

# THE 28th MONACO GRAND PRIX

## The Best-Laid Plans

MONTE CARLO, May 10th

THE QUESTION of the qualifying race on Saturday afternoon, before the Grand Prix, found no support at all and rapidly died a natural death. Practice for the Monaco Grand Prix returned to a system used for many years now, whereby the fastest laps in practice got you into the Sunday line-up. The selected ten "ace" drivers were assured of places on the grid, and the remaining six places had to be sorted out from the remaining 11 cars that turned up for practice. Non-arrivals were Soler Roig, Bell, Andretti and Moser, which eased the problems slightly. Practice was held on Thursday afternoon, Friday morning and Saturday afternoon, interspersed with Formula Three activities, and all lap times recorded during those three sessions were taken into consideration for selecting the six qualifiers. In addition, at the end of the afternoon on Saturday the non-seeded drivers had an extra 30 minutes to themselves, during which time they could score a place in the select six, but the lap time would not count for the grid position. This was because the "ace-ten" would not be allowed out in this 30 minutes, and if conditions were extra good they would be unable to defend their grid positions, and the expected situation actually arose. Siffert qualified for the six during the last 30 minutes, and his time would have put him on the second row of the grid, for he equalled Amon's time during a period when Amon was not allowed to defend his position. Though seemingly complicated the system seemed to work out all right.

Without question Stewart was on great form, driving his usual March car, and headed Thursday's practice with ease, followed by Amon in the original works March, so the Bicester firm were pretty pleased with progress. Officially, and according to Monaco rules, the lap record stood to Courage with his Brabham last year in 1 min. 25.8 sec., though Stewart had done 1 min. 25.1 sec. in the race before he retired, but the strange rule said you had to finish the race in order to hold the lap record. As always at Monaco the first practice session raises a lot of dust around the circuit, for few cars go over 25 m.p.h. through the streets of Monte Carlo during normal times, and a sudden rush of racing cars going at 125 m.p.h. brings dust out of every nook and cranny. It soon blows away and the pace warms up, even if the weather did not on this occasion, and everyone was soon circulating. Team Lotus were not very happy, for they had discovered at Silverstone that the interesting new Lotus 72 was not really stiff enough and the rear end was doing some steering as well as the front end, a trouble that did not make itself apparent on the slow Madrid circuit. In consequence Rindt and Miles had reverted to the old Type 49 cars they had used in South Africa, and they had both been fitted with the latest type of triple-blade rear aerofoil. On the V12 Matras, Beltoise was using the latest front hubs with the brake calipers cast integral with the hub, and with deflector discs on the wheel centres to centrifuge cooling air, while Pescarolo had the old Girling caliper arrangement. BRM were back to full strength after

their Spanish disaster, the destroyed car of Oliver being replaced by a brand-new one, and Ferrari had built a third 312B to replace their car lost in the Spanish race. The Tyrrell team were on full strength, with Servoz-Gavin in their latest car and the unmodified one as a spare for Stewart, and Antique Automobiles were running a brand-new March which ex-Formula Three driver Peterson was driving. Courage had the latest De Tomaso, as raced so well at the Silverstone International Trophy, and everything else was running to pattern. Stewart made a mockery of last year's lap record, official or unofficial, with a lap in 1 min. 24.1 sec. and Amon joined him with 1 min. 24.6 sec., and these two were alone, the only other fast time being Hulme's 1 min. 25.1 sec. which equalled the unofficial lap record. Siffert was in trouble with a Cosworth engine that would not run properly and was unable to get to grips with the March, which he has driven for a lot less time than he would have liked. BRM were making a poor start, for Oliver had barely got under way before his gearbox went wrong, and with Rodriguez not going properly and Eaton learning his way round, the three Bourne cars stayed at the bottom of the list.

On Friday morning gloom descended on Monte Carlo and rain came pouring down so that the hour of practice before breakfast was a complete and utter washout, though Stewart was able to demonstrate that he was still in full command, with fastest lap in 1 min. 37.1 sec., nearly three seconds ahead of the next car, but in reality very few people tried all that hard, though Hill and McLaren both managed to clout the edges of the track, which stopped their practice. Team Lotus had a Type 72 with them, running as a spare for Miles, but it did not turn a wheel in the rain, and Monte Carlo showed that it is not always the best place for a holiday, a thing it has often done in the past on the early morning practice session.

On Saturday it was not much brighter, but at least the rain was holding off. After the depressing showing on Thursday the BRM engines were converted from Lucas ignition to Marelli ignition, and now that the track was dry they were hoping for some improvement. All they seemed to achieve was to move up from a miserable-last to a reasonable-last place in the overall picture. Stewart was still on cracking good form, but this time he was on his own and the only one to get under 1 min. 25.0 sec., which he not only did with ease, but finally recorded 1 min. 24.0 sec. Ickx was very well recovered from his crash in Spain, and back on good form, vying with Brabham for grid position, and the Matras of Beltoise and Pescarolo were really singing round as 12-cylinders should, and were not only exciting the French but the many British spectators as well. Going up the slope towards the Casino Graham Hill suddenly had an accident and wrote off the front end of the Walker Lotus on the barriers, an accident for which he could not really account, and Servoz-Gavin had an accident at the chicane which damaged Tyrrell's latest March. The Walker Team (who now race on Brooke Bond-Oxo money) had a problem

