



FORMULA 1

from the first season in **1950 to 2020**

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INTRO

F1 prior to championship establishment

UNOFFICIAL HALL OF FAME

Jano Vittorio (Hungary, engineer)
Enzo Ferrari (Italy, team leader)
Alfred Neubauer (Germany, team leader)
Colin Chapman (Great Britain, team leader)
Tazio Nuvolari (Italy, racing driver)
Rudolf Caracciola (Germany, racing driver)
Berndt Rosemeyer (Germany, racing driver)
Achille Varzi (Italy, racing driver)
Jean-Pierre Wimille (France, racing driver)
Alberto Ascari (Italy, racing driver)
Juan Manuel Fangio (Argentina, racing driver)
Jack Brabham (Australia, racing driver)
Stirling Moss (Great Britain, racing driver)
Graham Hill (Great Britain, racing driver)
Jim Clark (Great Britain, racing driver)
Jochen Rindt (Austria, racing driver)
Jackie Stewart (Great Britain, racing driver)
Emerson Fittipaldi (Brazil, racing driver)
Niki Lauda (Austria, racing driver)
Mario Andretti (USA, racing driver)
Gilles Villeneuve (Canada, racing driver)
Ronnie Peterson (Sweden, racing driver)
Nelson Piquet (Brazil, racing driver)
Alain Prost (France, racing driver)
Ayrton Senna (Brazil, racing driver)
Michael Schumacher (Germany, racing driver)

The Formula 1 World Championship began in 1950, but the world of racing was known well before that. The first race was organized in 1895 in France on route Paris-Bordeaux-Paris. After 2 days of racing with an average speed of 24 kph the Frenchman Émile Levassor won in his Penhard-Levassor. Those were the real pioneering days with car factories only just beginning to form. Renault built theirs in 1898, Fiat in 1899, Alfa in 1909 and so on. Soon the first permanent circuits were built: in Britain Brooklands in 1907, in USA the famous oval Indianapolis in 1909, in Italy Autodromo Monza in 1922... In 1895, when the first race was held, the Frenchmen established the Automobile Club of France (ACF), which organized the first Grand Prix race in 1906 at their famous venue Le Mans. The Grand Prix had exact rules for racing which developed with lightning speed. Even as soon as the end of World War 1 the racing cars didn't look anything like road cars anymore. They had open wheels and a narrow chassis, which of course meant there wasn't room for the mechanic anymore – we could start talking about a Formula 1 racing car in the real sense of the word.

In the 1930's Grand Prix's were becoming traditional, every year races were held on known tracks such as Spa, Nürburgring and Monte Carlo. And the racing cars passed the 200 kph mark with ease. Even more, at one of the popular competitions in setting land speed records the German ace Rudolf Caracciola drove to almost 433 kph with his modified Mercedes. Mercedes had the best racing cars at that time, together



with Italian Alfas and German Auto Unions of course. In the second half of the 1930's a European champion was declared based on results from certain races.

The first race after World War 2 was organized on 9th September 1945 in Paris. Official name of the race was Grand Prix de la Liberation and it was won by the Frenchman Jean-Pierre Wimille in a pre-war Bugatti. During this race the representatives of European automobile unions and clubs met to form from the pre-war AIACR the now well known international FIA (Federation Internationale de l'Automobile). FIA unified the rules and divided racing with single seat racing cars into 3 different categories – formulas A, B and C; the category A had the smallest engine

capacity restrictions. The letters A, B and C were soon changed to numbers 1, 2 and 3, meaning that the pinnacle of four wheel racing was finally labelled Formula 1. They agreed that Formula 1 cars in 1950 could have 1.5 litre compressed engines or 4.5 litre atmospheric engines.

In 1949 the first season of the World Motorcycle Championship was held, which probably caught the eye of the Italian Antonio Brivio. Brivio was a FIA member and prior to that even an occasional driver for Enzo Ferrari (Brivio stopped racing after winning Mille Miglia in his own category in 1952). Before winter of 1949/1950 Brivio suggested to the FIA council that instead of having individual races, which were independent events, the Formula 1 should have a championship and declare a champion. They agreed upon an 8-6-4-3-2 points scoring system, with a single point being given out to the driver with the fastest lap of the race. And only the best results from 4 races would count for the championship. The calendar of the first season in 1950 had 7 Grand Prix's from which 6 were held in Western Europe, making the chronics of that time raise their eyebrows when mentioning a 'World' Championship. To make the sport more global they added the Indianapolis 500 race, but this was just a gesture, because the American race was held under different rules and for different cars – therefore drivers as well. The only real attempt to score points on the famous oval – and it was an unsuccessful one – was that of the Italian driver Alberto Ascari in 1952 with a Ferrari and the race was

permanently removed from the calendar in 1960.

In the first championship season in 1950 the non-championship races were still held and still with the best teams and drivers of the era. But they lost their meaning with the growing number of championship races on the calendar. The last blow for non-championship races came from the FIA, which reserved the name Grand Prix only for championship races, thus making Formula 1 cars an ever rarer site at other events.

Even though the Formula 1 World Championship with its establishment became one of the best organized sports of the time, safety wasn't given much attention. More than 50 years after the first ever automobile race, the drivers still didn't have protective helmets (they became a necessity in 1952), some were even racing with T-shirts. In time, the tyre manufacturers gave the drivers light overalls, similar to job uniforms in manufacturing plants, but the overalls had to have a small patch with the name of the tyre factory on the

front side. The cockpits of the racing cars were big and open and the drivers were unanimous in believing they had a better chance of surviving if they were thrown out of the car during a crash, so seatbelts didn't become common before the end of the 1960's. The races were long. In 1954 the German Grand Prix lasted almost 4 hours, 50 years later already just a little over an hour.

In the more than 60-year old history of Formula 1 racing 44 drivers lost their lives, but F1 aces tragically succumb in other categories as well. The two time world champion Jim Clark, for example, died during a Formula 2 race in 1968. Formula 1 – together with other racing competitions – claimed most lives of all sport categories.

The material from the book is mostly from Gerald Donaldson's Formula 1 – The Autobiography, some from Murray Walker's Formula One Heroes by Murray Walker and Simon Taylor, the rest is from my research, I also added some stories from my travels to Grand

Prix races. Reading other Formula 1 books was difficult for me because of the lack of statistical information, which wasn't properly arranged, so in each season I added the points table and the calendar. In the calendar itself the grid positions from which drivers won the race are written down and the races where the driver championships were decided are marked with a star. The pole positions and wins of the champion have an enhanced font to give the reader a better view of his achievements. In the overall points table only drivers with points are exposed. It's the same with teams. Drivers without scoring points, but succeeding elsewhere (the big boss of F1 Bernie Ecclestone, for example, or the 5 time champion in the German DTM series Bernd Schneider...) are mentioned in the main text or better yet in the season when they tried their Formula 1 luck. I deliberately limited myself to 2 standard A4 pages per season. In a sense I behaved 'like Formula 1' – writing the best possible book but having certain 'rules'. In some seasons drivers raced in several cars or teams, so you shouldn't be confused, if you see, for example, Rolf Stommelen (brabham ford, brabham alfa romeo, hesketh ford) in the points table of the 1976 season. From the 1958 season onward the statistics of the constructor's champion (most wins and most pole positions) have an enhanced font. Only one champion won his title in 2 different teams and that is Juan Manuel Fangio in 1954. Because the extra photo would ruin the symmetry of the book, I decided to show you the Maserati from that season in this introduction.

Enjoy reading,

Duško Dragić

Duško Dragić

Drivers who lost their lives in Formula 1

1953	Chet Miller (USA)
	Charles de Tornaco (Belgium)
1954	Onofre Marimón (Argentina)
1955	Manny Ayulo (USA)
	Bill Vukovich (USA)
1957	Eugenio Castellotti (Italy)
	Keith Andrews (USA)
1958	Pat O' Connor (USA)
	Luigi Musso (Italy)
	Peter Collins (Great Britain)
	Stuart Lewis-Evans (Great Britain)
1959	Jerry Unser (USA)
	Bob Cortner (USA)
1960	Harry Schell (USA)
	Chris Bristow (Great Britain)
	Alan Stacey (Great Britain)
	Giulio Cabianca (Italy)
1961	Wolfgang von Trips (Germany)
1962	Ricardo Rodríguez (Mexico)
	Gary Hocking (Rhodezia)
1964	Carel Godin de Beaufort (Netherlands)
1966	John Taylor (Great Britain)
1967	Lorenzo Bandini (Italy)
	Bob Anderson (Great Britain)
1968	Jo Schlesser (France)
1969	Gerhard Mitter (Germany)
1970	Piers Courage (Great Britain)
	Jochen Rindt (Austria)
1971	Jo Siffert (Sweden)
1973	Roger Williamson (Great Britain)
	François Cevert (France)
1974	Peter Revson (USA)
	Helmut Koinigg (Austria)
1975	Mark Donohue (USA)
1977	Tom Pryce (Great Britain)
	Brian McGuire (Australia)
1978	Ronnie Peterson (Sweden)
1980	Patrick Depailler (France)
1982	Gilles Villeneuve (Canada)
	Riccardo Paletti (Italy)
1986	Elio de Angelis (Italy)
1994	Roland Ratzenberger (Austria)
	Ayrton Senna (Brazil)
2015	Jules Bianchi (France)



1950

NINO FARINA (Alfa Romeo)

After World War 2 the Italian car manufacturer Alfa Romeo soon dominated the world of racing – mainly because the Germans were prohibited in taking part up to the year 1950 and some of it because the English and the French hadn't 'woken up' yet. Despite this it hadn't gone down without complications for the Italians. In 1948 both aces of the team (the Italian Achille Varzi and Frenchman Jean-Pierre Wimille) were killed. On top of this the third driver (Italian Didi Trossi) got badly ill so the Italians moved from the sport at the end of the year. They were back before the 1950 season with the distinguished Italian driver Nino Farina and the quiet Juan Manuel Fangio from Argentina. Both were main contenders for the championship title.

The historic first race of the World Championship was in Great Britain on 13th May on an abandoned military airfield in Silverstone. But the newly established series wasn't mentioned very often. There were 21 drivers at the start of a little more than a 200 mile long race. Of the factory teams Alfa Romeo and the French Talbot-Lago were present and apart from half a dozen Maseratis of varying ages, the rest of the field was made up with British no-hopers: four ancient ERA's and a couple of Altas. The British press covered the race with breathless enthusiasm. Bill Buddy of the Motor Sport wrote: "The arrival of the cars before a big race never fails to thrill. That evening in the bars in Buckingham and adjacent towns there was only one topic of conversation – the Grand Prix. Even before the 150,000 people flocked to the course we



felt that motor racing had 'arrived' in England." A less romanticised picture of what Grand Prix racing was really like in the 1950's came from the amateur driver who started 17th on that first grid with his privately owned Alta. Geoffrey Crossley remembered: "I towed my car behind a wartime Chevy truck I'd bought at an army disposal sale. You negotiated start money with the organizers, and you'd get a bit of prize money if you finished – £75 perhaps or £100 if you'd done well. The fact that Silverstone was the first round of the new World Championship didn't really affect us. In fact, I don't think we even knew about it. After the continental races there would always be a big gala dinner for the drivers and teams. I don't remember

anything like that after Silverstone. I think we all just went to the beer tent. My race was a disaster. There was a mix up with my crew about pit signals, and after my refuelling stop I rejoined in something of a frenzy and was a bit too forceful with the gear lever, so I had to retire with bent gear selectors."

