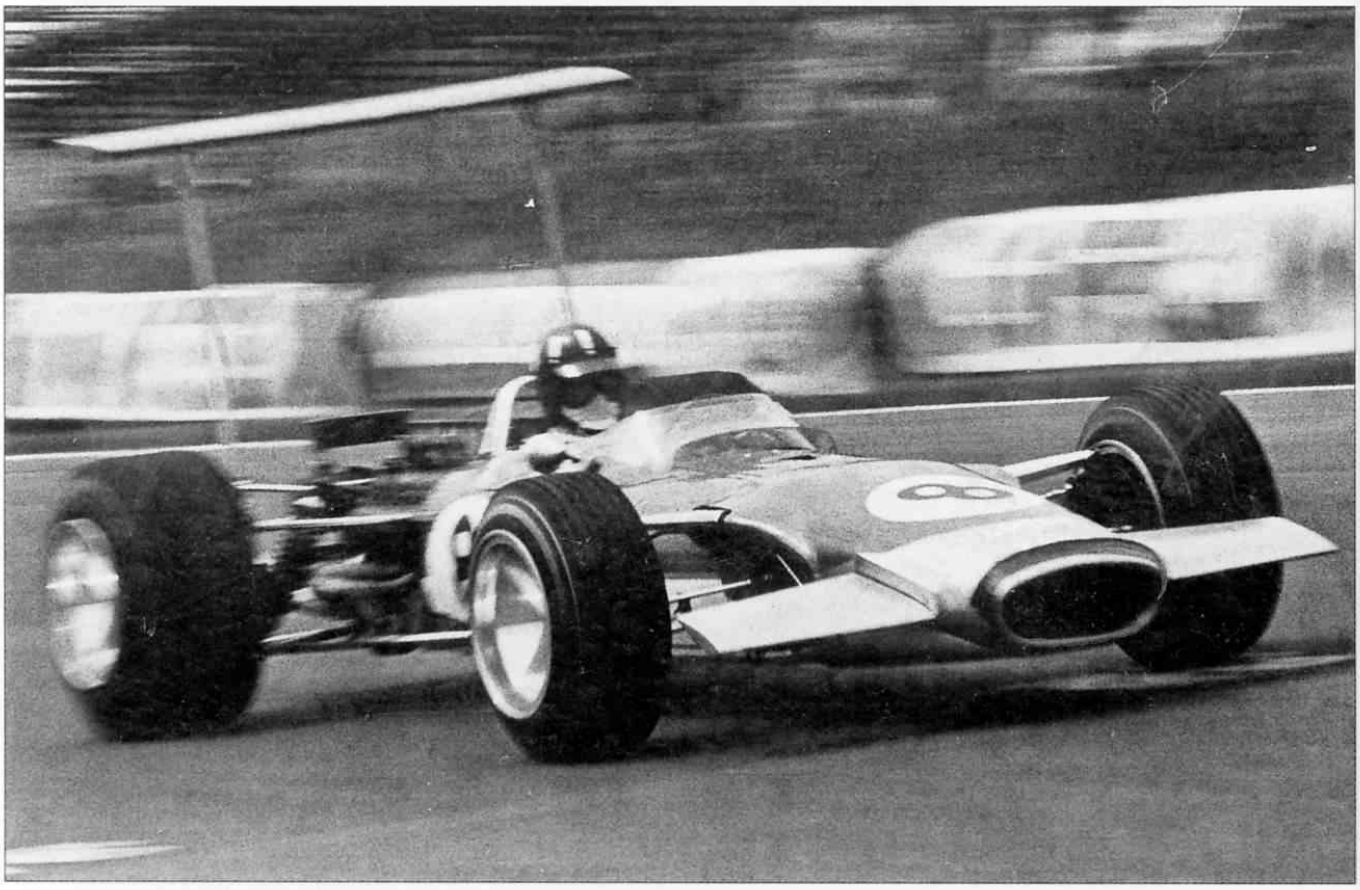
Opposite above: Earl Mountbatten takes a draught from the trophy won by Jo Siffert at Brands Hatch.

Opposite below: The new M7A brought Bruce McLaren and Denny Hulme considerable Formula 1 success in 1968. The duo also dominated the Can-Am series. Pictured is the M8A, in which Hulme won the Can-Am championship.