### ENTRY

No.	Entrant	Driver	Country	Car	Engine	Gearbox	Tyres	Colour	Sponsor
1	Brooke Bond Oxo Racing, England	G. Hill	England	Lotus 49C	Cosworth V8	Hewland	Firestone	Blue and white	Brooke Bond Oxo
2	Gold Leaf Team Lotus, England	J. Miles	England	Lotus 49C	Cosworth V8	Hewland	Firestone	Red, white and gold	John Player & Sons
3	Gold Leaf Team Lotus, England	J. Rindt	Austria	Lotus 49C	Cosworth V8	Hewland	Firestone	Red, white and gold	John Player & Sons
4	WorldWide Racing Ltd., England	A. Soler Roig	Spain	Lotus 49C	Cosworth V8	NON-STARTER			
5	Motor Racing Developments, England	J. Brabham	Australia	Brabham BT33	Cosworth V8	Hewland	Goodyear	Turquoise and yellow	Goodyear Tyre Co.
6	Auto Motor und Sport, Germany	R. Stommelen	Germany	Brabham BT35	Cosworth V8	Hewland	Goodyear	Turquoise and white	Auto Motor und Sport
7	Wheatcroft Racing, England	D. Bell	England	Brabham BT26	Cosworth V8	NON-STARTER			
8	Equipe Matra-Elf, France	H. Pescarolo	France	Matra-Simca	Matra MS120	Hewland	Goodyear	Blue	Elf Petrol
9	Equipe Matra-Elf, France	J.-P. Beltoise	France	Matra-Simca	Matra MS120	Hewland	Goodyear	Blue	Elf Petrol
10	Bruce McLaren Motor Racing, England	A. de Adamich	Italy	McLaren M7D	Alfa Romeo V8	Hewland	Goodyear	Orange	Goodyear, Gulf, Reynolds
11	Bruce McLaren Motor Racing, England	D. Hulme	New Zealand	McLaren M14A	Cosworth V8	Hewland	Goodyear	Orange	Goodyear, Gulf, Reynolds
12	Bruce McLaren Motor Racing, England	B. McLaren	New Zealand	McLaren M14A	Cosworth V8	Hewland	Goodyear	Orange	Goodyear, Gulf, Reynolds
13	Team Surtees, England	J. Surtees	England	McLaren M7C	Cosworth V8	Hewland	Firestone	Red and white	Firestone
14	Owen Racing Organisation, England	G. Eaton	Canada	BRM Type 153	BRM V12	BRM	Dunlop	Green and gold	Yardley Perfumes
15	Owen Racing Organisation, England	J. Oliver	England	BRM Type 153	BRM V12	BRM	Dunlop	White and gold	Yardley Perfumes
16	Owen Racing Organisation, England	P. Rodriguez	Mexico	BRM Type 153	BRM V12	BRM	Dunlop	White and gold	Yardley Perfumes
17	Owen Racing Organisation, England	P. Rodriguez	Mexico	BRM Type 153	BRM V12	BRM	Dunlop	White and gold	Yardley Perfumes
18	No entry								
19	March Engineering, England	J. Siffert	Switzerland	March 701	Cosworth V8	Hewland	Firestone	Dayglow red	STP Corporation
20	Tyrrell Racing Organisation, England	J. Servoz-Gavin	France	March 701	Cosworth V8	Hewland	Dunlop	Blue	Dunlop, Elf
21	Tyrrell Racing Organisation, England	J. Stewart	Scotland	March 701	Cosworth V8	Hewland	Dunlop	Blue	Dunlop, Elf
22	STP Corporation, America	M. Andretti	America	March 701	Cosworth V8	Hewland	Firestone	Dayglow red	STP Corporation
23	Antique Automobiles, England	R. Peterson	Sweden	March 701	Cosworth V8	Hewland	Goodyear	Yellow and maroon	Antique Automobile
24	Frank Williams "Racing Cars", England	P. Courage	England	De Tomaso 38	Cosworth V8	Hewland	Dunlop	Red	Ward Tools
25	Silvio Moser Racing Team, Switzerland	S. Moser	Switzerland	Bellasi	Cosworth V8	NON-STARTER			
26	SEFAC Ferrari, Italy	J. Ickx	Belgium	Ferrari 312B	Ferrari Fiat-12	Ferrari	Firestone	Red	Shell
27	SEFAC Ferrari, Italy	J. Ickx	Belgium	Ferrari 312B	Ferrari Fiat-12	Ferrari	Firestone	Red	Shell
28	March Engineering, England	C. Amon	New Zealand	March 701	Cosworth V8	Hewland	Firestone	Dayglow red	STP Corporation

that required thinking about, for Hill was an assured starter but the car was not. The Tyrrell team had a much more pressing problem, for Servoz-Gavin was in the battle for qualifying and needed a car instantly, so they changed the number on Stewart's spare car and the Frenchman was ready to go again. The final 30 minutes of Formula One practice was restricted to the non-invited drivers, and there were 11 of them: Miles (Lotus), Stommelen (Brabham), Pescarolo (Matra-Simca), de Adamich (McLaren), McLaren (McLaren), Eaton (BRM), Oliver (BRM), Siffert (March), Peterson (March), Courage (De Tomaso), Servoz-Gavin (March). They all thrashed round in a most spirited fashion, nearly everyone keeping going continuously, so that it was almost like a 30-minute race. Courage and Siffert were really outstanding, Pescarolo was in a bit of panic as a relief valve in his fuel system stuck open and the injection system could not get any fuel, so he borrowed Beltoise's car, and Servoz-Gavin was not at all happy with the gear-change on the spare Tyrrell car and could not get in the hunt. When all had become quiet once more, and the 11 qualifiers were breathing normally again, the timekeepers sorted out all their figures and found that all but Pescarolo and Servoz-Gavin had really got their skates on in this last do-or-die attempt, and Siffert was fastest with 1 min. 24.6 sec., a time equal to Amon's best. In the last rush the order came out Siffert, Courage, McLaren, Oliver, Peterson and de Adamich and Stommelen equal sixth, but Pescarolo had done a time in the overall practice period that put him equal with McLaren, so de Adamich and Stommelen were bumped off the end of the list and the 16 starters were settled, as shown on the accompanying starting grid.

#### PRACTICE TIMES

No.	Driver	Car	Thursday	Friday	Saturday	Saturday Extra
1	G. Hill	Lotus 49C/R7-Cosworth V8	1. 26.8	2. 05.0	1. 29.3	—
2	J. Miles	Lotus 49C/R10-Cosworth V8	1. 23.7	1. 43.4	1. 28.7	1. 27.4
3	J. Rindt	Lotus 49C/R6-Cosworth V8	1. 25.9	2. 13.9	1. 27.9	—
4	A. Soler Roig	—	NON-ARRIVAL	—	—	—
5	J. Brabham	Brabham BT33/3-Cosworth V8	1. 25.3	1. 43.1	1. 25.4	—
6	R. Stommelen	Brabham BT33/1-Cosworth V8	1. 27.8	1. 02.0	1. 26.9	1. 26.3
7	D. Bell	—	NON-ARRIVAL	—	—	—
8	J.-P. Beltoise	Matra-Simca MS120/01-V12	1. 25.6	1. 45.7	1. 25.7	—
9	H. Pescarolo	Matra-Simca MS120/02-V12	1. 28.4	1. 02.7	1. 25.7	1. 26.6
10	A. de Adamich	McLaren M7D/1-Alfa Romeo V8	1. 27.6	1. 54.7	1. 29.3	1. 26.3
11	D. Hulme	McLaren M14A/2-Cosworth V8	1. 25.1	—	1. 29.4	—
12	B. McLaren	McLaren M14A/1-Cosworth V8	1. 26.6	No time	1. 26.1	1. 25.7
14	J. Surtees	McLaren M7C/1-Cosworth V8	1. 27.4	1. 40.9	1. 28.7	—
15	G. Eaton	BRM Type 153/03-V12	1. 30.0	1. 48.1	1. 29.3	1. 27.0
16	J. Oliver	BRM Type 153/04-V12	1. 39.4	1. 46.8	1. 27.5	1. 25.8
17	P. Rodriguez	BRM Type 153/02-V12	1. 37.7	1. 39.7	1. 28.8	—
18	—	—	NO ENTRY	—	—	—
19	J. Siffert	March 701/5-Cosworth V8	1. 28.7	1. 47.2	1. 26.2	1. 24.6
20	J. Servoz-Gavin	March 701/7-Cosworth V8	1. 27.4	1. 47.7	1. 26.9	—
21	J. Stewart	March 701/2-Cosworth V8	1. 24.1	1. 37.1	1. 24.0	—
22	M. Andretti	—	NON-ARRIVAL	—	—	—
23	R. Peterson	March 701/8-Cosworth V8	1. 27.4	1. 46.7	1. 26.8	1. 25.2
24	P. Courage	De Tomaso 36/3-Cosworth V8	1. 27.2	1. 47.6	1. 26.1	1. 25.3
25	S. Moser	—	NON-ARRIVAL	—	—	—
26	J. Ickx	Ferrari 312B/001-V12	1. 26.2	1. 40.3	1. 25.5	—
27	—	—	NO ENTRY	—	—	—
28	C. Amon	March 701/1-Cosworth V8	1. 24.5	—	1. 33.1	—
29	J. Miles	Lotus 72/1-Cosworth V8	—	—	1. 31.2	—
21T	J. Stewart	March 701/4-Cosworth V8	—	1. 48.5	—	—
20T	J. Servoz-Gavin	March 701/4-Cosworth V8	—	—	—	1. 28.1
26T	J. Ickx	Ferrari 312B/003-V12	—	—	No time	—
28T	C. Amon	March 701/6-Cosworth V8	—	1. 50.5	1. 29.1	—
9T	H. Pescarolo	Matra-Simca MS120/01	—	—	—	1. 36.5
14T	J. Siffert	March 701/1-Cosworth V8	—	—	No time	—