At the historic race in Silverstone one famous team was missing. Enzo Ferrari, who could now race with his own racing cars and not just the Alfas modified in his workshop, didn't send the team to Great Britain because he was convinced that his racing cars weren't yet prepared for the battle with the mighty Alfas. The howling red Alfas ran in predictable 1-2-3-4 formation, with Farina leading Fangio, the Italian Luigi Fagioli and Briton's Reg Parnell, until a rare mistake from Fangio: he clipped a straw bale, broke an oil pipe and retired.

Fangio's first World Championship victory came the week after Silverstone, when he lapped the rest of the field in a dramatic Monaco Grand Prix.

High winds blew sea water onto the track at the Tabac corner, where the track surface in those days was stone paving slabs. On the first lap, Farina, chasing Fangio for the lead, spun on the wet surface. Luigi Villorosi's Ferrari squeezed through, but fourth man José Froilán González crashed his Maserati, splitting open his full tank to add fuel to the soaking surface. More than half of the field was eliminated in the ensuing pile-up. Jose Froilan González carried on in his battered and leaking car, only for it to burst into flames at the next corner. In all, 10 of the 19 starters were

STANDINGS

- 30 Nino Farina (alfa romeo)
- 27 Juan Manuel Fangio (alfa romeo)
- 24 Luigi Fagioli (alfa romeo)
- 13 Louis Rosier (talbot lago)
- 11 Alberto Ascari (ferrari)
- 9 Johnnie Parsons (kurtis kraft offenhauser)
- 6 Bill Holand (deidt offenhauser)
- 5 Prince Bira (maserati)
- 4 Peter Whitehead (ferrari)
- Louis Chiron (maserati)
- Reg Parnell (alfa romeo, maserati)
- Mauri Rose (deidt offenhauser)
- 3 Dorino Serafini (ferrari)
- Yves Giraud-Cabantous (talbot lago)
- Raymond Sommer (ferrari, talbot lago)
- Robert Manzon (simca gordini)
- Cecil Green (kurtis kraft offenhauser)
- Philippe Etancelin (talbot lago)
- 2 Felice Bonetto (maserati, maserati milano, milano)
- 1 Eugene Chaboud (talbot lago)
- Joie Chitwood (kurtis kraft offenhauser)
- Tony Bettenhausen (deidt offenhauser, kurtis kraft offenhauser)

eliminated. Fangio had seen none of this, but as he approached the blind corner, he realised that it looked subtly different. Juan Manuel Fangio: “Instead of the white blobs of faces looking at me, I saw necks craned. I was in the lead, but people were looking to their right, which meant something more interesting must be happening round the corner. A photo I’ve seen in an old album, of a pile-up in the 1936 Monte Carlo race, came back to me in a flash and I started to slow. Round the corner there was a mass of crashed cars and fuel spilling all over the track. I managed to pull up inches

from the wreckage, and work my way towards the gap that remained.” The Argentine driver also won in Belgium and France.

Before the last race in Italy Juan Manuel Fangio and Nino Farina had 26 and 22 points respectively, but they only finished 3 races in the points scoring positions, so the duo could count on maximum (nine) points on the Monza track near Milan. Luigi Fagioli on the other hand had 24 points and already finished four races in the points scoring positions, but if he was to finish first and set the fastest lap of

the race – and Juan Manuel Fangio and Nino Farina retired – then he would have 27 points and therefore win the title. It was a bit unlikely, but still. One notable fact also stood out. Juan Manuel Fangio only needed a third place in case of Nino Farina’s win and the mathematical chances could only be ruined by Ferrari’s Alberto Ascari. The Old Enzo Ferrari, having lost the season, wanted to save a little bit of his pride with a good result at Autodromo Monza. During the race Juan Manuel Fangio scored the fastest lap on lap 7 and slowed down in third place – this would

Race	Pole	Winner
GP GREAT BRITAIN	Farina	Farina
GP MONACO	Fangio	Fangio
GP INDIANAPOLIS	Faulkner	Parsons (5)
GP SWITZERLAND	Fangio	Farina (2)
GP BELGIUM	Farina	Fangio (2)
GP FRANCE	Fangio	Fangio
GP ITALY*	Fangio	Farina (3)

Most wins		Most pole positions	
3	Farina	4	Fangio
	Fangio	2	Farina
1	Parsons	1	Faulkner
6	Alfa Romeo	6	Alfa Romeo
1	Kurtis Kraft	1	Kurtis Kraft

»I towed my car to Silverstone behind
a wartime Chevy I’d bought at an army disposal sale.«
GEOFFREY CROSSLEY



give him the championship. On lap 22 Alberto Ascari drove to the pits with a broken shaft, Juan Manuel Fangio too 3 laps later, but in his case it was the gearbox. They tried everything in both teams. Ferrari called in the Italian Dorino Serafini to let his car over to Ascari (this was allowed in the 1950’s), Alfa did the same with Piero Taruffi for Fangio. It was all over on lap 35, when Fangio’s engine broke down. Meanwhile, Farina won by a large margin ahead of Ascari, who split the points for second place with Serafini.

There were rumours that Alfa sabotaged Fangio because the Italian team wanted an Italian champion. Fangio who had a better season than Farina, because he won the non-championship races in Pau, San Remo, Geneva and Pescara, didn’t want to believe the press. He said: “I don’t believe these stories and rumours.”

1951

JUAN MANUEL FANGIO (Alfa Romeo)

In the 1951 season Alfa again was the main favourite to win the championship. But the team from Milan had a serious rival in Scuderia Ferrari. There were still no other serious contenders. The Maseratis were all run by private teams. France expanded their luck by putting Simca-Gordini alongside Talbot-Lago, but the French weren't a worthy rival, and as for the British BRM project ... well, it looked like it wasn't going to be competitive in the near future.

The Alfa 159, a modified version of the Tipo 158, could produce an impressive 430bhp. But the fuel consumption was even worse, and additional side tanks had to be fitted for some races. Alberto Ascari was second in 2 races of the 1950 season (Monaco and Italy) and was now the main threat to beat Fangio for the title. Ferrari changed their 1.5 litre engine with a 4.5 litre one at the last race of the 1950 season. The red four wheel car was now tested and ready for success. The FIA removed the race in Monaco from the calendar and added the first German and Spanish Grand Prix's.

At the first race in Switzerland Fangio won in torrential rain by over a minute ahead of Taruffi in a Ferrari and teammate Farina. Years later, he named that Swiss victory as an important milestone, and for an unusual reason. Juan Manuel Fangio: "The night before the race, before going to bed, I invited two friends to take a couple of laps of the circuit in my own car. I wanted to memorise it again, down to the last detail. Suddenly a cat darted across the road, and I ran it over. 'You killed a black cat!' they shouted in unison, and



began to make jokes about how unlucky it was to kill a black cat, especially the night before the race. Ascari, for one, had a terrible fear about black cats: if one crossed the road in front of him he would stop, turn round, and find another route... That night I couldn't sleep, thinking about killing that cat. Well, as it turned out, next day I led the race pretty much from start to finish, in the pouring rain. For me, that day marked the end of all superstition. In the beginning everyone has his superstition. If fate is unkind to you on the day you happen to run over a black cat, you remain a slave to that superstition for the rest of your life." The Argentine won in France as well, after his car failed and he took over Fagioli's one. But in Belgium Farina was

best, because Fangio lost 15 minutes during a pit-stop.

The historic British Grand Prix followed, where José Froilán González scored his and Ferrari's first championship win. González had joined Scuderia Ferrari at the French Grand Prix, standing in for Taruffi who was unwell, and had run strongly in second place before handing over his car to Ascari. This was enough to earn the chubby Argentine a permanent place in the team. Still, his first race with Ferrari had bitter taste. José Froilán González: "I had a tough battle for the lead at that first race for Ferrari in France and when I finally managed to become the leader of the race, my crew surprised me. They ordered me to let over my car to Ascari, because his was broke. I was disappointed." Back to the British Grand Prix – again Ascari's racing car broke down and this time González himself offered his car, but the crew pushed him back into the cockpit and he could continue with his sensational ride. The race developed into a thunderous fight between the stylishly smooth Fangio and the wildly abandoned González, and many of the straw bales lining Silverstone's featureless layout were shredded by the Ferrari's cheese-cutter grille. Sammy Davis of The Autocar wrote: "On one lap González almost met his Waterloo!" The owner of the team was delighted. Enzo Ferrari: "I had left Alfa Romeo so that I might show the people there what I was made of – an ambitious idea that might have ruined me! When for the first time in the history of our direct rivalry Jose Froilan González in a Ferrari showed his heels to the whole Alfa team and the world as well, I wept with joy."

STANDINGS

- 31 Juan Manuel Fangio (alfa romeo)
- 25 Alberto Ascari (ferrari)
- 24 José Froilán González (talbot lago, ferrari)
- 19 Nino Farina (alfa romeo)
- 15 Luigi Villorosi (ferrari)
- 10 Piero Taruffi (ferrari)
- 9 Lee Wallard (kurtis kraft offenhauser)
- 7 Felice Bonetto (alfa romeo)
- 6 Mike Nazaruk (kurtis kraft offenhauser)
- 5 Reg Parnell (ferrari, BRM)
- 4 Luigi Fagioli (alfa romeo)
- 3 Consalvo Sanesi (alfa romeo)
- Louis Rosier (talbot lago)
- Andy Linden (sherman offenhauser)
- 2 Jack McGrath (kurtis kraft offenhauser)
- Manny Ayulo (kurtis kraft offenhauser)
- Toulo de Graffenried (alfa romeo, maserati)
- Yves Giraud-Cabantous (talbot lago)
- Bobby Ball (schroeder offenhauser)

At the next round, Ferrari vanquished Alfa Romeo again, Ascari beating Fangio by half a minute in the first post-war Formula 1 race at the Nürburgring. On its home soil at Monza, Alfa therefore made a giant effort, with three updated 159Ms among its four-car entry. The race crews practised their refuelling stops too, but their rehearsals almost ended in tragedy when Consalvo Sanesi's caught fire and was badly burned. The effort didn't payoff and the Ferraris of Ascari and González finished a crushing 1-2. At Alfa Romeo, there was

fury and suspicion after disappointment. Amid claims of sabotage within the factory, one or two of the workforce were dismissed.

Before the last race in Spain, at least according to records in several books, the only 2 drivers to have mathematical chances of winning the title were Fangio and Ascari. But in case of their misfortunes and a win from González, the two Argentines would have 27 points each and Ascari 25. Fangio and González would have 2 wins each, but one of those Fangio's wins was achieved in a shared car with a

teammate and therefore with only half of the full points. In these cases the FIA probably took into consideration just the win and not the height of the points for that win. González wasn't a candidate for the title because: of the four countable results for the title his was a third place and Fangio's was a second. But it's clear that if González wouldn't have let over his car at that race in France, he would have been in the best position of all!