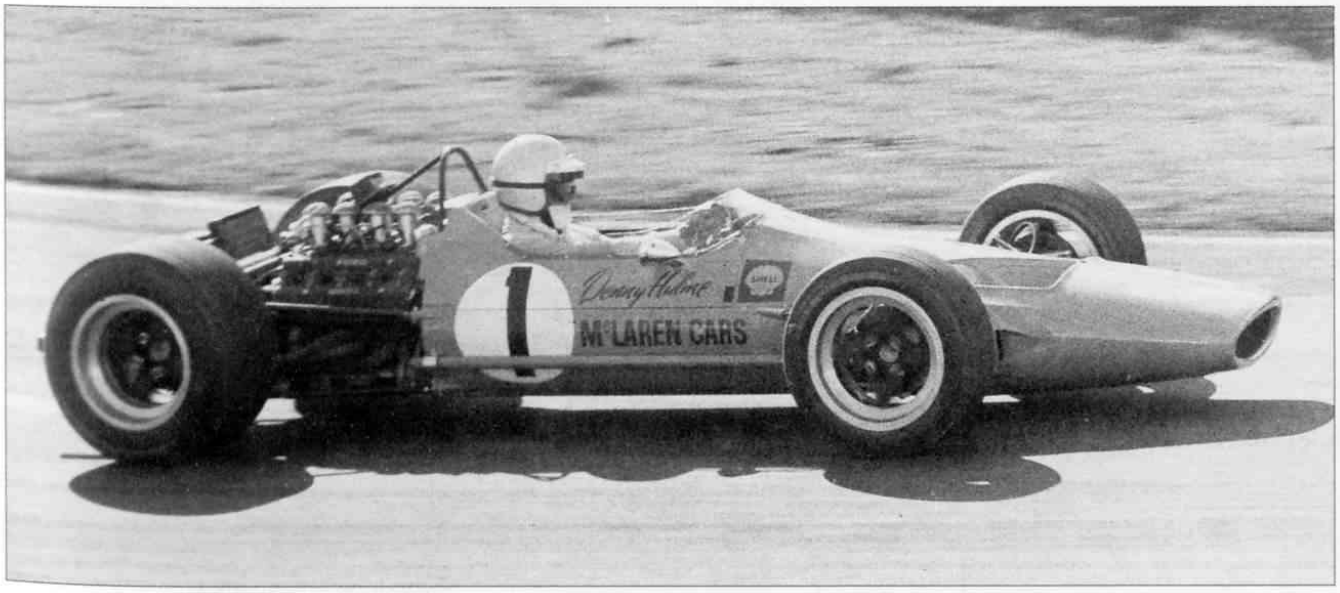
GOODYEAR





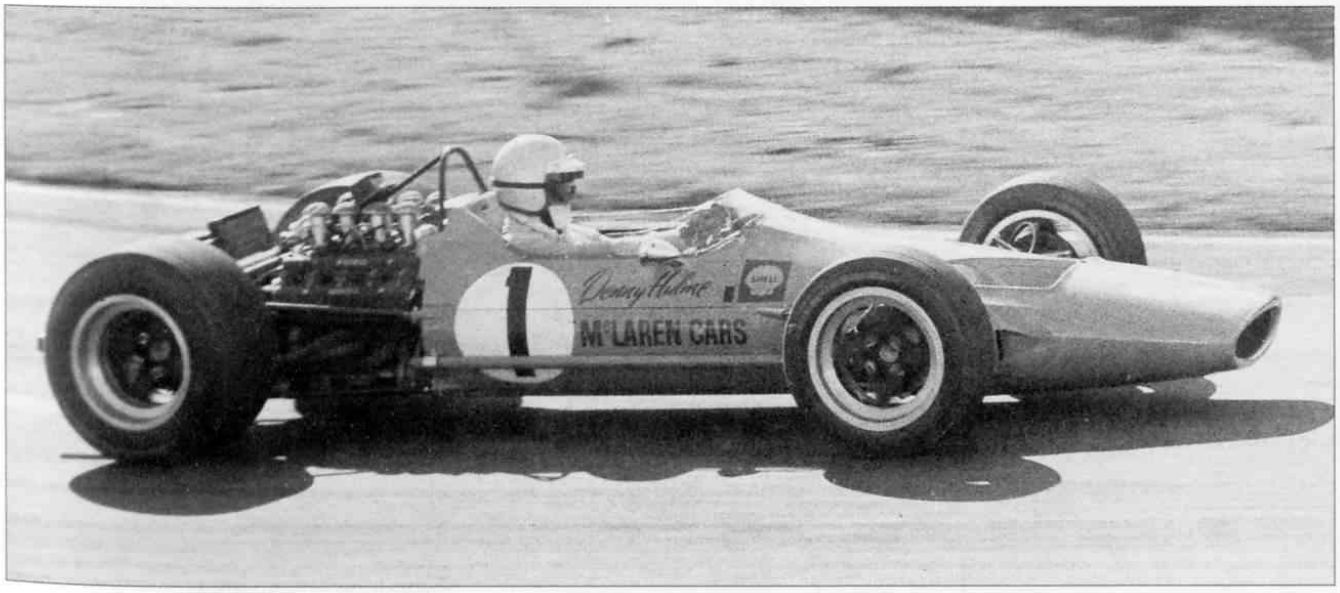
Stewart joins Ken Tyrrell

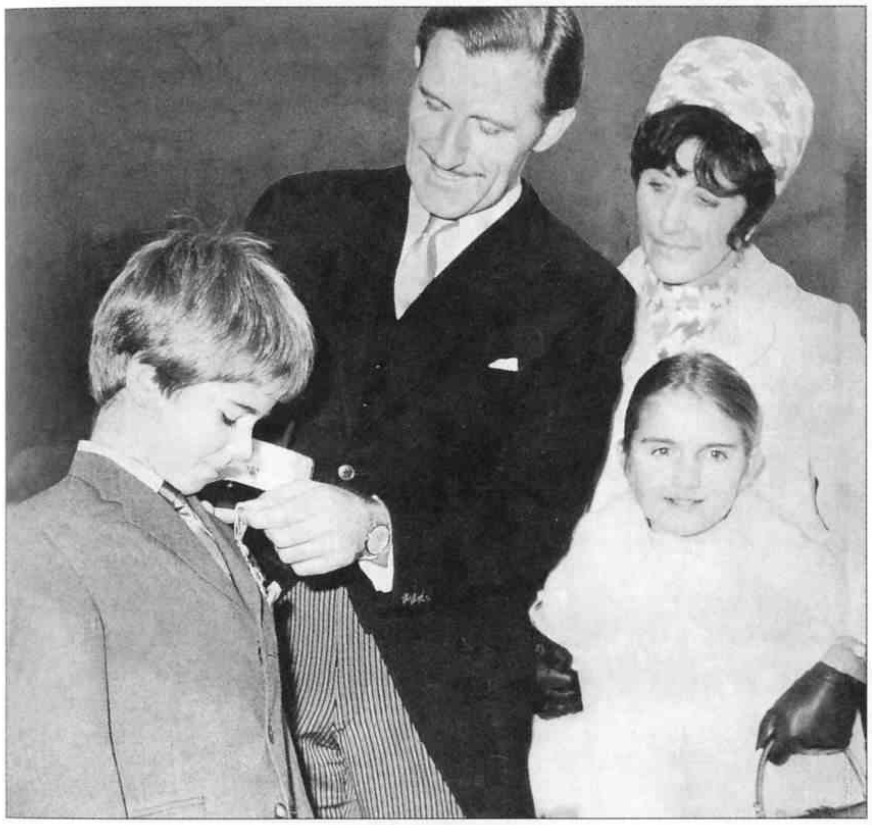
Left: Jackie Stewart joined Ken Tyrrell's Matra team in 1968. Although he lost the championship to Graham Hill, he missed two races and carried a wrist injury for much of the season.
Opposite above left: Denny Hulme casts an eye over the Chevrolet-powered M8A, which he drove in the 1968 Can-Am races. He beat team boss Bruce McLaren into second place in the prestigious 6-race series.
Opposite above right: Jack Brabham's team went from top dogs to also-rans in a single year. With a hopelessly unreliable new Repco engine Brabham finished just one of the 12 championship races. His new team-mate Jochen Rindt completed two.
Opposite below: Graham Hill on his way to a fastest lap in qualifying for the British Grand Prix at Brands Hatch. He failed to finish in the the race, however.
Below: McLaren breakthrough. The team began the season with the BRM-powered M5A. This was soon replaced by the Robin Herd-designed M7A, powered by the Ford V-8 engine. Both Hulme and McLaren performed well in the new car.