This question having been settled it was now possible for Rob Walker and Team Lotus to review the Hill situation. The Walker car was too badly damaged to repair immediately so the car that Miles had failed to qualify, 49C/R10, was given a quick repaint with the Walker colours, the advertising slogans were changed over, the cockpit and controls offered up to Hill's shape, and the organisation agreed to the change-over, but FIA rules insisted that Hill moved to the back of the grid, as he had not practised in the car.

Although the rain and clouds had been hanging about on the mountains all day Saturday, the practice had remained dry apart from a few unimportant spots, and at last, on Sunday, Monte Carlo began to look like the advertising brochures. The start was not due until 3 p.m. so everyone had reasonable time for getting ready, and as Prince Rainier did an official lap in a 5-litre V8 Maserati, the 16 starters lined up on the "dummy-grid", without doing a warm-up lap. Arranged in staggered pairs, Hill's rightful position next to Siffert was left blank, and the repainted works Lotus was at the back behind the two white BRMs. Away went the 16 cars, the Monogasque flag fell, and Stewart leapt into the lead as they all roared up the hill to the Casino, the noise echoing off the buildings in a fantastic manner.

#### STARTING GRID

21 J. Stewart (March-Cosworth V8) 701/2 1 min. 24.0 sec.	28 C. Amon (March-Cosworth V8) 701/1 1 min. 24.6 sec.	↑
25 J. Ickx (Ferrari flat-12) 001 1 min. 25.5 sec.	11 D. Hulme (McLaren-Cosworth V8) M14A/2 1 min. 25.1 sec.	5 J. Brabham (Brabham-Cosworth V8) BT33/2 1 min. 25.4 sec.
24 P. Courage (De Tomaso-Cosworth V8) 38/3 1 min. 26.1 sec.	9 H. Pescarolo (Matra-Simca V12) MS120/02 1 min. 25.7 sec.	8 J.-P. Beltoise (Matra-Simca V12) MS120/01 1 min. 25.6 sec.
23 R. Peterson (March-Cosworth V8) 701/8 1 min. 26.8 sec.	19 J. Siffert (March-Cosworth V8) 701/5 1 min. 26.2 sec.	3 J. Rindt (Lotus-Cosworth V8) 49C/R6 1 min. 25.9 sec.
16 J. Oliver (BRM V12) 153/04 1 min. 27.5 sec.	14 J. Surtees (McLaren-Cosworth V8) M7C/1 1 min. 27.4 sec.	17 P. Rodriguez (BRM V12) 153/02 1 min. 28.8 sec.
Not qualified: J. Miles (Lotus 49C) R. Stommelen (Brabham BT33) A. de Adamich (McLaren-Alfa Romeo) G. Eaton (BRM 153) J. Servoz-Gavin (March 701)	1 G. Hill (Lotus-Cosworth V8) 49C/R10 No practice time	—

As they came out of the tunnel and down to the harbour front Stewart led from Amon, Brabham, Ickx, Beltoise, Hulme, Rindt and Pescarolo; it was all wide open, with everyone in with a chance. March were in first and second places, the pacemaker Brabham was there, Ferrari was in with them and Matra were in the thick of it. It was clearly going to be a good 80 laps round-the-houses. From his back row start Hill shot past Oliver, but then found his seat harness was so tight it was restricting his movements and affecting his braking, so he dropped behind again. Nose-to-tail the 16 cars twisted and turned round the tight hairpins, up the hill, down to the sea front, through the tunnel and along the promenade. Beltoise nipped by Ickx as they braked for the hairpin where the old Gasometer used to be, on lap 2, and next time round Rodriguez took the number one BRM into the pits as the throttle slides were sticking open; the trouble was cured and he rejoined the race two laps behind. Stewart was commanding the race, with a clear road in front of him, and each time round he was a little more in front of Amon, the New Zealander still having a nose-to-tail pack behind him, though Surtees, Peterson, Oliver and Hill were not keeping up.

By lap 7 Stewart had pulled out a full five seconds' lead over Amon, which is a big advantage at Monte Carlo, and he looked safe, sure and untroubled as he drove the blue March relentlessly on. Behind Amon, and pressing hard, were Brabham, Beltoise, Ickx, Hulme, Pescarolo, Rindt, Courage, Siffert and McLaren, the rest already trailing, and this lot were so pressing that it looked as if Amon might be holding things up. Stewart was lapping at around 1 min. 26 sec., gaining ground all the time, and on lap 12 there was a break in the following procession, for the Ferrari broke its inner universal joint on the right-hand drive shaft and as Ickx came to rest Hulme, Pescarolo and Rindt who were immediately behind were slightly baulked. We now had Stewart out on his own, Amon, Brabham and Beltoise at close quarters, and Hulme, Pescarolo, Rindt, Courage, Siffert and McLaren in line-astern formation. Surtees was fading fast, and Peterson overtook him on lap 13, and then Oliver, and the ex-World Champion retired at the pits with the oil pressure in his Cosworth V8 engine disappearing disastrously. Apart from the sun disappearing behind some clouds nothing of note happened for a few laps, and the high-speed procession chasing vainly after Stewart continued, though McLaren hit the *chicane* with his right front wheel on lap 19 and damaged the suspension which put him out after one more lap, by which time Stewart's lead was 12½ seconds, but next lap the scene began to change noticeably. Brabham had had enough of fol-

lowing Amon, and was lining himself up to get by, and Beltoise was having rear axle trouble and the Matra could no longer stay with them, while at the end of the queue Siffert was beginning to close up on Courage. As they approached the Gasworks hairpin to end lap 22, with Stewart going round in 1 min. 25.4 sec., Brabham dived to the inside of Amon's March and scabbled round in front and in second place, and Beltoise had dropped back behind Hulme and was only to last a short while longer as the transmission broke. On lap 24 Stewart lapped the last car, which was Hill's Lotus, apart, that is, from Rodriguez, whose stop had put him two laps behind, and behind the Tyrrell March, the turquoise and yellow car of Brabham led Amon's red March by two seconds. As Stewart ended his twenty-sixth lap he should have appeared before Hill's Lotus, but the blue and white Lotus appeared first, having unlapped itself, which was indeed strange. Stewart appeared and the reason was clear, the Cosworth engine was misfiring badly, and he headed for the pits. While the ignition unit was changed, and the distributor rotor as well, Brabham went by into the lead, a complete reversal of what had happened at Brands Hatch in the Race of Champions. (This one-make power-unit racing can get boring at times.) By the time Stewart rejoined the race he was a lap behind Rodriguez and three behind the leaders and those who expected to see some fantastic lap records made were disappointed, for ignition equipment was not really the trouble with Stewart's engine, for it still was not giving full power. Though he kept going as best he could he made little progress, other than to get himself on the same lap as Rodriguez, but still in last place. At 30 laps Brabham looked comfortably settled in first place with nothing that Amon could do about it and as they went by the pits, Hulme, Pescarolo and Rindt went along the Promenade behind the pits, while Courage was finding his steering getting heavier and heavier on the De Tomaso, so that he could hardly correct slides any more, and Siffert got ahead of him.