Spain, then! At the Pedralbes circuit north of Barcelona, Alfa Romeo was determined nothing

Race	Pole	Winner
GP SWITZERLAND	Fangio	Fangio
GP INDIANAPOLIS	Nalon	Wallard (2)
GP BELGIUM	Fangio	Farina (2)
GP FRANCE	Fangio	Fangio
GP GREAT BRITAIN	González	González
GP GERMANY	Ascari	Ascari
GP ITALY	Fangio	Ascari (3)
GP SPAIN*	Ascari	Fangio (2)

»That night I couldn't sleep at all, I was thinking about killing that cat I'd ran over with my car.«

JUAN MANUEL FANGIO

Most wins

3 **Fangio**
2 Ascari
1 González
Farina
Wallard

Most pole positions

4 **Fangio**
2 Ascari
1 González
Nalon

4 Alfa Romeo
3 Ferrari
1 Kurtis Kraft

4 Alfa Romeo
3 Ferrari
1 Kurtis Kraft



should go wrong this time. Ferrari was hoping to go through without a refuelling stop, but it also opted for a smaller-diameter, wider wheels. In the heat and with heavy fuel loads, first Taruffi, then Villorresi, then Ascari and finally González all needed to stop for tyres. Fangio meanwhile drove a faultless race, won and became champion. Jose Froilan González was again the Ferrari star, coming back brilliantly to finish second and push Farina down into third place, both in the race and in the championship points table.

To vanquish Ferrari in 1952, Alfa realised that a completely new car was needed. It had insufficient funds to develop it, so approached the Italian government for a subsidy. When this failed to materialise, the company announced its withdrawal from Formula 1. It came back several decades later, but only as an engine supplier..

1952

ALBERTO ASCARI (Ferrari)

Alfa Romeo's withdrawal left no serious challenge to Ferrari, so the FIA realised that, unless something was done, every Grand Prix was likely to be a walkover. It had announced a new Formula 1, for 2.5 litre unsupercharged cars, but this would not come into force until 1954. Hoping to encourage opposition from Britain, France and Germany, the governing body decided that the 1952-53 world championship would be for relatively plentiful Formula 2 cars. In fact, it ushered in two years of almost uninterrupted Ferrari domination.

Ferrari had a 'bouncy' 2-litre engine and the team won 14 of the 17 championship races in the next two years. While a few non-championship Formula 1 races continued to be run in with sparse fields, the Formula 2 Grand Prix did succeed in attracting more works teams: two from Italy, one from France and, at varying times, up to four from Britain. Of the drivers, 107 took part in a race in 1952, a bigger number, 108, can only be found in 1953.

The only real challenger to Ferrari was to be Maserati, but the latter team was running behind in preparing the car. It wasn't suitable to race until 8th June at the non-championship race in Monza. It was supposed to be run by Fangio, but the Argentine was in Ireland the day before, also at a non-championship race. He promised to come, but his flight was cancelled, so he had to change his plan. He came to Monza only an hour before the race, driving overnight across Europe behind the wheel of a rented car. Because he missed all of the practice sessions, he had to start



from the last starting grid. He was exhausted, so it was no wonder that he crashed heavily on the second lap. He crashed into a grass bank, and was thrown out of the car as it flipped end over end. He was taken to hospital with multiple injuries, the most serious being a broken neck, and spent the rest of 1952 recovering in Argentina. This would also hobble Maserati's efforts.

The first race of the championship was in Switzerland, where Ascari was missing. The Italian was preparing for the Indy 500 race. Therefore, Ferrari's Piero Taruffi won his first and only race. In Indianapolis Ascari qualified in 19th position, but he wasn't able to finish the race. But after coming back to Europe he won all of the championship races,

including the one at a new venue – the Dutch track Zandvoort. He won 6 races in a row. This record wasn't surpassed until 2004, when Michael Schumacher won 7 times. Ascari also won the next three races he entered, this was in 1953, making it a total of 9 consecutive wins. This wasn't equalled until 2013, when Sebastian Vettel did the same.

Ascari became world champion in Germany, but not without problems. The sleepy 260 thousand-head crowd already waited for a routine end of the race, when he suddenly drove into the pits. He pointed to his mechanics on the spot where oil was leaking. His teammate Farina took over the lead as the mechanics tried to repair his car. Ascari was 9 seconds behind Farina after the pit stop, but he cut the margin by half in half a lap. Then he fought a tough battle with Farina, but the latter had to give way to Ascari. This was Ascari's second and last triumph in Germany.

Until the last competition of the season, when Gonzalez finished the race in second place in a Maserati, the first two podium places of the 1952 season were basically all 'reserved' for Ferrari drivers. Of the lowest podium position, two were 'decorated' with French drivers Robert Manzon and Jean Behra in racing cars of the factory Gordini. Manzon was third in Belgium, while Behra achieved the same result in Switzerland. The story before the Swiss race is maybe interesting because the factory was late in preparing the racing car. In fact, so late that even a transportation wasn't possible. There just

STANDINGS

36	Alberto Ascari (ferrari)
24	Nino Farina (ferrari)
22	Piero Taruffi (ferrari)
10	Rudi Fischer (ferrari)
	Mike Hawthorn (cooper bristol)
9	Robert Manzon (gordini)
8	Troy Ruttman (kuzma offenhauser)
	Luigi Villoresi (ferrari)
6,5	José Froilán González (maserati)
6	Jim Rathmann (kurtis kraft offenhauser)
	Jean Behra (gordini)
4	Sam Hanks (kurtis kraft offenhauser)
3	Ken Wharton (fraser-nash bristol, cooper bristol)
	Dennis Poore (connaught francis)
	Duane Carter (lesovsky offenhauser)
2	Alan Brown (cooper bristol)
	Maurice Trintignant (ferrari, simca gordini, gordini)
	Paul Frère (BMW alta, simca gordini)
	Felice Bonetto (maserati)
	Art Cross (kurtis kraft offenhauser)
	Eric Thompson (connaught francis)
1	Bill Vukovich (kurtis kraft offenhauser)

wasn't enough time. So Behra jumped straight into the cockpit of the racing car and drove it on French roads all the way to the Franco-Swiss border, where the customs officers raised an eyebrow or two – of course, they let him pass. Behra beat the Ferrari racing cars

at a non-championship Grand Prix in the French Reims, but some books suggest he had an illegal engine. Behra's win was also suspicious, because Ferrari won sixteen of the seventeen Grand Prix's. The surprise of the season was the rookie Mike

Hawthorn, who won the championship 6 years later in a Ferrari. The Brit, who always raced with a bow tie, was noticed at the Easter Monday Goodwood International competition in England, where he won twice with his Cooper Bristol and was second

Race	Pole	Winner
GP SWITZERLAND	Farina	Taruffi (2)
GP INDIANAPOLIS	Agabashian	Ruthmann (10)
GP BELGIUM	Ascari	Ascari
GP FRANCE	Ascari	Ascari
GP GREAT BRITAIN	Farina	Ascari (2)
GP GERMANY*	Ascari	Ascari
GP NETHERLANDS	Ascari	Ascari
GP ITALY	Ascari	Ascari

Most wins		Most pole positions	
6	Ascari	5	Ascari
1	Taruffi	2	Farina
	Ruthmann	1	Agabashian
7	Ferrari	7	Ferrari
1	Kuzma	1	Kurtis Kraft

»Alberto Ascari, the driver, had a precise and well tested driving stile, but as man he had this hunger to get into the lead from the very beginning. He didn't want his kids to get too attached to him. 'I might die, and if I do, they'll suffer less,' he said to me.«

ENZO FERRARI



in the main race behind Gonzalez in a Ferrari. He then raced in 5 Grand Prix races, where he was twice fourth and on one occasion even third, putting him fifth in the championship, behind the Ferrari drivers. The old Enzo noticed him and offered him a factory seat as soon as the next season. The young Brit accepted.

The last race of the season was the Italian Grand Prix held at Autodromo Monza near Milan, where Jose Froilan Gonzalez, racing in a factory Maserati A6GCM, scared the whole Ferrari team, including Ascari. The Argentine started the race with an emptier fuel tank, leading almost half of the race, before pitting for fuel. Despite the pit-stop he managed to finish second and therefore beat Ferraris Villoresi and Farina. This was a clear indication that Maserati was going to be much stronger in the upcoming 1953 season.

1953

ALBERTO ASCARI (Ferrari)

The Italian Alberto Ascari was the first driver in Formula 1 to defend his title. He won it with thirty four and a half points. He got the half a point in Great Britain, where he and Gonzalez shared a point for the fastest lap of the race. In the 50's a driver would get a half a point also, if he, for example, shared 3 points for 4th place. And later half a point was given to a driver, if the race was stopped before a needed amount of laps for full points (crashes, heavy rain, etc.).

In 1953 the pinnacle of motorsports had first victims amongst the drivers. On 18th September in Modena the Belgian driver Charles de Tornaco was killed during testing in a Ferrari. Before that, on 15th May, the American Chet Miller died during practice before Indy 500 (the famous oval has most victims of all the circuits).

Juan Manuel Fangio was back on the racing scene, and the first race of the championship – also the first outside Europe, if we don't count Indy 500 – was his home Grand Prix in Argentina. In the suburbs of the capital Buenos Aires a track was built with a financial aid of the Perón government. On race day 350 thousand people flocked to the scene. Many of them wanted to see the race for free, so they cut through the fence. Then one enterprising individual threw a hook over one of the wire fences, hitched it to the back of a truck and dragged it down altogether. Crowd control broke down completely, and people clustered five or six feet deep on the very edge of the track, or actually on the road surface itself. Horrified by the potential danger, the drivers at first refused to start. But as the



afternoon dragged on, and the crowd became more impatient in the baking heat, the organisers realised there would be a riot if the race did not take place, so they gave it a green light. Mike Hawthorn, who drove for Ferrari for the first time, remembered: "The crowd was edging further and further into the roadway, completely obscuring the view of the corners. Time after time I waved at them to get out of the way, but this only made them worse. They began standing in the roadway holding shirts and pullovers, which they snatched away at the last moment like a toreador playing a bull." Surprisingly, it was not until lap 32 that the inevitable accident happened. A small boy dashed into the road in front

of Farina's third-placed Ferrari. Farina swerved to avoid him, lost control and slid sideways into the densely packed crowd beside the track. Officially, ten people were killed, and more than 30 seriously injured, but the true numbers were probably much greater. For a while, there was mayhem. Hysterical spectators were running unchecked, and Englishman Alan Brown struck another child with his Cooper-Bristol. Some wrote the child died, yet some he was 'only' badly injured. Some of more lurid contemporary accounts speak of ambulances crashing into each other, and of a policeman, trying to restore order, being kicked to death by a hysterical mob. Incredibly, the race went on. Ascari's Ferrari won by a lap from team mate Villoresi, with Gonzalez third for Maserati. Fangio, in his first race since his near-fatal Monza accident more than seven months before – and now displaying the distinctive stiff-necked stoop that would remain with him for the rest of his life – retired from second place with broken transmission of his Maserati.