Stewart joins Ken Tyrrell

Left: Jackie Stewart joined Ken Tyrrell's Matra team in 1968. Although he lost the championship to Graham Hill, he missed two races and carried a wrist injury for much of the season.
Opposite above left: Denny Hulme casts an eye over the Chevrolet-powered M8A, which he drove in the 1968 Can-Am races. He beat team boss Bruce McLaren into second place in the prestigious 6-race series.
Opposite above right: Jack Brabham's team went from top dogs to also-rans in a single year. With a hopelessly unreliable new Repco engine Brabham finished just one of the 12 championship races. His new team-mate Jochen Rindt completed two.
Opposite below: Graham Hill on his way to a fastest lap in qualifying for the British Grand Prix at Brands Hatch. He failed to finish in the the race, however.
Below: McLaren breakthrough. The team began the season with the BRM-powered M5A. This was soon replaced by the Robin Herd-designed M7A, powered by the Ford V-8 engine. Both Hulme and McLaren performed well in the new car.





Baby you can drive my car...

Below: Graham Hill (right) and Jim Clark (centre) show themselves to be good sports in a send-up of the Fab Four. *Opposite:* Graham Hill is honoured with an OBE after winning his second world title. Proud wife Betty and children Brigitte and Damon accompany Graham to Buckingham Palace for the investiture.
Left: 8-year-old Damon Hill gets a close-up view of an OBE as Graham attaches it to his lapel.

1969
The flying Scot

For Jackie Stewart the disappointment of missing out on the 1968 championship soon gave way to an optimistic view of the next campaign. His runner-up spot had been achieved despite losing points through injury, and that bemusing fuel miscalculation at Spa. With no such mishaps, the prospects for the new year looked good. And they were further boosted by the fact that Stewart would have a new Ford-powered Matra for 1969. The Scot already felt he had the best car around; the new MS80 promised to be even better.

Exit Honda, Cooper and Eagle

Matra withdrew its works team at the end of the previous season, leaving its Formula One involvement in the hands of Ken Tyrrell. Three other teams departed the scene at the end of 1968: Honda, Cooper and Eagle.

Stewart dominated the first championship race, at Kyalami, in spite of the fact that the new car wasn't quite ready and the previous year's car had to be dusted off for the race. Stewart's closest challenge – brief though it was – came from American racing star Mario Andretti. Andretti was continuing his occasional flirtation with Grand Prix racing when other commitments allowed. On this occasion, he was contesting the lead with Stewart before his Lotus gave out with transmission trouble.

Hill and Rindt foiled

Stewart won again in Barcelona, although he needed some good fortune this time. He recovered well after a poor start, picking his way through the field and clawing back lost ground. But his victory was also partly down to some bad luck on the part of those ahead of him. Chris Amon was particularly unfortunate, for he was well ahead when his Ferrari failed him. The Lotuses of Hill and Rindt both crashed out of the race, with the cause put down to the aerofoils that the cars sported. Hill escaped unscathed, but Rindt's injuries forced him to miss Monaco.

The great "wings" debate was one of the hot topics of the year. Most teams had adopted aerofoils, but following the worrying incidents in Spain they were banned at Monaco. Stewart again looked well set, sharing the lead with Amon. But when both retired, Graham Hill came through to score a fifth Monte Carlo success. It would be Hill's only win of the year, and one of the few moments to savour for Lotus, which was an unhappy camp this season. Monaco also proved to be a good day for the independents. Piers Courage,

driving a Frank Williams-entered Brabham-Ford, was second, with Jo Siffert, in a Walker-Durlacher, finishing third.

Stewart back in command

The Belgian Grand Prix was cancelled because of a wrangle over safety measures. The circus thus moved on to Zandvoort, where Rindt recovered from his injuries to take pole. He led the race until driveshaft failure put paid to his chances, and Stewart was left to claim a third win. Several cars sprouted "wings" again, although they were smaller and less imposing than those which had attracted criticism.