Rindt had been driving along in fifth position in a most uninspired fashion, but now seemed to wake up and feel he ought to be ahead of Pescarolo, and he forced his way by at the Gasworks hairpin on lap 36, but was not making any impression on Hulme. The struggle with the seizing rack-and-pinion mechanism on the De Tomaso became impossible and Courage stopped at the pits to give up, but the Williams mechanics started to dismantle the whole thing and put it right. At half-distance, or 40 laps, Brabham still had two seconds' lead over Amon, followed by Hulme, Rindt, Pescarolo and Siffert, no one else being on the same lap. Hill, Oliver, Peterson, Rodriguez and Stewart following, but this situation at the tail-end did not last long as Oliver's BRM engine blew up and he ground to a smoky halt on his forty-third lap. Stalemate seemed to have set in up at the front, with little hope of anything inspiring happening, although Siffert moved ahead of Pescarolo, and then Hulme began to fall back when he lost the use of bottom gear. Stewart was in a very unhappy last place, making no progress at all, and Brabham was closing up behind to lap him, which he did on lap 59, and that made Stewart give up for he could really appreciate how flat his engine had gone. As Amon came along the Promenade at the end of lap 61 the March suddenly swooped all over the track, for a rear suspension bolt had fallen out and the March was too damaged to continue beyond the pits, so Brabham was now comfortably on his own. Hulme's gearbox trouble had dropped him back to fifth place, the last one to be on the same lap as the leaders, and then Siffert's Cosworth engine began to splutter as something went wrong with the fuel system to the injection unit, a valve sticking and by-passing all the fuel away from the metering unit. All this left Rindt in second place with the old Lotus 49C, but Brabham was still drawing away from him and on lap 66 the gap measured 13.6 sec. By this time the De Tomaso had had its steering put back and Courage was circulating once more, but too far back to hope to qualify.

Brabham's lead settled at 15 seconds and it seemed to be all over, for he could maintain that lead over Rindt without straining himself or the car. Poor Siffert had fallen right back with his engine cutting out completely at times, but with the end of the race in sight he carried on in fits and starts until he was behind everyone apart from Courage. With five laps to go Brabham had the race won and was easing back to cruise home to a safe victory, for Rindt was no danger, but suddenly the Austrian seemed to wake up and respond to pit signals. Knowing Brabham well, and quite sure that he was merely easing the pace for a certain victory, Colin Chapman wondered if maybe something was going wrong with the Brabham, so just in case he urged Rindt to press on as hard as possible. There was no apparent danger to Brabham, unless his brakes were fading away or something,

but on lap 77 he was unintentionally baulked by Siffert going through the Casino square and his safe nine-second lead suddenly became five seconds, and Rindt was becoming inspired. On lap 78 the two cars were in sight of each other and as they started the last lap Rindt was only a few car lengths behind, but Brabham was well aware of the situation and it all seemed to be excitement over nothing. Out of the *Tabac* corner on to the promenade Brabham was still the same four lengths ahead, and all seemed safe, but as he approached the Gasworks hairpin he passed Courage and just in case Rindt tried any tricks like driving through on the inside of the hairpin, Brabham took a line for the apex, to shut the door, rather than the normal line swinging out to the left. He braked really late, locked his wheels and slid helplessly straight on into the barriers. An amazed and highly amused Rindt took the normal line round the hairpin to take the lead and win the Monaco Grand Prix for Lotus with an old apparently obsolete car, while a red-faced Brabham trailed into second place with all the nose cowling smashed. The "old man" had goofed. Pescarolo arrived third after a splendid drive, the screaming Matra engine sounding beautiful, and Hulme was fourth, the rest having been lapped. Rindt's final lap was an inspired 1 min. 23.2 sec., almost two seconds under last year's *fastest lap*, which made people wonder if the Lotus 49 is really so obsolete.—D. S. J.

#### Results :

#### 28th MONACO GRAND PRIX—Formula One—80 laps—251.6 kilometres Warm

1st :	J. Rindt (Lotus 49C/R6)	.. ..	1 hr. 54 min. 36.6 sec.—131.718 k.p.h.
2nd :	J. Brabham (Brabham BT33/2)	.. ..	1 hr. 54 min. 59.7 sec.
3rd :	H. Pescarolo (Matra-Simca MS120/02)	.. ..	1 hr. 55 min. 28.0 sec.
4th :	D. Hulme (McLaren M14A/2)	.. ..	1 hr. 56 min. 04.9 sec.
5th :	G. Hill (Lotus 49C/R10)	.. ..	1 lap behind
6th :	P. Rodriguez (BRM 153/02)	.. ..	2 laps behind
7th :	R. Peterson (March 701/8)	.. ..	2 laps behind
8th :	J. Siffert (March 701/5)	.. ..	4 laps behind
9th :	P. Courage (De Tomaso 38/3)	.. ..	24 laps behind—Not qualified though still running.

*Fastest lap* : J. Rindt (Lotus 49C/R6) on lap 80, in 1 min. 23.2 sec.—136.081 k.p.h.  
(*new record*).

*Retirements* : J. Ickx (Ferrari 312B/001), lap 12, drive shaft; J. Surtees (McLaren M7C/1), lap 15, low oil pressure; B. McLaren (McLaren M14A/1), lap 20, damaged suspension; J-P. Beltoise (Matra-Simca MS120/01), lap 23, transmission; J. Oliver (BRM 153/04), lap 43, engine; J. Stewart (March 701/2), lap 57, engine; C. Amon (March 701/1), lap 61, suspension.

16 starters — 9 finishers

## NOTES ON THE CARS AT MONACO

IN THE question of who drives which car, when and where, it will be noticed that some discrepancies have begun to appear since the Grand Prix in South Africa, and especially over the last two races. March Engineering seemed to be so worried about the way things have been going since the season started that their thoughts and statements have become muddled. In Spain we were assured that Tyrrell's new car was 701/6 and the STP works 20-s.w.g. monocoque car was 701/7, yet Tyrrell's new car appeared at Monaco with a plate 701/7 screwed on the instrument panel, there being no plates on the cars previously, and March now say that their latest car is 701/6, so they have reversed the information given in Spain. What is certain is that the dark red original car that Amon raced was 701/1, Stewart raced 701/2, the STP Oil Treatment Special which is 701/3 is now in America as Andretti was too busy with Indianapolis to tackle Monaco, and the Granatellis are going to take a closer and longer look at the March before going any further. 701/4 is the Tyrrell car that still has the old rear suspension and brake set-up, 701/5 is the Dayglow car that Siffert drives, 701/6 is the lighter monocoque, also in Dayglow, which practised at Monaco as 28T for Amon, 701/7 is the car that Servoz-Gavin crashed in the last Monaco practice session, and 701/8 is the new one delivered to Colin Crabbe the week before Monaco, for Peterson to drive.