With the return to Europe and with the help of the talented Fangio and Gonzalez (the latter didn't compete at the last 3 races of the season) Maserati gradually equalled the speed of Ferrari, if not endurance as well. Proof of that was the French Grand Prix on the triangular circuit Reims, famous for its long straights. Hawthorn and Fangio fought tooth and nail for the win. The Brit used his faster accelerations, while the Argentine counted on his bigger top speed. Ferrari's new boy had to adapt rapidly to the art of slipstreaming. Mike Hawthorn: "We were hurtling

STANDINGS

34,5	Alberto Ascari (ferrari)
28	Juan Manuel Fangio (maserati)
26	Nino Farina (ferrari)
19	Mike Hawthorn (ferrari)
17	Luigi Villoresi (ferrari)
13,5	José Froilán González (maserati)
9	Bill Vukovich (kurtis kraft offenhauser)
7	Toulo de Graffenried (maserati)
6,5	Felice Bonetto (maserati)
6	Art Cross (kurtis kraft offenhauser)
4	Onofre Marimón (maserati)
	Maurice Trintignant (gordini)
2	Duane Carter (kurtis kraft offenhauser, lesovsky offenhauser)
	Sam Hanks (kurtis kraft offenhauser)
	Hermann Lang (maserati)
	Jack McGrath (kurtis kraft offenhauser)
	Oscar Galvez (maserati)
1,5	Fred Agabashian (kurtis kraft offenhauser)
	Paul Russo (kurtis kraft offenhauser)

along at 160mph, sometimes three abreast. It was a bit frightening to see the nose of one of the other cars come alongside, then drop back again as the driver decided he could not make it before the next corner. The cars were evenly matched, and we could only get past each other by slipstreaming. The trick was to tuck in close behind the other man, get a tow from his slipstream, ease back the throttle as far as possible and without losing position, and then suddenly tramp

on the pedal and use the surge of urge to nip out and pass him. Whereupon he would try to get into position to return the compliment. The slightest misjudgement could have meant disaster for everybody, but even so we usually managed a quick grin at each other when we passed – all except Farina, who sat scowling with concentration... Fangio and I were inches apart, and I could clearly see the rev-counter in his cockpit. Once, as we came into

Thillois, he braked harder than I had expected and I shunted him lightly, putting a dent in the Maserati's tail. That shook me for a moment, for I thought it would take some living-down. 'New Boy Shunts Fangio,' they would say. But he showed no resentment at all. He just kept on fighting every inch of the way, according to rules, in the way that has earned him the admiration and respect of everyone in motor racing. I had been scared that the master was going to get very

»We were hurtling along at 160mph, sometimes three abreast. It was a bit frightening to see the nose of other cars come alongside, then drop back again.«

MIKE HAWTHORN



angry with such a newcomer, particularly in a World Championship event. Yet gradually I saw that he, too, was thoroughly enjoying himself. As we went down the straight at Garenne, practically wheel to wheel, I would catch his infectious grin, which did more than anything else to give me the confidence to keep it up. Some drivers in the top grade would have tried everything to put me off – but not Fangio. Naturally he did his best to beat me fair and square, but it was one of those days for me, and that wonderful little F2 Ferrari did the rest.”

Ferrari's clean sweep continued until an enthralling final round at the Italian Grand Prix in Monza, the last championship race run to the Formula 2 regulations. After almost three hours of racing Juan Manuel Fangio took advantage of Ascari's mistake in the last corner and won the first race for Maserati.

Race	Pole	Winner
GP ARGENTINA	Ascari	Ascari
GP INDIANAPOLIS	Vukovich	Vukovich
GP NETHERLANDS	Ascari	Ascari
GP BELGIUM	Fangio	Ascari (2)
GP FRANCE	Ascari	Hawthorn (7)
GP GREAT BRITAIN	Ascari	Ascari
GP GERMANY	Ascari	Farina (3)
GP SWITZERLAND*	Fangio	Ascari (2)
GP ITALY	Ascari	Fangio (2)

Most wins	Most pole positions
5 Ascari	6 Ascari
1 Fangio	2 Fangio
Farina	1 Vukovich
Hawthorn	
Vukovich	
7 Ferrari	6 Ferrari
1 Maserati	2 Maserati
1 Kurtis Kraft	1 Kurtis Kraft

1954

JUAN MANUEL FANGIO (Maserati, Mercedes)

The new 2500cc Formula 1 was destined to remain in force for seven years, and this period of stability saw a fascinating swing of technical superiority from Italy to Germany to Britain, accompanied by the transition from hefty, front-engined, ladder-framed cars to dainty, lightweight, mid-engined spaceframes. But at the start of the new formula, little seemed to have changed. Ferrari and Maserati were still the only protagonists seriously challenging for victory, while Gordini, struggling on with marginal finance, was the only other works participant.

However, there had been rumours for some time that Mercedes-Benz was planning to return to Grand Prix racing; indeed it had briefly considered doing so in 1951, using a car based on its pre-war 1500cc supercharged Tripoli machine, but the adoption of Formula 2 for 1952 had ended the project. Instead, during the winter of 1952, the Daimler-Benz board secretly authorised the development of an advanced new Formula 1 car, capable of winning under the 2.5 litre regulations in 1954. There would be all-enveloping bodywork for fast circuits such as Reims and Monza, and open-wheelers for twistier tracks such as Nürburgring and Silverstone. To lead the team, the funds were available to hire the best driver in the world. Accordingly, a successful approach had been made to Fangio. Lancia also decided to join the fray. The Italians lured the world's other top driver, Alberto Ascari, who had been complaining to Enzo Ferrari about the Scuderia's poor rates of pay. But the new Lancia was not ready until the end of the season,



leaving him nothing more than occasional guest drives with Ferrari and Maserati.

The new Mercedes-Benz cars would not be raced until they could be assured of victory, so Fangio was released to return to Maserati for the races in Argentina and Belgium, and he comfortably won them in the new 250F. He sat in the Mercedes in Reims. Historians noted that, to the day, it was the 40th anniversary of the domination of the French Grand Prix at Lyons by the new, 4.5-litre, shaft-drive Mercedes Grand Prix car, on 4th July 1914. And history repeated itself. The brand new W196 'streamliners' of Fangio and his teammate, the German Karl Kling, led virtually from start to finish. The authoritative

German team boss Alfred Neubauer, who dominated with the Mercedes team in the 30's, was pleased with the result, while Enzo Ferrari said of him: "Political motives were behind the efforts of Hitlerite Germany, when Mercedes and Auto Union cars swept the board everywhere. The second Mercedes offensive, after the war, was for reasons of industrial prestige and economic policy. The one great figure behind both these attacks was, of course, Alfred Neubauer. I first saw him when he was driving a Mercedes in the Targa Florio race in 1923 or 1924. 'He's not very likable sort of fellow, this German,' I thought to myself. Then, in 1934, we ran into one another again. It was the debut of the weight formula, and Mercedes and Auto Union – or, rather, Germany – had come to the conclusion that the time was ripe for their offensive. And Alfred Neubauer was the new general. He had grown so stout that I hardly recognized him. And, in the years that were to come, seemingly in pace with the increasing strength of Mercedes and Germany, Neubauer grew steadily fatter and fatter and became increasingly more authoritarian and dictatorial. I thought quite often of Neubauer during the war: indeed, I could not help thinking of him every time a German mechanised column passed in front of my workshop and some officer or other alighted and started shouting orders. In 1954, Alfred Neubauer tuned up once more at the head of a team of sleek silver cars. And he was fatter and more dictatorial than ever. Year by year, I watched him grow stouter and stouter with increasing concern: he and Mercedes and Germany seemed to grow as

STANDINGS

42	Juan Manuel Fangio (maserati, mercedes)
25,14	José Froilán González (ferrari)
24,64	Mike Hawthorn (ferrari)
17	Maurice Trintignant (ferrari)
12	Karl Kling (mercedes)
8	Bill Vukovich (kurtis kraft offenhauser)
	Hans Hermann (mercedes)
6	Luigi Musso (maserati)
	Nino Farina (ferrari)
	Jimmy Bryan (kuzma offenhauser)
	Roberto Mieres (maserati)
5	Jack McGrath (kurtis kraft offenhauser)
4,14	Stirling Moss (maserati)
	Onofre Marimón (maserati)
4	Robert Manzon (ferrari)
	Sergio Mantovani (maserati)
3	Prince Bira (maserati)
2	Umberto Maglioli (ferrari)
	André Pilette (gordini)
	Luigi Villoresi (maserati, lancia)
	Mike Nazaruk (kurtis kraft offenhauser)
	Elie Bayol (gordini)
1,5	Troy Ruttman (kurtis kraft offenhauser)
	Duane Carter (kurtis kraft offenhauser)
1,14	Alberto Ascari (maserati, ferrari, lancia)
0,14	Jean Behra (gordini)

though they were one, pound by pound, success by success, mark by mark. This unhalting progress could not help making me think: 'If Neubauer doesn't stop putting on weight, it looks as though Germany is getting ready for another war.'

Despite a stunning win in France the Mercedes team was beaten at the next round in Silverstone. The Germans didn't have enough time to prepare their open-wheelers, so Fangio and Kling could only manage a 4th and 7th place. The race was won by González in a Ferrari ahead of his teammate Hawthorn and the

Argentine Onofre Marimón in a Maserati. Marimón was killed during practice of the next race (German Grand Prix in Nürburgring), so his compatriots Fangio and González weren't at their 100-percent. In fact, González, who led at the start, was so stricken with the death of Marimón, he had to be replaced by Hawthorn at his refuelling stop (Hawthorn's own Ferrari had broken its transmission).

Fangio won the championship in Switzerland, but in Italy, where a 14-year-old American Mario Andretti stood as a spectator (he became champion

in 1978), a new name arose – Stirling Moss. The Brit debuted in Formula 1 in 1951, but he was spotted even sooner than that by Enzo Ferrari. Enzo offered him a factory seat for the 1952 season, but the following happened: in September of 1951 Enzo invited him to a non-championship race in Bari, but the car that was promised to him there, was given to Taruffi. Therefore Moss never raced Ferraris in Formula 1. Back to Italy! Moss already proved in Silverstone, when he was driving in second place for a long time in his white Maserati, that he earned a factory seat in the Maserati

Race	Pole	Winner
GP ARGENTINA	Farina	Fangio (3)
GP INDIANAPOLIS	McGrath	Vukovich (19)
GP BELGIUM	Fangio	Fangio
GP FRANCE	Fangio	Fangio
GP GREAT BRITAIN	Fangio	González (2)
GP GERMANY	Fangio	Fangio
GP SWITZERLAND*	González	Fangio (2)
GP ITALY	Fangio	Fangio
GP SPAIN	Ascari	Hawthorn (3)

Most wins

- 6 Fangio**
- González
 - Hawthorn
 - Vukovich
 - Mercedes
 - Ferrari
 - Maserati
 - Kurtis Kraft

Most pole positions

- 5 Fangio**
- González
 - Farina
 - McGrath
 - Ascari
 - Mercedes
 - Ferrari
 - Maserati
 - Kurtis Kraft

»If Alfred Neubauer doesn't stop putting on weight, it looks as though Germany is getting ready for another war.«

ENZO FERRARI



team. Therefore from the German Grand Prix his car was painted red, and in Italy he was leading all the way to 12 laps from the end, when his car broke down.