Stewart was in commanding form again in France. The Scot's latest triumph contrasted starkly with the plight of BRM, whose slow and unreliable V-12 made John Surtees and Jackie Oliver regular whipping boys in a miserable season. Not at Clermont-Ferrand, though, where BRM didn't even bother to enter.

Stewart and Rindt were involved in a ding-dong battle at Silverstone until the Austrian was forced into the pits with a loose wing. This victory showed Stewart's unflappable temperament, for he had had a high-speed crash in practice and was forced to take over team-mate Jean-Pierre Beltoise's car in the race. Both Lotus and McLaren were showing off their innovative four-wheel-drive cars at Silverstone, with mixed results. John Miles had a smooth ride and brought his Lotus home in 10th place, while Derek Bell's McLaren lasted just five laps.

Civic reception for champion Stewart

Stewart was beaten into second place at the Nürburgring, hampered by gearbox trouble. Jackie Ickx won, giving Brabham its first win of the season. Jack Brabham had signed the young Belgian after Rindt decided to depart for Lotus the previous year. While Jack himself had an indifferent, injury-hit year, Ickx was impressive, and was now lying second in the championship with 22 points. Stewart was almost out of sight, though, on 51, and the Scot removed any remaining doubt at Monza. An extraordinarily close slipstreaming battle ended with Stewart just heading home Rindt, Beltoise and McLaren. The title was now his, and a civic reception awaited in Dumbarton.

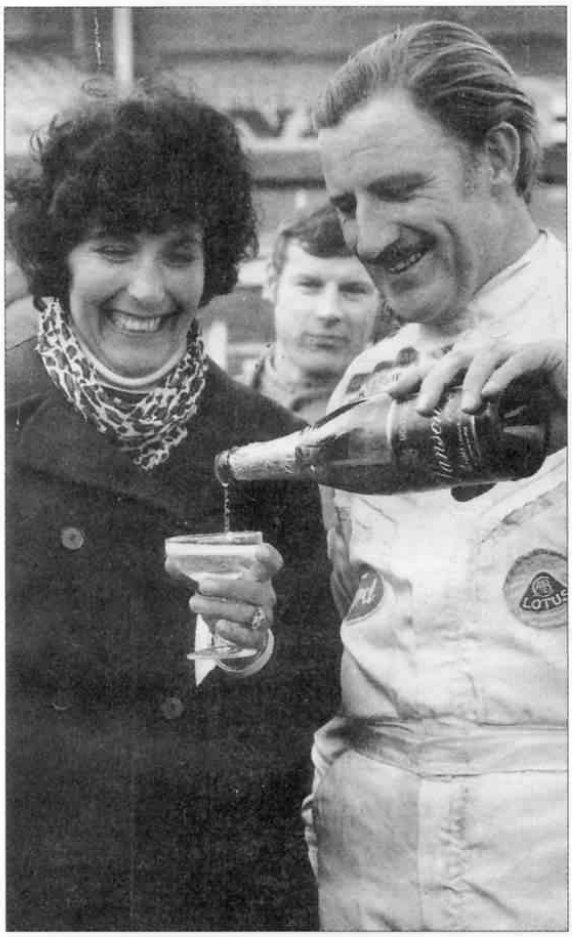
With the pressure off, Stewart's last three races saw him retire twice, and manage only 4th in Mexico. Ickx prevailed in Canada, while Rindt finally notched his first win in the United States. In that race, at Watkins Glen, Graham Hill was badly injured after a tyre blew on the straight as he was heading for the pits. A long convalescence looked on the cards, but Hill resolved to be back at the wheel for the start of the 1970 season. He made it, but there were to be no more Grand Prix successes in his career. Monaco 1969 was to be the last time that Hill would wear the victor's laurels.