De Tomaso and Williams seem to be as confused as March Engineering, maybe because they also have other things on their minds than GP cars. When the first De Tomaso appeared we were told it was 505/38/1, the numbers standing, respectively, for the car number the design type and the category. After the redesign that took place when the car returned from South Africa the figure 1 was over-stamped 2, it being basically the same car. A brand new car went to Silverstone and was used at Monaco, and it is 505/38/3, so the first statement from De Tomaso was a load of old nonsense.

The McLaren team are not much better, for they built a car to take the V8 Alfa Romeo engine for de Adamich, using a spare monocoque they had carried about in 1969 for the works M7A series cars, and having concocted a "special" could only think to call it M7D. Then at Brands Hatch McLaren's own car, M14A/1, was so badly damaged that everything was rebuilt and virtually a new car was conceived, but to simplify the paper work it remained M14A/1.

In the great fire of Jarama BRM 153/01 and Ferrari 002 were burnt out so badly that it is likely that even the hardening on the crankshafts was lost, so they can be written off. BRM already had a fourth Type 153 virtually completed, so it was no great task to finish it for Monaco, this being 153/04, which Oliver drove, and Ferrari had a third 312B nearing completion anyway, though he confused his issue by renumbering his cars from 001, 002 and 003, to No. 1 and No. 3, the middle car being the burnt one, and Ickx did not do any flying laps in No. 3. For simplicity's sake the Ferraris will remain on paper as 001 and 003.

Team Lotus, who were very early in the field of paper-work shuffling, were all straight forward for a change. The Rob Walker car, 49C/R7, was crashed in practice and must hold the World's record for accidents and rebuilds. The works car 49C/R10 was transformed overnight to look like 49C/R7, in a fine respray job and advertisement transplant, that was a credit to the second-hand motor trade, and Hill drove it in the race.

Kit-cars are bound to present problems, but it is a good thing that motor cars are not documented like aircraft, and a good thing that there is no registration and records office as at the Ministry of Aviation. Recently, two chaps bought a Ginetta G12 without an engine, with the idea of putting their own BMC engine in it for sports-car racing. Before doing so they tidied up the chassis and suspension and then felt the need to remake and redesign a lot of the parts, including the tubular chassis frame, and when they took it along to have a new body built for it all that was left of the car they had bought were the doors and the badge. A new body was built to use the existing doors, but at the last minute the body-builder decided to make new doors, so all they had left of the original Ginetta G12 was the badge off the nose cowling. They could not bring themselves to fit it so they threw it over the hedge and called the car "Jerboa", after a small desert animal, and when people say "What on earth is a Jerboa car?" the owners shrug and smile with bland looks and tell you it was a Ginetta.—D. S. J.

## REFLECTIONS IN MONTE CARLO HARBOUR

WHAT a bit of luck that the muddle over how to select sixteen cars for the starting grid was sorted out quickly and amicably, for the race round the streets of Monte Carlo is such a classic event that it would be a pity to spoil it. During practice some French papers printed that the CSI were recommending that twenty cars should be allowed to start, but this was false information, which was unfortunate, for the race could easily support twenty starters, though whether the finances could be another matter. The Constructors and Entrants Association mean well when they say they want to encourage new people to join in Grand Prix racing, but that is as far as it goes. If an organiser said he had a kitty of £32,000 for sixteen cars, or £2,000 each, they would be happy, but if he then said he still only had £32,000 but wanted to start 32 cars, so it would only be £1,000 each, it would not be acceptable to the Association. They want to help, but only after they have helped themselves. Anyway, Monaco was all right, they limit the grid to sixteen, and the sixteen that got in were more than worthy of their places, the only unfortunate being Servoz-Gavin who crashed his car and had to borrow Stewart's spare for the last-minute dash. However, if he was going to be that fast, he could have done it in the earlier practice, as Pescarolo did, you were not forced to wait until the last 30 minutes. The Swedish Formula Three driver Ronnie Peterson did very well to get on the grid at his first attempt at a Grand Prix, and his mechanics who built the March at the Bicester factory obviously did a good job as the car finished the race without a fault.

March Engineering are only too pleased for customers to send their mechanics to the factory to build their car, once the monocoque is off the jig, as it not only eases their labour problems, but it means that the customer can really know his car before final delivery is made. This also applies to the Formula Two and Formula Three cars and recently one of the March directors, who was not closely in touch with the workshops, went to a Formula Three race and was puzzled to see so many familiar faces at the Bicester factory on the starting grid. When he said "Why are all our fitters taking part in this race?" he was told "Ahem!, they're not our fitters, they are our customers."

Oh yes, it can rain in Monaco, and over the years it is surprising how many times it has done so on the Friday morning early practice. This year the rain kept on coming back, and Saturday night was not the usual happy gala night in the Casino square, it was damp and miserable and the cafés and restaurants were packed and the streets relatively empty. On Sunday, only a few minutes after the end of the Grand Prix the rain came down as never before, which was lucky for the drivers, and not too desperate for the public and those whose work is done indoors, but it was miserable for the teams who were in the middle of packing up the pit material.

In all racing circles the number 13 is considered to be unlucky and is invariably left out of the list of competitors' numbers, though I knew a fellow who raced on motorcycles consistently with the number 13 and he was a World Champion, but normally there is no 13 in a motor race. The easy way to avoid it is to number cars on evens only—2, 4, 6, 8 and so on. At Monaco a new superstition has arisen over the number 18 and red cars, for that was the number on poor Bandini's Ferrari when he crashed and was burnt to death at the *chicane*. In this year's entry list number 18 was Chris Amon with the STP-March and when it was realised that it was a red car there was a quick reshuffle and it was renumbered 28, which made the programme a bit confusing. The absence of Andretti and the STP-Oil-Treatment-Special was a disappointment to many people, but the Granatellis and Andretti are very involved with Indianapolis and had a lot of testing to do with their new McNamara cars for Indianapolis, these having been built in a small factory in Germany, run by John McNamara, an American living in Europe. Anyone who has read Andy Granatelli's book on motor racing "They Call Me Mister 500" will know how important the Indianapolis 500 is to the Granatelli brothers. It's not the money they can win, for they have spent more money on Indianapolis over the years than winning every race would ever accrue for them. It is one of the best motor racing books I have read in a long time, and it's easy to see why they scratched from the Monaco GP in favour of working on their Indianapolis projects. It's why Ferrari tries so hard to win at Monza and why Matra must win at Le Mans.