At the last race in Spain Ascari's Lancia was finally ready and it was clear from the start, that he would be a dangerous opponent with the new car. He put in on pole by more than a second ahead of Fangio in a Mercedes. Ascari then led the race, but had to retire with a broken clutch. Hawthorn won ahead of an amazing Italian youngster Luigi Musso, for whom this was to be only his third race. Fangio had problems with the car and was third. Two weeks after Barcelona, the Mercedes-Benz racing manager Alfred Neubauer, sent a telegram to Stirling Moss, offering him a seat alongside Fangio for the 1955 season. Moss flew to Germany to try the W196 at Hockenheim and, on a damp track, equalled the lap record. He signed with Mercedes for 1955.

1955

JUAN MANUEL FANGIO (Mercedes)

The 1955 season promised a lot, especially if someone looked at the names of the factory teams. The public expected different winners. Using a racing vocabulary, the first row was made of Mercedes, Ferrari, Maserati and Lancia, the second of Connaught and Vanwall, and the third of the French Gordini. In the end Mercedes literary destroyed the opposition.

The first race of the season, like the year before, was the Argentine Grand Prix. But this time the race was run in extreme heat – the temperatures reached a staggering 36 degrees Celsius. The competition was more than 3 hours long and many drivers were exhausted. While they were stopping for fuel, they had to be replaced by their teammates. In the end, 2 or even 3 drivers drove one car. The organisers wrote down 16 different replacements, only the winner – the 43-year-old Argentine hero Fangio – drove the race all by himself. “To be honest, I was completely exhausted in the closing stages of the race. I won only because I stayed in the car. The cockpit was so hot, it burned my leg. To avoid passing out, I imagined I was lost in snow and had to continue if I didn’t want to freeze to death. At some point, I thought I wasn’t going to make it, but I regained confidence and with it the will to win... When it was over, they had to pull me out of the car,” remembered Fangio, who started having heart problems after this competition. His teammate Stirling Moss was driving in second place in his first race for the German team, when fuel in his car evaporated and the Brit had to stop alongside the track. Moss stepped out of the cockpit and lay down on the grass. Stirling



Moss: “The heat was killing me, but not as much as the track marshals and people in the ambulance thought. They surrounded me instantly. Despite refusing, I had to get into the ambulance. Only when we found an interpreter, was I allowed to go.” Moss returned to the pits, where the manager of his team Neubauer sluiced him down with cold water and sat him in the third Mercedes of the Germans Hans Hermann and Karl Kling. The trio finished in 4th place, behind Fangio and two Ferraris: the first Ferrari was driven by González, Trintignant and Farina, and the second by – again – Farina and Trintignant, and the Italian Maglioli. You now know where Trintignant got the 3.33 points: he got a third of 6 points for second place,

and a third of 4 points for third place.

At the next race, Monaco Grand Prix, the Frenchman Maurice Trintignant won ahead of Castellotti in a Lancia, but not without bad luck of the drivers in front of him. Fangio and Moss had to retire early because of car failure, and in the lap he took over the lead with his Lancia, Ascari plunged into the sea at the chicane. Gregor Grant of the Autosport wrote: “Ascari’s Lancia came through the tunnel faster than ever, and suddenly swerved sideways into the hale-bales, bounced off a stone bollard and toppled into the water, narrowly missing an anchored yacht. The car disappeared in a cloud of spray and steam, and with it went Ascari. Then, to our immense relief, a blue helmet popped up out of the water and the Italian was tearing it off and striking out with a strong over-arm stroke. Frogmen rushed to his rescue, and he was pulled aboard a boat. After first aid, he was taken to hospital suffering from shock, bruises and a broken nose – fortunate to be alive at all.”

Next Thursday Ascari came to Monza in a suit. He watched his compatriot Eugenio Castellotti testing a 3-litre Ferrari, with which they were supposed to compete in an endurance race on Sunday. The sound of the engine was too tempting for Ascari, who sat in the car. “I just want to make sure, if I am well enough to race,” said the Italian and those were his last words. He lost control of the car in one of the corners and tragically succumbed to his injuries. He was the second victim of the season – during practice for the Indy 500 the American Manny Ayullo was killed, and two weeks

STANDINGS

40	Juan Manuel Fangio (mercedes)
23	Stirling Moss (mercedes)
12	Eugenio Castellotti (lancia, ferrari)
11,33	Maurice Trintignant (ferrari)
10,33	Nino Farina (ferrari)
9	Piero Taruffi (ferrari, mercedes)
8	Bob Sweikert (kurtis kraft offenhauser)
7	Roberto Mieres (maserati)
6	Jean Behra (maserati)
	Luigi Musso (maserati)
5	Karl Kling (mercedes)
4	Jimmy Davies (kurtis kraft offenhauser)
3	Paul Russo (kurtis kraft offenhauser)
	Tony Bettenhausen (kurtis kraft offenhauser)
	Paul Frère (ferrari)
	Johnny Thomson (kuzma offenhauser)
2	José Froilán González (ferrari)
	Cesare Perdisa (maserati)
	Luigi Villorelli (lancia, ferrari)
	Carlos Menditeguy (maserati)
1,33	Umberto Maglioli (ferrari)
1	Hans Hermann (mercedes)
	Bill Homeier (kurtis kraft offenhauser)
	Walt Faulkner (kurtis kraft offenhauser)
	Bill Vukovich (kurtis kraft offenhauser)

later, on the race itself, another driver was lost, this time Ayullo's compatriot Bill Vukovich.

Ascari's death was the last blow for Lancia, for the factory had huge financial problems. At the Belgian Grand Prix Castellotti drove a Lancia as a privateer

and was fastest in qualifying. On race day he had to retire because of a broken gearbox, and a month later Gianni Lancia gave away the whole racing program to Enzo Ferrari. In the meantime the world saw the biggest racing accident of all time. The Frenchman

Pierre Levegh, who occasionally drove in Formula 1 races from the start of championship in 1950, basically flew into the grandstand during the 24 hours of Le Mans – he was killed together with more than 80 spectators. The world public was outraged. They

Race	Pole	Winner
GP ARGENTINA	Gonzalez	Fangio (3)
GP MONACO	Fangio	Trintignant (9)
GP INDIANAPOLIS	Hoyt	Sweikert (14)
GP BELGIUM	Castellotti	Fangio (2)
GP NETHERLANDS	Fangio	Fangio
GP GREAT BRITAIN*	Moss	Moss
GP ITALY	Fangio	Fangio

Most wins	Most pole positions
4 Fangio	3 Fangio
1 Moss	1 Moss
Trintignant	Castellotti
Sweikert	Gonzalez
	Hoyt
5 Mercedes	4 Mercedes
1 Ferrari	1 Ferrari
Kurtis Kraft	Lancia
	Stevens

»To be honest, I was completely exhausted in the closing stages of the Argentine Grand Prix. The cockpit was so hot, it burned my leg. To avoid passing out, I imagined I got lost in snow and had to continue if I didn't want to freeze to death. It worked, I won the race.«

JUAN MANUEL FANGIO



cancelled races in France, Germany and Switzerland. The Mercedes board ordered their team in Le Mans to stop their cars, despite having them in the lead, for the Germans thought that kind of victory wouldn't bring happiness to anyone. Even so, the last three races of the championship were all won by Mercedes cars, in fact, the team from Stuttgart celebrated a 1-2 finish every time. On the English track Aintree Stirling Moss celebrated his first win in Formula 1, and the Brits celebrated the first win of a British driver on home soil. At the same time Juan Manuel Fangio secured his third title there, and in the background of the starting grid of this race, the Australian Jack Brabham debuted in Formula 1 driving a Cooper-Bristol. Jack Brabham was later to become a three times world champion. Mercedes pulled out of the sport at the end of the season. The Stuttgart based team returned to full glory in the new millenium.

1956

JUAN MANUEL FANGIO (Ferrari)

With Mercedes and Lancia out of the picture in 1956, the starting grids of Formula 1 races looked a bit empty again. The only 2 rivals would become Ferrari and Maserati, on occasion Vanwall joined the fight for highest places.

Ferrari hired Juan Manuel Fangio as the leading driver. The Scuderia also counted on the Brit Peter Collins, the Italians Castellotti and Musso, the Spanish aristocrat Alfonso de Portago, and the Belgians Olivier Gendebien and Paul Frère. Moss went back to Maserati, where Behra stayed, and the two were accompanied by González, Villoresi and Taruffi. Mike Hawthorn decided to give his patriotism a chance, so he joined Vanwall, where he raced alongside the fast American Harry Schell.

Vanwall's racing cars were helped designed by the British engineer Colin Chapman, who later on won 13 titles with his team Lotus (7 of those 13 were constructor's titles). Chapman even raced himself with a Vanwall that year. It was at the French Grand Prix on the fast track in Reims, where he qualified a fantastic fifth, ahead of Hawthorn, Behra and Moss. However, he wasn't able to start the race because of an accident in practice – going into Thillois, he locked up his brakes and slammed into Hawthorn. His car couldn't be repaired in time for the race. The then 28-year-old Brit never again tried out as a Formula 1 driver, it was his first and last attempt.

It has to be mentioned that in 1956 team Ferrari used the excellent Lancias D50, which were given to Enzo Ferrari by Gianni Lancia. The winning cars



were constructed by the famous Italian designer of Hungarian roots Vittorio Jano. In the 30's, when he was in charge of Ferrari's Alfas, Jano also designed four-wheelers which were ahead of their time – back then it was the winning Alfa P3's. Jano and Chapman are the only two constructors in the unofficial Formula 1 Hall of Fame.

It has to be noted, that with the Lancia D50, which was first seen at the last race in 1954, the drivers of the 1956 Scuderia team won 5 races out of 7 that they entered. But Enzo Ferrari couldn't show his happiness too much, for Fangio constantly repeated: "Our Ferraris are actually painted Lancias!" Juan Manuel and Enzo were too different to get along well, so the

collaboration between them ended at the end of the season.

The first race of the championship was in Argentina again. And again Fangio won in front of his home crowd. Then Moss took over the initiative, leading the Monaco race from start to finish, with Peter Collins taking over in Belgium and France. In the latter races, at least according to English writers, real form was shown by the Vanwall racing cars, especially in France. There Harry Schell was increasingly threatening the leading trio of Fangio, Castellotti and Collins in the closing stages of the race. Denis Jenkinson of the Motor Sport wrote: "The Ferrari drivers had to work together, and they deliberately drove along the straights side-by-side to keep the green car from going by, for without any doubt it was quicker on maximum speed." Nevertheless Schell managed to fumble past both Collins and Castellotti at the hairpin, and tucked in behind Fangio. It was too good to last: soon he was in the pits to mend a broken fuel-injection linkage, and he finished distant 10th.