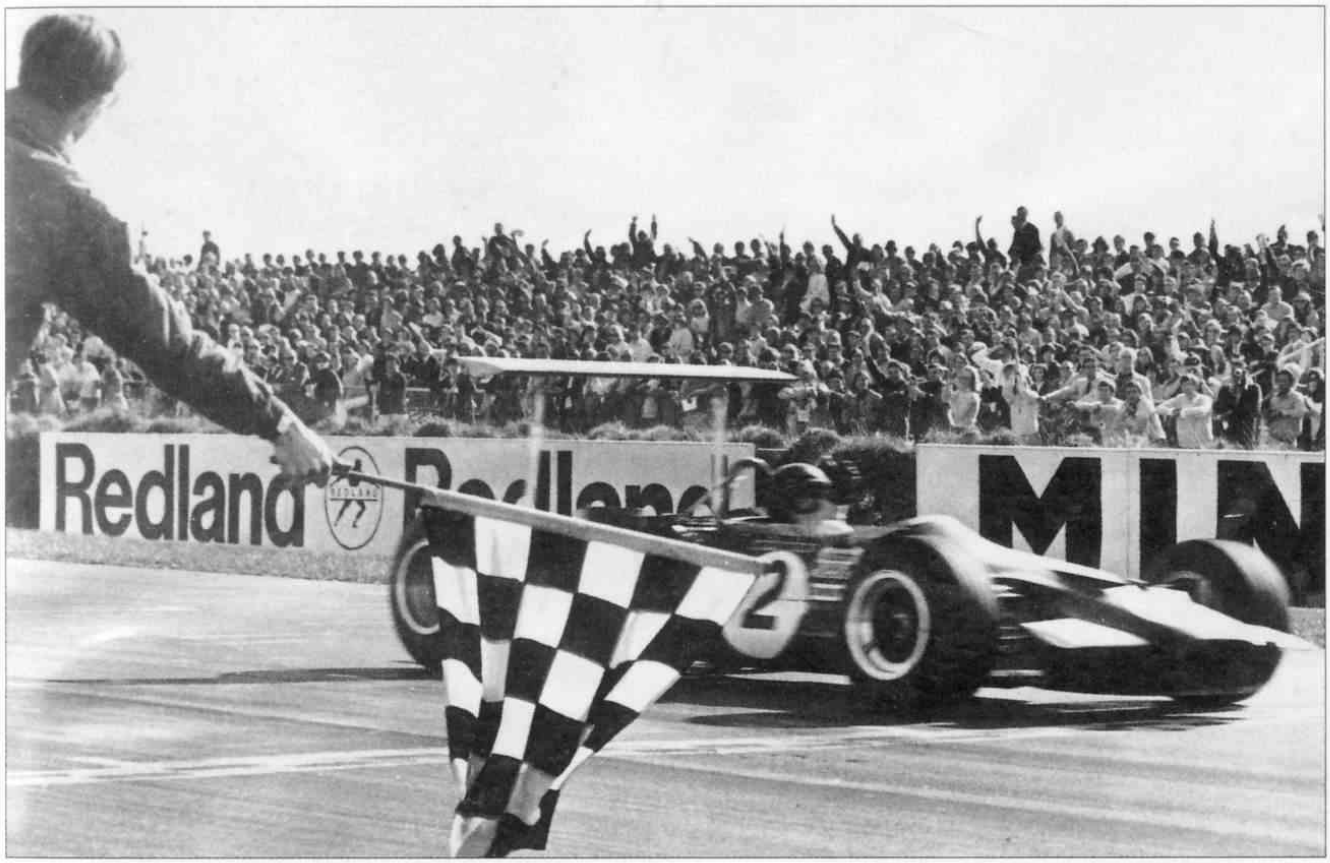
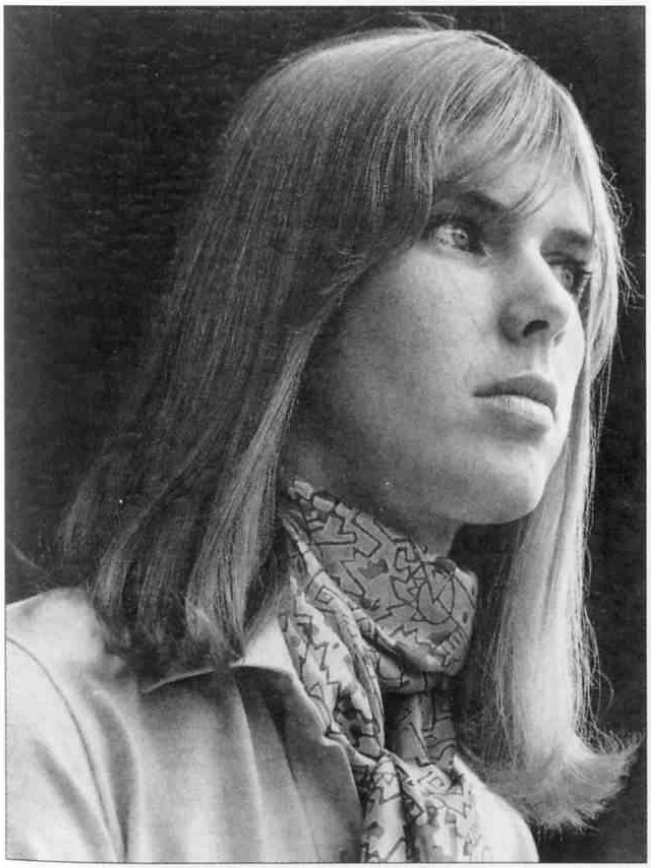
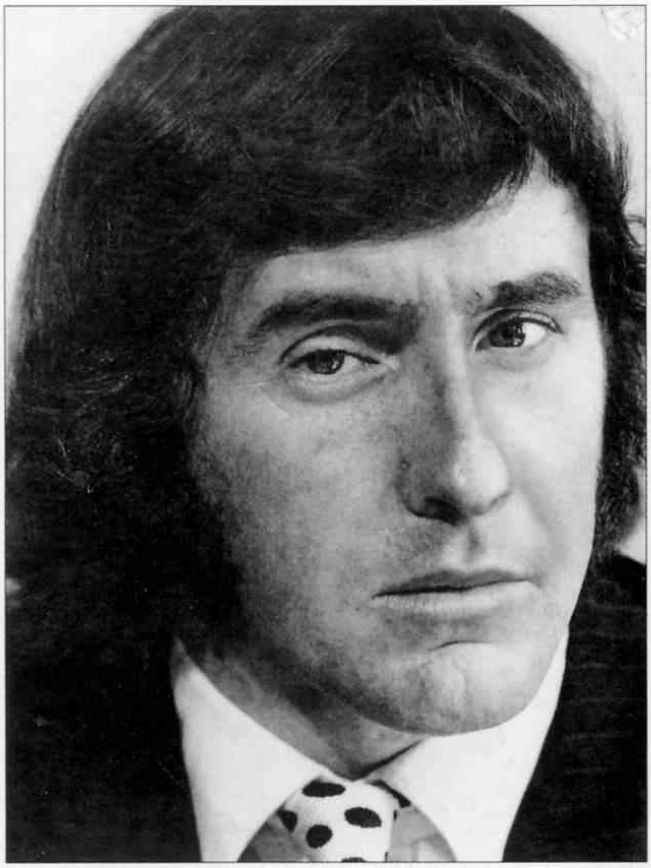
Flying Scot