The Granatelli family not only sponsor Indianapolis cars, but own them as well, and work on them, which is a very different thing from

the sort of sponsorship that the wide boys are drumming up for Grand Prix racing. I can't imagine anyone from the Yardley Perfume for Men firm working all night on "their" BRM to get it ready for a race, or the cigarette chaps working on the Lotus 72 to get it sorted out. The latest and best giggle yet in this sponsorship racket, for that is all it is, is "Brooke Bond OXO Racing with Rob Walker". I ask you! Who on earth is going to keep writing all that, or even saying it, as the name of a racing team? While the pits on race day were sweet smelling and fragrant with the odour of Yardley's, there was no nice Oxo brew-up afterwards when the weather turned cold and miserable. I wonder how long it will be before it becomes obvious to someone that they are being conned. Dunlop paid a lot of money for Stewart and Tyrrell, but at least their car was on pole position, and Goodyear pay good money to keep Brabham happy, and both firms are learning a lot from their association with these drivers, but Perfume, Cigarettes, OXO, Chewing Gum, or Surgical Goods, that is something else. The first time I saw this "sponsorship business" was when Indianapolis came to Monza back in 1957, but a close look behind the scenes revealed that in most cases the man who owned the sponsoring firm was a dyed-in-the-wool racing enthusiast, like Bob Wilkie and his Leader Cord Specials. His greetings card factory was at last making him big money and the tax man was allowing him to go racing on the profits, but Wilkie had been playing around with racing cars since he was a young man. Another man I met was the chap behind Coca Cola bottles, not the liquid inside, but he had been in the racing game for years. There was a car named after a long-distance haulage company, but the owner owned the car and ran the team, another was tied up with a chain-store company, he was actually driving the car. The roots of all the sponsorship went deep into the sport, and if you read Granatelli's book you will see how deep. Today people are being talked into putting money into a racing team when they have barely seen a racing car, let alone used a spanner on one, and this smacks of "getting on the band wagon", a game that is doomed to failure.

The Monte Carlo circuit is unusual in that it has no paddock, the best that can be offered is a side-street in which to park the transporters, but even that is becoming difficult. There was a time when all the teams viewed each other with a sound sense of rivalry and each one would find their own garage in town and it was fun to do a tour of all the garages to find out where everyone was busy working away, and to get into all of them you needed a smattering of at least four European languages. Gradually the scene has been changing and this year, with only two exceptions, everyone was in the same garage; it was like a big chummy club meeting, and frankly rather boring and clinical, in fact almost like a mechanical hospital. This sort of thing is all part of the changing scene that people like Lotus, McLaren and Brabham have brought back from America, consciously or unconsciously I don't know, but I remember the first time some of them returned from Indianapolis they said they thought the "Indy Guys" were a funny old lot. Old professionals who had it all buttoned up to make a comfortable living, without driving too hard, and they were naturally opposed to any European upstart who tried to upset the Establishment. That was 1961 or 1962. This is 1970, and somehow I feel the Grand Prix circus has learnt a lot from those years, unfortunately, I would add.

During the race Amon was baulked by a slow car he was lapping, during his chase of Brabham, and as the March accelerated away you could not see Amon, but a tiny clenched fist was extended vertically. He did not have room in the cockpit to move his arm, and I was surprised he managed to get his hand out. It was all rather ineffectual and frustrating for him. A lot of people talk about the good old days when you could see the driver sitting up in his car. More important, I feel, in those days, if someone baulked you you could lean out and thump him one on the ear as you went by, and then turn round and hurl abuse at him as you accelerated away. It was all good fun, and its loss is the price we must pay for progress.

Before the race started, and while the cars were on the "dummy grid", there was a gentle parade of old cars that were to be auctioned on the following day. In previous years the competitors in the vintage Paris-Nice Commemoration Rally have been welcomed to make a parade round the Grand Prix circuit, but this year they were turned away. About 70 vintage and PVT cars, typical of those that took part in the pre-war classic Paris-Nice Rally, set off from Paris at midnight on Wednesday and covered 1,200 kilometres via Turin and the Col de Tende (in heavy snow) to arrive in Nice on Saturday evening. Their annual parade round the circuit was cancelled at the last minute "on grounds of security", a new phrase discovered in Monaco this year, and instead a collection of old cars that had been brought down on trailer and train crept round as a travelling advertisement for the Auction Sale. What a pity money-grabbing over-rides decent sporting

instincts, but it was very fitting in today's Grand Prix world. Seven cars entered for the Paris-Nice from England and all got to the finish with very little trouble; they were two Amilcars, a Salmson, a 3-litre Lagonda, a Talbot 90, a 38/250 Mercedes-Benz, and a D8 Delage, and all the drivers were very disappointed at being ousted from the Grand Prix circuit by commercialism. They didn't even get free tickets to see the race. Oh well, they enjoyed their motoring and they use their cars for fun that money cannot buy, only enthusiasm and hard work can achieve it.

Finally, the greatest reflection and the most unbelievable left lying in the Monte Carlo harbour was the great Brabham mistake, to which he admits freely. He misjudged his braking on the last corner of the 80-lap Grand Prix and lost the race to the hard-charging Rindt. It was not a simple mistake, though it may have looked like it, but was the culmination of a number of things. Undoubtedly the Brabham's brakes were tiring after 80 laps round-the-houses, and so were the brakes on all the other cars; they were bound to be. For about 15 laps, after Amon had retired, Brabham was able to gauge the pace of Rindt, who was now in second place, and the Lotus showed no signs of gaining, in fact it was losing ground, so Brabham could well assume he had got the race won. There was every justification in easing back a fraction in the last laps, his pit keeping him informed of the gap. What he did not anticipate was arriving in the Casino square just as Siffert's March died on him, so that Brabham had to come to a virtual stop until the March picked up again and he could accelerate round it. This lost him four or five seconds on that one fateful lap, and this inspired Rindt to drive the way he does in Formula Two. Brabham could now not take it so easy, for Siffert had unintentionally lost him time, and now Rindt was producing an apparent miracle, going through the Casino square in the most incredible opposite-lock slides in his pursuit of the Brabham that he thought must be in trouble. It was not, and Brabham was still safe as he ended the last lap, but he was very conscious of the charging Rindt in his mirrors. As he approached the final hairpin he made a very rare Brabham mistake. He was just lapping Courage, and was fearful that the De Tomaso would balk him on the last corner, but Courage was keeping well to the right and out of the way. Had Courage upset Brabham's line into the hairpin it was just possible that Rindt could elbow his way through on the inside, so two things were important, one to brake as late as possible and, two, to take a straight line for the apex of the hairpin and "shut-the-door" on any possibility of Rindt diving inside, a perfectly legitimate racing manoeuvre between two such drivers. Brabham made two errors, he braked a fraction too late, and misjudged how close Rindt was, for though close there was no hope of a dive to the apex and Rindt was heading for the classic line round the hairpin and wishing there was one more lap to go. Brabham locked his wheels and in spite of working hard at "cadence" or on-off panic braking his car overshot the apex of the hairpin and slid into the barriers. Rindt went round in the normal racing line, thoroughly believing in Father Christmas, and an astonished Piers Courage watched it all wondering if it was really happening. Course marshals helped Brabham to turn round and he finished a crumpled second. Those Brabham fans who think he can do no wrong should recall the Italian GP of 1967, when Surtees put him into the loose stuff and won the race on the last corner. Old Jack Brabham is good, but not a god, and what is nice he is human about it all, cursing himself quietly but chuckling about it really. He doesn't mind his own mistakes but he can't abide other people's errors causing him to lose.—D. S. J.