For Enzo Ferrari the championship was over even before the last race in Monza, for only 'his' Fangio and Collins had theoretical chances of winning the title there. If Collins wanted to clinch it, he had to win the race and hope that Fangio wouldn't finish higher than third and achieve the fastest lap of the race. But as it turned out later, Collins didn't even care about the title.

From the start of this race in Monza, Ferrari teammates Castellotti and Musso, bent on glory,

STANDINGS

- | | |
|-----|--|
| 30 | Juan Manuel Fangio (ferrari) |
| 27 | Stirling Moss (maserati) |
| 25 | Peter Collins (ferrari) |
| 22 | Jean Behra (maserati) |
| 8 | Pat Flaherty (watson offenhauser) |
| 7,5 | Eugenio Castellotti (ferrari) |
| 6 | Sam Hanks (kurtis kraft offenhauser) |
| | Paul Frère (ferrari) |
| | Paco Godia (maserati) |
| 5 | Jack Fairman (connaught alta) |
| 4 | Luigi Musso (ferrari) |
| | Mike Hawthorn (maserati, BRM, vanwall) |
| | Ron Flockhart (BRM, connaught alta) |
| | Don Freeland (phillips offenhauser) |
| 3 | Alfonso de Portago (ferrari) |
| | Cesare Perdisa (maserati) |
| | Harry Schell (vanwall, maserati) |
| | Johnnie Parsons (kuzma offenhauser) |
| 2 | Louis Rosier (maserati) |
| | Luigi Villoresi (maserati) |
| | Horace Gould (maserati) |
| | Nano da Silva Ramos (gordini) |
| | Olivier Gendebien (ferrari) |
| | Dick Rathmann (kurtis kraft offenhauser) |
| 1,5 | Gerino Gerini (maserati) |
| | Chico Landi (maserati) |
| 1 | Paul Russo (kurtis kraft novi) |

rushed away to fight over the lead, slipstreaming each other down the straights and thundering wheel-to-wheel around the bankings. Collins drew alongside Fangio, pointing to their rapidly disappearing teammates, but the Argentine shook his head and wagged an admonishing finger. He knew better than anyone that this was one race that would not be won in the opening laps. He was right. First, Castellotti smashed his Ferrari, then Musso had to pit because of troubles with his tyres. But even Fangio wasn't lucky and had to make an unscheduled pit-stop because of

a broken steering arm. The mechanics rushed to fix the problem, but before he knew it, the Argentine was down by 4 laps. The team wanted to put Fangio into the car of Musso, who meanwhile battled through the field to second place, behind Moss in a Maserati. But the Italian, who was driving the race of his life, stared straight ahead during his pit-stop, stony-faced, and stormed back into the race. Fangio was now losing the championship because even though Collins was driving in the back, the Brit's chances became bigger with each lap. But to the amazement of everybody, the 25-year-

old Collins gave his car to Fangio all by himself. "It's too early for me to win the championship. I want to enjoy racing and life. All sorts of responsibilities come along with the title, and I don't want that at this time," explained Collins, raising an eyebrow or two from people around him. For it was true, that Moss and Musso were still ahead of him at that moment, but the real drama of the Italian Grand Prix only just started to unfold. The leading Moss ran out of fuel with 5 laps to go. Stirling Moss: "I spotted (Luigi) Piotti, the Italian Maserati privateer, coming up behind and gestured

Race	Pole	Winner
GP ARGENTINA	Fangio	Fangio
GP MONACO	Fangio	Moss (2)
GP INDIANAPOLIS	Flaherty	Flaherty
GP BELGIUM	Fangio	Collins (3)
GP FRANCE	Fangio	Collins (3)
GP GREAT BRITAIN	Moss	Fangio (2)
GP GERMANY	Fangio	Fangio
GP ITALY*	Fangio	Moss (6)

Most wins

- 3 Fangio
- 2 Moss
- Collins
- 1 Flaherty

Most pole positions

- 6 Fangio
- 1 Moss
- Flaherty
- 5 Ferrari
- 2 Maserati
- 1 Watson

»It's too early for me to become World Champion. I want to enjoy racing and life a little longer.«

PETER COLLINS



frantically for him to give me a push towards the pits. He understood, offered up the nose of his car to the tail of mine, and punted me gently round to the pits." Musso took over the lead, but with 3 laps to go he had to retire because of a broken steering. Moss won the race, after his mechanics quickly sloshed a few precious gallons of fuel into his Maserati. Fangio was second with Collins's car and secured him self a fourth title. Moss, who had actually led many more laps during the season, was once again the runner-up, three points behind. Simon Taylor, who arranged the 50's in the book F1 – the autobiography, wrote: "Monza 1956 had been a race that epitomised a golden era in F1: a brave, flat-out battle between ambitious teammates; a young driver giving up the World Championship title for his team leader; and nobody protesting when the winner, in trouble, took advantage of a push from another car. Back then, F1 really was a sport."

1957

JUAN MANUEL FANGIO (Maserati)

All of the podium places (except for those in Indianapolis) were divided between three teams. The drivers of the Maserati team stood on the podium ten times, the drivers of Scuderia Ferrari seven times, and the drivers of Vanwall four times. Juan Manuel Fangio and Stirling Moss (the latter drove a Maserati at the first race, and used the Vanwall racing cars from then onwards) were – besides the American Sam Hanks, who won in Indianapolis – the only two winners of the season. First time since 1950 team Ferrari hadn't won a Grand Prix race, to make things worse, they lost two drivers. First Eugenio Castellotti was killed – the Italian had to break an unimportant lap record in Modena set by Jean Behra in a Maserati, fulfil a seemingly strange wish of Ferrari's team leader Enzo Ferrari. Then Alfonso Portago tragically succumbed to his injuries because of an accident at the famous Mille Miglia race, where he and his co-driver Ed Nelson weren't the only casualties, for nine other spectators died. The accident had a huge affect on the Italian public, even Vatican intervened and the famous race was banned.

The first race of the season was the one in Buenos Aires, where Juan Manuel Fangio won in a Maserati 250F, with which he was already winning in 1954. The next competition was the Monaco Grand Prix and at first, Moss was leading, but he ran off the track and broke his nose against the steering wheel. "Approaching the chicane on lap four, I hit the brake pedal as normal, and I swear there was a system failure. The team said they could find no problem, but I am



adamant the front brakes had gone when I hit the pedal," explained Stirling Moss. During this race team Cooper-Climax or better yet their driver Jack Brabham caught the eye of the public for the first time. The young Australian was driving in third place, when he had to stop his car because of failure half a lap from the chequered flag. Despite a sheared fuel pump drive he didn't give up... Jack Brabham : "I pushed the thing through the tunnel, down to the chicane, up to the Tabac corner and along the harbour side to finish sixth – and last. The worst thing wasn't so much the exhaustion as losing third place. And the really scary part was pushing it through the tunnel with all those cars screaming past in the near darkness."

At the French Grand Prix in Rouen, where Juan Manuel Fangio won, Stirling Moss was missing with illness, but at the next race, the British Grand Prix, the world of Formula 1 witnessed the first win of a British car. Moss and his compatriot Tony Brooks shared the green Vanwall, beat Musso in a Ferrari with a margin of more than 25 seconds, and put the smile on the owner of the team Tony Vandervell. The latter actually came into Formula 1 only because of a dispute with Enzo Ferrari. In the early 50's Vandervell bought 2 Ferraris, but constantly had to bring the cars back to Modena for repairs, and there the Old Enzo constantly accused the Brit that he was deliberately sabotaging the cars, so he could sell the technology to the British project BRM.

Juan Manuel Fangio's first chance to win the title came in Germany – where he 'only' needed to win. He took it. But it wasn't easy. With 9 laps to go he fell behind the leading Ferrari duo of Hawthorn and Collins by 51 seconds. Everybody thought it was impossible for the Argentine to win the race, only Fangio himself didn't share their opinion. He started taking corners in higher gears and drove like it was his like race. At the beginning of the lap before last he already overtook Collins, a little later and a little bit forcefully too he came by Hawthorn as well. Mike Hawthorn: "I'm sure the old devil would run me over, if I hadn't moved... But despite the loss of places Collins and I enjoyed every single moment of the race." Juan Manuel Fangio: "Even before the start of the last lap I had to gain some advantage ahead

STANDINGS

- | | |
|----|--|
| 40 | Juan Manuel Fangio (maserati) |
| 25 | Stirling Moss (maserati, vanwall) |
| 16 | Luigi Musso (ferrari) |
| 13 | Mike Hawthorn (ferrari) |
| 11 | Tony Brooks (vanwall) |
| 10 | Masten Gregory (maserati) |
| | Harry Schell (maserati) |
| 8 | Sam Hanks (salih offenhauser) |
| | Peter Collins (ferrari) |
| 7 | Jim Rathmann (epperly offenhauser) |
| 6 | Jean Behra (maserati) |
| 5 | Stuart Lewis-Evans (connaught alta, vanwall) |
| | Maurice Trintignant (ferrari) |
| 4 | Wolfgang von Trips (ferrari) |
| | Carlos Menditeguy (maserati) |
| | Jimmy Bryan (kuzma offenhauser) |
| 3 | Paul Russo (kurtis kraft novi) |
| 2 | Roy Salvadori (BRM, vanwall, cooper climax) |
| | Andy Linden (kurtis kraft offenhauser) |
| 1 | Giorgio Scarlatti (maserati) |
| | Alfonso de Portago (ferrari) |
| | José Froilán Gonzalez (ferrari) |

of Hawthorn, for he could have sneaked behind me on the long straight and use the slipstream to get into the lead again. Fortunately, that didn't happen, and in the last lap I drove fast enough for him not to come close... When I managed to get to the podium Hawthorn

and Collins were ecstatic, as if they had been the winners. They never stopped congratulating me and shaking me by the hand... That day I made such demands, I couldn't sleep for 2 days. I had never driven as I drove then, but I also knew I'd never be

able to go so fast again – ever.” And he didn't. It was to be his last victory. With the success in Germany he secured him self a fifth title, a record which wasn't broken until the era of Michael Schumacher almost 50 years later. In fact, the Argentine has a better

»Hawthorn and Collins were ecstatic, as if they were the winners.

They never stopped congratulating me and shaking my hand. That day I made such demands, I couldn't sleep for 2 days. I had never driven as I drove then, but I also knew I'd never be able to go so fast again - ever.«

JUAN MANUEL FANGIO

Race	Pole	Winner
GP ARGENTINA	Moss	Fangio (2)
GP MONACO	Fangio	Fangio
GP INDIANAPOLIS	O'Connor	Hanks (13)
GP FRANCE	Fangio	Fangio
GP GREAT BRITAIN	Moss	Moss
GP GERMANY*	Fangio	Fangio
GP PESCARA	Fangio	Moss (2)
GP ITALY	Lewis-Evans	Moss (2)

Most wins

4 Fangio
3 Moss
1 Hanks

Most pole positions

4 Fangio
2 Moss
1 Lewis-Evans
O'Connor

4 Maserati
3 Vanwall
1 Salih

5 Maserati
2 Vanwall
1 Kurtis Kraft



percentage of wins and pole positions per race than the German.