Top left: Flying Scot. Stewart celebrates after winning the Race of Champions at Brands Hatch in March. Stewart won six of the 11 championship races in 1969 and took the title by 26 points.
Top right: 22-year-old Brazilian Emerson Fittipaldi was a Formula 3 champion in 1969, and already taking the eye as a future star of Grand Prix racing.
Above: The superb new Matra MS80, the car in which Stewart dominated the world championship.
Previous page: Jackie Stewart relaxes with his wife Helen before the British Grand Prix at Silverstone. A 140 mph crash in practice the day before didn't faze the Scot, who cruised to his fifth win of the season in the race.

Aerofoil "wings" failure

Below: Aerofoils were the subject of much controversy in 1969. The crashes which put Jochen Rindt and Graham Hill out of the Spanish Grand Prix were the result of "wings" failure.
Right: Graham Hill wins the Evening News prize of 100 bottles of champagne after setting the fastest lap during practice for the Race of Champions at Brands Hatch. He pours wife Betty a glass.
Opposite above: Jochen Rindt wins a Formula Two race at Thruxton. The Austrian ace also had his first Grand Prix victory in 1969, but it was generally an unhappy year both on and off the track.
Opposite below left: A serene-looking Helen Stewart. Having known Jackie since childhood, she had considerable first-hand experience of the triumphs and tragedies of motor racing.
Opposite below right: Of the eight races that Stewart finished in 1969, he won six and came 2nd and 4th in the other two. He clinched the title with three races still to go.




Redland
2