## 1970 EUROPEAN TROPHY LEADERS

DEREK BELL is a clear leader of the 1970 European Trophy for non-graded drivers, having scored two third places and one first in the three qualifying events which have so far been held. Scoring is on the regular 9-6-4-3-2-1 system. The fourth round of the Trophy took place at Rouen on May 31st.

Positions after Barcelona are as follows:

	Points
1st : D. Bell (Brabham BT30) .. .. .	22
2nd : G. Regazzoni (Tecno 70) .. .. .	11
3rd : R. Widdows (Brabham BT30) .. .. .	9
4th : T. Ikuzawa (Lotus 69) .. .. .	6
H. Pescarolo (Brabham BT30) .. .. .	6
E. Fittipaldi (Lotus 69) .. .. .	6
7th : D. Quester (BMW 269) .. .. .	5
8th : A. Walker (Brabham BT23C) .. .. .	4
9th : H. Hahne (BMW 269) .. .. .	3
P. Gaydon (Brabham BT30) .. .. .	1
10th : T. Reid (Brabham BT30) .. .. .	1
C. Reutemann (Brabham BT30) .. .. .	1

# INTERNATIONAL TROPHY MEETING

SILVERSTONE, April 26th

IT SEEMS that the great majority of Formula One entrants these days feel that the only incentive to take part in races is when there is the lure of World Championship points. Thus over the past four or five years the number of full-scale non-Championship races has dropped drastically to just the couple at the start of the season in Britain. An attempt to run a non-Championship race in Austria at the end of March failed, simply because a field of cars could not be attracted, although the earlier Race of Champions at Brands Hatch went off well.

However, the BRDC foresaw the situation of a small grid for their main event in the International Trophy meeting and therefore decided to add a Formula 5000 section into this race, which previously has been reserved for Formula One. The Club's major meeting has long been backed by the *Daily Express*, but further support came this year from the giant industrial group, Guest Keen & Nettlefold. So it was decided to give the spectators real money's worth by putting on a race with no fewer than 16 Formula One cars and 20 Formula 5000s.

Unfortunately the plan did not work out perfectly, for the notably unreliable F5000 contingent were unable to come up with a full 20 cars, and the withdrawal of the three BRMs, following the Jarama disaster, plus a couple of other runners cut down the F1 numbers too.

Nevertheless, there was a field of 25 cars which looked pretty impressive on the grid. Practice had been on the Friday and Saturday, with quite a bit of financial incentive to keep the cars circulating, for there were £100 prizes for the fastest man in each half-hour on Saturday. As it happened the rain tormented down most of the day, making everyone very miserable. Chris Amon and Piers Courage were at Monza for the 1,000 km.; this didn't affect Amon as he was already fastest in practice at Silverstone by virtue of his Friday's time, but it did affect Courage. His brand new De Tomaso, replacing the one written off in Spain, had been held up at a border and so he was unable to practise it on Friday. When it turned up on Saturday Frank Williams gave erstwhile F3 man Roy Pike a run and later in the day Stewart did a few laps in the Italian-built machine and was pleasantly surprised. However, Courage had to start at the back of the grid on Sunday.

Two interesting cars in the Formula 5000 section which practised but did not race, due to being uncompetitive, were the Leda Mk. 20 and the Lotus 70. The Leda is built by Len Terry and such a car has been purchased by Broadspeed, the saloon-car experts, for Chris Craft. Powered by a Boss Mustang engine, on paper this car looked a top contender in F5000 but so far has failed to show any form. Much the same can be said about the works-backed Lotus 70-Chevrolet of Alan Rollinson, which was also withdrawn after a disappointing practice.

It seems in F5000 at the moment that the only two chassis that are effective are the McLaren and the Lola. F5000's rival, the longer established Formula Two, seems to have a similar situation with Brabham and Lotus on top here. The great point about Formula One is the variety of chassis designs and fortunately this season Cosworth engines do not seem to be having it all their own way either.

Sad to say, the BRDC had decided to split the Trophy race into two 26-lap parts, with the addition of times counting for the final result. This was for the benefit of the F5000s, largely because their fuel capacity is not up to a full 52-lap race.

The Trophy meeting is always tremendously popular and despite threatening skies a huge crowd packed their way into Silverstone and showed some of the deficiencies of the circuit facilities in the process.

The grid for the main race was mainly related to Friday practice times, although Gold Leaf-Team Lotus drivers Rindt and Miles found themselves well down the grid with the still unsorted Lotus 72s, which weren't ready for the first day of practice.

On the front row of the grid was Chris Amon, well pleased with the performance of his works March; second fastest was Jackie Stewart, also in a March, this one from Ken Tyrrell's team, while two McLarens completed the front row of the grid, but not both F1s, for though Denny Hulme was third fastest in his M14A a terrific effort by Peter Gethin in the works-backed Sidney Taylor Racing-prepared McLaren M10B-Chevrolet F5000 put him alongside Hulme.

Gethin was not only on the front row but ahead of a second row comprising Jack Brabham, Bruce McLaren and Graham Hill. Unfortunately for F5000 the combination of Gethin and his well-prepared McLaren is head and shoulders above anything else and he simply wins every time out as long as the engine stays sweet. Some of the

other F5000 machines looked competitive but further down the grid there was some pretty ropey machinery better suited to Club racing at Mallory Park.

The start of the first heat saw Hulme briefly take the lead, but Amon was soon through and led for the rest of the distance to score his first ever Formula One victory, although, of course, the race was really only half run. After some initial sorting out, including Hulme making a pit-stop to have a loose front wheel seen to, Brabham came through into second place. Just near the end Brabham's engine blew up disastrously, so he retired, letting a rather unhappy Jackie Stewart into second place. During Friday practice Stewart had concentrated on running his back-up March and only tried his race car on the slow Saturday session. When it came to race day he found that the rear wing section was set wrong and this, apparently, slowed him down considerably.

The works Lotus 72s of Rindt and Miles did not carve through the field as expected, for the drivers were most unhappy with the handling of these torsion-bar suspended machines. Instead Courage underlined the confidence Stewart had shown in the De Tomaso by shooting through to third place. Bruce McLaren finished fourth ahead of Rindt and Hulme, who went very quickly after his pit-stop.

The Formula 5000s were led, as expected, by Gethin, who headed some of the more senior F1 men for quite some time, while Mike Hailwood in the works Lola F5000 was eighth ahead of Reine Wisell. This Swede only moved out of F3 at the end of last year but was being given an F1 ride by McLaren in their old car after showing well in testing during the winter. Mike Walker, the 1969 Grovewood Award winner, gave a good account of himself in his McLaren F5000 by hanging on to Gethin but a late spin dropped him down the field.

Strangely, it was decided to start the second heat in the order of practice and not on the finishing order of the first heat, which meant that Courage in particular was at a distinct disadvantage.