The race before last of the season was the Pescara Grand Prix in Italy. It is one of a few races, which isn't named after a state. The reason for that is that the FIA had 2 races on Italian soil, so one had to be named differently than Italian Grand Prix. The same 'trick' was used a few decades later, when the race in Italian Imola was named the San Marino Grand Prix. Pescara is the longest track ever used in Formula One Championship, with a little less than 26 kilometres it was run on roads, where the famous Mille Miglia was run. The race in 1957 was won by Moss ahead of Fangio (the same order was at last Grand Prix), and the competition became famous because of the fight between the spectators of over where one would get a free seat and where the other had to stand.

1958

MIKE HAWTHORN (Ferrari)

In 1958 the FIA decided to crown the teams as well. The first constructor's title was therefore won by the British team Vanwall. The owner of the team Tony Vanderwell finally got the better of Enzo Ferrari and enjoyed the revenge. It could've been even sweeter, had it not been for Mike Hawthorn who won the driver's title in a Ferrari. Hawthorn won with just one Grand Prix win and beat his compatriot Stirling Moss, who had 3 more. Many times in the history of Formula 1 the champion didn't have most wins of the drivers and many times the champion and the second driver in the points table shared equal amount of wins. For the constructor's crown only the result of the highest placed driver of a certain team in a single race counted. This rule wasn't banned all the way to the year 1979 and the FIA also decided that the race in Indianapolis wouldn't count for the constructor's title. A new rule that best 6 and no longer 5 results from races counted for the crown and the point for the fastest lap of the race was rewarded only to the drivers and not teams. There could no longer be replacements of the drivers during the race, and the minimum race length was shortened from 500 to 300 kilometres or two hours. Methanol fuels were banned, replaced by 100/130 octane aviation spirit. Fuel consumption on AvGas was far more modest than on methanol, so tankage could have been reduced even without the cut in race distance. Under the new formula, cars could be smaller and lighter.

Team Lotus entered the championship in this season with the Climax engines. There were also



several noticeable rookies in 1958: the later two time world champion Graham Hill from Britain debuted in a Lotus-Climax; with a Cooper-Climax the New Zealander Bruce McLaren, who would later establish the McLaren team, stepped on the scene; and Phil Hill from USA, who would become champion 3 years later, raced in a Maserati and a Ferrari.

The first race in Argentina saw Juan Manuel Fangio entering as a privateer with a Maserati, for the factory team pulled out of the sport. He lead until the pit-stops half way from the chequered flag and snatched the fastest lap of the race as well, but everybody were taken by surprise by Stirling Moss in a Cooper-Climax owned by the privateer Rob Walker (the novelty of his

car was the mid-engine). Moss didn't have to make a pit-stop like all the others, because his 2-litre engine consumed less fuel than the 2.5-litre ones used by the majority of other drivers. At the end, he beat Luigi Musso and Mike Hawthorn, who were driving Ferraris, Fangio was fourth. Within barely a couple of seasons, the front-engined car would disappear completely.

At the Monaco Grand Prix Bernie Ecclestone from Britain, the 'Big Boss of Formula 1' as he was known decades later, debuted in Formula 1 at the age of 27. But driving in a Connaught-Alta he wasn't able to qualify for the race. He tried his luck again at the British Grand Prix, but again, it was an unsuccessful attempt. The Monaco race was won by Maurice Trintignant, again with the small Cooper-Climax of Rob Walker (Cooper-Climax raced with the factory team too). It was a somewhat lucky win for Trintignant, for in front of him the surprise leader Behra in a BRM had to retire, as well as Moss, who meanwhile returned to Vanwall, and Hawthorn in a Ferrari.

At the Dutch Grand Prix Moss led from start to finish, but in Belgium his engine failed, so his teammate Tony Brooks triumphed. In France, Hawthorn won from pole position, but he couldn't enjoy his win, because during the race his teammate Luigi Musso died. In the shadow of this tragedy, the 47-year old Fangio, who entered only his second race of the season, announced that the French Grand Prix, in which he finished fourth, was his last race in Formula 1... Juan Manuel Fangio: "Racing no longer gave me

STANDINGS

42	Mike Hawthorn (ferrari)
41	Stirling Moss (cooper climax, vanwall)
24	Tony Brooks (vanwall)
15	Roy Salvadori (cooper climax)
14	Peter Collins (ferrari)
	Harry Schell (maserati, BRM)
12	Maurice Trintignant (cooper climax, maserati, BRM)
	Luigi Musso (ferrari)
11	Stuart Lewis-Evans (vanwall)
9	Phil Hill (maserati, ferrari)
	Jean Behra (maserati, BRM)
	Wolfgang von Trips (ferrari)
8	Jimmy Bryan (salih offenhauser)
7	Juan Manuel Fangio (maserati)
6	George Amick (epperly offenhauser)
4	Johnny Boyd (kurtis kraft offenhauser)
	Tony Bettenhausen (epperly offenhauser)
3	Jack Brabham (cooper climax)
	Cliff Allison (lotus climax, maserati)
	Jo Bonnier (maserati, BRM)
2	Jim Rathmann (epperly offenhauser)

TEAMS

48	Vanwall
40	Ferrari
31	Cooper Climax
18	BRM
6	Maserati
3	Lotus Climax

satisfaction, it had become an obligation. And when racing begins to feel like work, well..." Hawthorn was ready to overtake Fangio by a full lap, when he decided not to do so out of respect. Mike Hawthorn: "I decided to watch the Old Man instead. He still had his skills, his placement of the car before entering a corner was, as always, ideal. It was a real pleasure watching him."

In Germany a new tragedy struck the Scuderia Ferrari. Peter Collins, who won in Britain, went too far with his ambition to catch the leading driver Tony Brooks in a Vanwall, flew off the track and died instantly.

In Portugal Moss won ahead of Hawthorn, but despite the first place he was angry... Stirling Moss:

"During the race they hung out the signal HAW-REC, meaning Hawthorn snatched the point for the fastest lap of the race from me. But I understood the sign as HAW-REG, which meant that Hawthorn was maintaining a regular pace in second place and was no threat. This cost me the championship." In Italy Moss had to retire and it looked like Hawthorn was going to

»During the race they hung out the signal HAW-REC, meaning Hawthorn snatched the point for the fastest lap of the race from me. But I understand the sign as HAW-REG, so I slowed down. The mistake cost me the championship.«

STIRLING MOSS

Race	Pole	Winner
GP ARGENTINA	Fangio	Moss (7)
GP MONACO	Brooks	Trintignant (5)
GP NETHERLANDS	Lewis-Evans	Moss (2)
GP INDIANAPOLIS	Rathmann	Bryan (7)
GP BELGIUM	Hawthorn	Brooks (5)
GP FRANCE	Hawthorn	Hawthorn
GP GREAT BRITAIN	Moss	Collins (6)
GP GERMANY	Hawthorn	Brooks (2)
GP PORTUGAL	Moss	Moss
GP ITALY	Moss	Brooks (2)
GP MOROCCO*	Hawthorn	Moss (2)

Most wins	Most pole positions
4 Moss	4 Hawthorn
3 Brooks	3 Moss
1 Hawthorn	1 Brooks
Collins	Lewis-Evans
Trintignant	Fangio
Bryan	Rathmann
6 Vanwall	5 Vanwall
2 Ferrari	4 Ferrari
Cooper	1 Maserati
1 Salih	Epperly



secure him self the championship with a fine win. But Moss's teammate Tony Brooks stormed from the back and snatched the win from Hawthorn, meaning that the title chase between Moss and Hawthorn would be decided at the very end – the Moroccan Grand Prix in Casablanca. To this day, in 2017, the race in Morocco remains the only Grand Prix held in North Africa! Moss had to win and snatch the fastest lap of the race, and he did so. He also had to hope that Hawthorn wouldn't finish higher than third, but Phil Hill driving in second place let the Brit through and the title went to the Ferrari driver. Again, the race was tragic, for Stuart Lewis-Evans crashed into a tree in his Vanwall. The car was ablaze in seconds and the Brit sustained fatal burns. Vanwall therefore decided to pull out of the sport. Hawthorn did the same. But the Brit was killed just a few months later in a traffic accident.

1959

JACK BRABHAM (Cooper Climax)

In 1958 the Formula 1 calendar expanded from 8 to 11 races. Up to the year 2017, when these lines were written down, it was the biggest expansion and it happened only once more, in 1973. But with the five time world champion Juan Manuel Fangio now in retirement, the Argentine Grand Prix was taken off the calendar, they cancelled the Belgian Grand Prix due to financial problems, but added one more race on US soil. The last Grand Prix of the season was in fact the USA Grand Prix held in Sebring.

Just like the year before, the results from the Indy 500 race didn't count for the constructor's title, which meant that all the teams from this competition (Watson, Lesovsky, Epperly, Kurtis Kraft, Kuzma etc.; most of these teams used Offenhauser engines) would pull the shorter end of the stick. Together with the teams in Indianapolis 26 competed in Formula 1 (without the American ones 14), and lots of them, including such automobile brands as Porsche, Aston Martin, Connaught-Alta and Maserati, hadn't scored a single point. This was also the last year they gave away points for the fastest lap of the race.

Team Cooper-Climax je improved their racing car with a 2.5-litre engine and literary overnight the drivers of the team Jack Brabham, Bruce McLaren and the American Masten Gregory became competitive and could count on winning the championship. With the withdrawal of Vanwall, the British driver Tony Brooks, forced to find a seat elsewhere, went to Ferrari. He joined Phil Hill, Jean Behra, Cliff Allison from Britain and Dan Gurney. Despite this Brooks



drove a Vanwall at his home Grand Prix in Silverstone, for strikes in Italy prevented Ferrari the trip to Britain. Stirling Moss decided to race with the Cooper-Climax of the privateer Rob Walker, but gearbox problems forced him to race in a BRM racing car for the races in France and Britain.

In Monaco Stirling Moss, who got rid of the fast Jean Behra in a Ferrari, led with a margin of over a minute on lap 81, but had to retire with a broken gearbox. Jack Brabham therefore won with ease in his Cooper-Climax, especially because Tony Brooks, who was down by twenty seconds, wasn't in condition to attack – the British driver inhaled too much exhaust fumes and vomited in the cockpit of his Ferrari!

At the Dutch Grand Prix Moss's gearbox broke down again, and the race was won by the Swedish driver Jo Bonnier in a BRM. Bonnier, who was in good form all weekend, for he was first in qualifying, gave the BRM factory their first win. But one swallow does not make a spring, in fact, the British team had to wait 3 years for another victory, it was to be at the Dutch Grand Prix again.