Nevertheless, the pattern was much the same as before, despite a now damp but drying track. This time Stewart was much happier and he went into the lead and immediately started to give a spectacular display of opposite-lock motoring. At first this took him to a considerable lead but then as the track got drier Amon started to pull him in at a vast rate. Amon, of course, knew that to win overall he only had to finish within 12 seconds of Stewart. Nevertheless, he closed right up on Stewart and gave him a really worrying time. Whether he could have got by is open to debate for, a couple of laps before the end, he was badly balked and had to drop back, so he finished a couple of seconds down on Stewart. Nevertheless, the glory was all Amon's for on the overall position he had scored a handsome win over Stewart.

Again Piers Courage drove well through the field to finish third, for just before the end Denny Hulme ran out of fuel to show that something as basic as this can happen, even in the best regulated teams. Fourth this time was Graham Hill who was running the Rob Walker Lotus under the Brooke Bond banner for the first time. In heat one he lost a lot of time having a loose steering column tightened. Bruce McLaren was fifth ahead of junior team-mate Reine Wisell, who this time finished ahead of all the F5000s.

Both Lotus 72s retired, Miles stopping with a broken throttle cable and Rindt with engine trouble. Once again, neither of them had been in serious contention.

Bad luck struck Peter Gethin, for he looked like running to another conclusive win in the F5000 class which counted towards the Formula's Guards Championship: his engine went onto three cylinders. Gethin retired and the first F5000 home was Frank Gardner's Lola. Mike Hailwood had maintained a close second and on aggregate times he won the category. Despite running out of fuel, Denny Hulme was placed 10th. So the final order was Amon, Stewart, Courage, McLaren, Wisell, Hulme, with Hailwood seventh.

As always the BRDC put on a good supporting programme of saloons, F3 and sports cars. Of these the F3 is dealt with elsewhere and the saloon event (which counted towards the British Championship) was won yet again by Frank Gardner's Ford of Britain-backed Ford Boss Mustang, from Brian Muir's Camaro and John Hine's Escort TC. Ford did not fare too well in the smaller categories however, for Gordon Spice, making a return to Mini racing, was the first 1,300-c.c. and Bill McGovern took the 1-litre class in his swift Hillman Imp.

The sports-car race which ended the day's racing saw a terrific struggle between the experienced Jo Bonnier in one of the new Lola T210 sports cars and John Burton in his Chevron B16. At one stage the quiet spoken Burton, who is a much under-estimated driver, actually

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*INTERNATIONAL TROPHY—continued from facing page*

snatched the lead from the Lola. However, the Swede was soon back in the lead and try as he might Burton was unable to re-pass. Charles Lucas finished third in his Chevron B16 just ahead of the works B16 of Brian Redman which had started from the back of the grid. The first six cars home were all powered by the stretched FVC version of the Cosworth FVA F2 power unit.

Altogether a good day's racing, despite the changeable weather, and one that proved that for a non-Championship race like the International Trophy the idea of mixing F1s and F5000s is quite a good one, although it's a pity that a few more of the big 5-litre Chevrolet-engined cars aren't as fast or as well prepared and driven as Peter Gethin's.—A. R. M.

**Results :**

**22nd INTERNATIONAL TROPHY RACE—Silverstone—Formula One and Formula 5000—Two by 26 laps—152 miles**

<b>1st :</b> C. Amon (March 701-Cosworth V8)	..	1 hr. 13 min. 32.2 sec.— 199.85 k.p.h. (124.19 m.p.h.)
<b>2nd :</b> J. Stewart (March 701-Cosworth V8)	..	1 hr. 13 min. 42.4 sec.
<b>3rd :</b> P. Courage (De Tomaso-Cosworth V8)	..	1 hr. 14 min. 35.3 sec.
<b>4th :</b> B. McLaren (McLaren M14A-Cosworth V8)	..	1 hr. 15 min. 16.3 sec.
<b>5th :</b> R. Wisell (McLaren M7A-Cosworth V8)	..	51 laps
<b>6th :</b> D. Hulme (McLaren M14A-Cosworth V8)	..	50 laps
<b>7th :</b> M. Hailwood (Lola T190-Cosworth V8)	..	50 laps*
<b>8th :</b> F. Gardner (Lola T190-Cosworth V8)	..	50 laps*
<b>9th :</b> G. Hill (Lotus 49C-Cosworth V8)	..	50 laps*
<b>10th :</b> M. Walker (McLaren M10B-Chevrolet V8)	..	50 laps*
<b>11th :</b> D. Powell (Lola T190-Chevrolet V8)	..	48 laps*
<b>12th :</b> T. Taylor (Surtees TS5-Chevrolet V8)	..	47 laps*
<b>13th :</b> P. Lovely (Lotus 49B-Cosworth V8)	..	46 laps
<b>14th :</b> K. Griffiths (Lola T142-Chevrolet V8)	..	43 laps*
<b>15th :</b> G. Spice (Kitchiner K3A-Ford V8)	..	43 laps*

*Fastest lap :* C. Amon (March 701-Cosworth V8), 1 min. 22.1 sec.—206.5 k.p.h. (128.35 m.p.h.).

*Fastest F5000 lap :* M. Hailwood (Lola T190-Chevrolet V8), 1 min. 24.9 sec.—199.8 k.p.h. (124.11 m.p.h.).

\* Formula 5000 class.



# PICTORIAL REVIEW

**SPANISH  
GRAND PRIX**

**MONZA  
1,000 KMS.**

**MONACO  
GP and F3**

**SILVERSTONE  
INTERNATIONAL**

**TARGA  
FLORIO**



## **SPANISH GRAND PRIX**

GRAHAM HILL (*above*) has started his season well in the Rob Walker Lotus and he finished a firm fourth at Jarama despite being man-handled by police on the grid. Rolf Stommelen follows in his Brabham.

JACKIE STEWART (*left*) in his Tyrrell March scored his first Grand Prix win since the Italian GP last year. It was the first World Championship win for March.

THE INEPT FIRE-FIGHTING force at Jarama attempt to tackle the wreckage of Jackie Oliver's blazing BRM as Henri Pescarolo takes a tight line round the corner. The road was very slippery at this point and it caught Pescarolo out.





SWEDISH DISCOVERY.—Ronnie Peterson, 27-year-old former Swedish Formula Three Champion, made his first-ever Formula One appearance in the Antique Automobiles March 701. At one time it seemed that he might be in the running for World Championship points, but he was overtaken by Pedro Rodriguez's BRM and finished fourth.



**COURAGE versus SIFFERT.**—Piers Courage showed that the new De Tomaso entered by Frank Williams Racing is fully competitive with the other Ford-powered Grand Prix cars, leading Jo Siffert's works March until lap 28. Courage held a consistent seventh place thereafter before falling back on lap 46 with a damaged steering rack. After a pit-stop, he continued, well out of the running.

**F3 BRABHAM WINS.**—Although Jack Brabham did not quite win the Monaco Grand Prix, Brabham Formula Three cars proved their worth by taking three of the first four places in their race on the previous day. This is Tony Trimmer on his way to victory, which netted him a maximum nine points in this round of the MOTOR SPORT/Shell Formula Three Championship, in which he now holds a comfortable lead.