At the French Grand Prix at Reims, the weather was tremendously hot, and melting tar meant that the circuit was breaking up. Drivers were exhausted, cut and bleeding from the flying stones. Every driver dealt with the heat in his own way. Brooks tried to get fresh air by leaning his head over the side of the cockpit. Phil Hill was virtually standing up in the cockpit, and Brabham at first had his elbows over the cockpit sides trying to deflect air on himself, but when he started collapsing at the wheel, he broke the windscreen. Meanwhile, Moss had other troubles, for he spun. His clutch had failed, so the engine died. He pushed the racing car to get it started, but he fainted. He knew he was going to be disqualified, if he would to accept help from others, but he didn't want to bake in the heat, so he took it and drove back to the pits. During his troubles hay bales caught fire, so some journalists looking at the distant smoke rushed to report that Moss narrowly escaped death. Meanwhile the Brit Ron Flockhart had his goggles broken and took them off, only to collect another stone in the eye, and he raced on in a bloody state, while McLaren was also badly cut. Phil Hill was in a terrible state, his

STANDINGS

31	Jack Brabham (cooper climax)
27	Tony Brooks (ferrari, vanwall)
25,5	Stirling Moss (cooper climax, BRM)
20	Phil Hill (ferrari)
19	Maurice Trintignant (cooper climax)
16,5	Bruce McLaren (cooper climax)
13	Dan Gurney (ferrari)
10	Jo Bonnier (BRM)
	Masten Gregory (cooper climax)
8	Rodger Ward (watson offenhauser, kurtis kraft offenhauser)
6	Jim Rathmann (watson offenhauser)
5	Johnny Thomson (lesovsky offenhauser)
	Harry Schell (BRM, cooper climax)
	Innes Ireland (lotus climax)
3	Olivier Gendebien (ferrari)
	Tony Bettenhausen (epperly offenhauser)
2	Cliff Allison (ferrari)
	Jean Behra (ferrari, porsche)
	Paul Goldsmith (epperly offenhauser)

TEAMS

40	Cooper Climax
32	Ferrari
18	BRM
5	Lotus Climax

judgement for braking having gone completely, and he overshot, spun and went sideways on the hairpins nearly every lap, driving in a wild daze. Jack Brabham: “Every car I got near showered me with bricks and stones. I was coasting into the corners rather than braking, because my feet were so badly burned I could hardly put any pressure on the pedals. At the end, I had to be lifted out of the car.” His teammate Bruce McLaren, who had only driven his fourth race in Formula 1, and finished it in fifth place, added of this chaotic race: “I took a frightful battering from flying

stones. The mixture of sweat and blood in my goggles was like pink champagne. At the finish line I took off my helmet and cried my eyes out. I don’t know why, but I wept uncontrollably for several minutes.” This extraordinary Grand Prix, which had lasted over two hours in that baking heat, was almost immediately followed by an hour-long Formula 2 race. Having paused only to clean up their bleeding faces and soak themselves with cold water, half the Formula 1 drivers took part, including Brabham and McLaren. The irrepressible Moss won it in Rob Walker’s Cooper-

Borgward, and set the fastest lap at an average of over 121 mph.

On the German track Avus Jean Behra was tragically killed using a Porsche, after he got fired from team Ferrari at the French Grand Prix. And in Portugal Jack Brabham narrowly escaped death itself. He came up to lap local driver Mario Cabral entering a 130 mph right-hander when the Portuguese moved across him. Brabham was forced off the track and his car took off over the straw bales, felled a telegraph pole and rolled back onto the track, throwing the

Race	Pole	Winner
GP MONACO	Moss	Brabham (3)
GP INDIANAPOLIS	Thomson	Ward (6)
GP NETHERLANDS	Bonnier	Bonnier
GP FRANCE	Brooks	Brooks
GP GREAT BRITAIN	Brabham	Brabham
GP GERMANY	Brooks	Brooks
GP PORTUGAL	Moss	Moss
GP ITALY	Moss	Moss
GP USA*	Moss	McLaren (10)

»I took off my helmet and started crying.

I don’t know why, but I wept uncontrollably for several minutes.«

BRUCE McLAREN

Most wins

2 **Brabham**
Brooks
Moss
1 McLaren
Bonnier
Ward

Most pole positions

4 Moss
2 Brooks
1 **Brabham**
Bonnier
Thomson

5 Cooper

2 Ferrari
1 BRM
Watson

5 Cooper

2 Ferrari
1 BRM
Lesovsky



Australian out into the middle of the tarmac, where Masten Gregory’s car just missed him.

In USA three drivers had a chance to win the title – Brabham, Moss and Brooks. In case of victory and a point for the fastest lap they would have 36, 34 and a half and 32 points. Moss’s gearbox failed after only 6 laps and his chances were gone. Brooks was also unlucky, having been struck by his teammate Wolfgang von Trips from Germany soon after the start. The Brit had to pit, where he lost a lot of time, so his chances of evaporated too. The race was won by Bruce McLaren at the age of 22 years and 3 months, becoming the youngest winner of Formula 1 (this record was broken in 2003 when Alonso won in Hungary). Maurice Trintignant finished second in his Cooper, third place went to Brooks, and fourth was Brabham who would become champion even without this result.

1960

JACK BRABHAM (Cooper Climax)

STANDINGS

43	Jack Brabham (cooper climax)
34	Bruce McLaren (cooper climax)
19	Stirling Moss (cooper climax, scarab, lotus climax)
18	Innes Ireland (lotus climax)
16	Phil Hill (ferrari, cooper climax)
10	Olivier Gendebien (cooper climax)
	Wolfgang von Trips (ferrari, cooper maserati)
8	Jim Rathmann (watson offenhauser)
	Richie Ginther (ferrari, scarab)
	Jim Clark (lotus climax)
7	Tony Brooks (cooper climax, vanwall)
6	John Surtees (lotus climax)
	Cliff Allison (ferrari)
	Rodger Ward (watson offenhauser)
4	Graham Hill (BRM)
	Willy Mairesse (ferrari)
	Paul Goldsmith (epperly offenhauser)
	Jo Bonnier (BRM)
3	Henry Taylor (cooper climax)
	Giulio Cabianca (cooper castellotti)
	Don Branson (phillips offenhauser)
	Carlos Menditeguy (cooper maserati)
2	Johnny Thomson (lesovsky offenhauser)
1	Lucien Bianchi (cooper climax)
	Ron Flockhart (lotus climax, cooper climax)
	Eddie Johnson (trevis offenhauser)
	Hans Hermann (porsche)

TEAMS

48	Cooper Climax
34	Lotus Climax
26	Ferrari
8	BRM
3	Cooper Maserati
	Cooper Castellotti
1	Porsche

This was the year the Indy 500 race counted for the championship for the last time. The year before, Jerry Unser and Bob Cortner were killed there, the latter being the seventh victim at the infamous oval in less than a decade. But there were no casualties in 1960. Jim Rathmann won in a Watson-Offenhauser. It's interesting that the Formula 1 drivers started attending the race in bigger numbers only after its removal from the calendar. The two time world champion Graham Hill (1962, 1968) won in Indianapolis in 1966. Jim Clark, also a double world champion (1963, 1965), was the winner the year before. Clark debuted in Formula 1 in this season, 1960 that is. It was at the Dutch Grand Prix where another driver who would become champion debuted. It was his compatriot John Surtees who raced in the motorcycle championship and won 4 titles there. Surtees first raced in Formula 1 at the Monaco Grand Prix and became champion in 1964.

In 1960 six best results from races counted for the championship. The novelty was a point for the sixth place in a race.

Cooper-Climax, the team of John Cooper and his son Charles dominated the Grand Prix scene – especially because of Brabham's incredible knowledge of Formula 1 engineering. Not without problems. For the first race of the season in Argentina, the Cooper and Lotus drivers were forced to sit out practice because the Blue Star Line's Scottish Star had been delayed by engine trouble, and was being towed into Buenos Aires harbour. Stirling Moss was therefore



fastest in a Cooper of the privateer Rob Walker. Moss was kind enough to allow Brabham a practice run in his Cooper on the understanding, of course, that there would not be any fireworks. McLaren contended himself with a two-hour walk round the circuit, only to find later that he had been walking round the motorcycle circuit.

In Monaco Moss won with Walker's Lotus, but at the Dutch Grand Prix Brabham was fastest.

The weekend in Belgium followed, historians named it the worst Grand Prix weekend in Formula 1. First, Moss had an accident, when his left rear tyre came off at 230kph. He broke his nose, three vertebrae, several ribs and both legs. Numerous cars

gathered at the sight of his accident. To speed up the arrival of an ambulance, Mike Taylor in a Lotus was sent to the pits. But he disappeared at La Carrière corner without others knowing about it. The British driver Innes Ireland, who race for Lotus, said: "Mike Taylor was in the prototype Lotus I had raced in Argentina and the early-season races and he had gone off the road on a fast, 130mph corner. Instead of taking the right-hand curve as he meant to do, he just went sailing straight on. How he was not killed, I can't imagine. The car went across a damned great ditch, shot into the air, hit a tree which was completely uprooted, and finished up smacking into another tree. Somehow or other he came out of it with only a few broken bones, although he had a neck injury which gave him trouble for some months after. When I visited him in hospital he said: 'The steering broke. I turned the wheel and nothing happened.' The steering column had sheared off and I must say it gave me a few uncomfortable moments when I realised how long I had been driving the car." Then the British driver Chris Bristow was killed, after loosing control of his Cooper-Climax. Bristow's accident was described in detail by Clark, who drove behind the Brit. Jim Clark: "The car rolled over and over. I saw a marshal suddenly dash out on to the road waving his arms and trying to stop me, and the next thing I saw was another marshal run from the side of the road. I remember thinking: 'Where is he going?' And then he bent down and grabbed this thing by the side of the road. It looked just like a rag doll. It was horrible and I'll never forget

the sight of this mangled body being dragged to the side. I remember at the end of the race finding that my car was spattered with blood.” But the tragic weekend wasn’t over yet. In the closing stages of the race another Brit died, it was Alan Stacey in a Lotus.

Jack Brabham: “Alan was apparently hit in the face by a bird, lost control of the car which hit a bank and caught fire. Alan was thrown out and killed instantly and the car careered across the field on fire.” Clark later said, had he seen Alan’s accident too, he would

stop racing then and there. Jim Clark: “I had only known Alan for a year. He had tremendous guts, for very few people knew that Alan had only one leg. His right leg was amputated below the knee in a childhood motorbike accident, and he had an artificial leg. But

»Alan was apparently hit in the face by a
bird, lost control of the car which hit a bank and caught fire. Alan
was thrown out and killed instantly
and the car careered across the field on fire.
It must have been an awful sight.«

JACK BRABHAM



that didn’t stop his wish of becoming a Formula 1 driver. We helped him with hoodwinking the doctors at the compulsory check-ups, which were insisted on before races by the organisers. When it came round to the knee reflex test, he would cross his left leg over his artificial one. The doctor would tap it and find it satisfactory. At this point one of us – usually Innes Ireland – would ask some pointless questions to distract the doctor’s attention, so that Alan could perform a clever little shuffle which still left his good leg uppermost.”

Brabham won the title in Portugal where – surprisingly – Moss already raced. Five weeks after his crash Moss broke the lap record in Silverstone. Two weeks on he won a non-championship race in Sweden and at the last race in USA he won again. In Italy Brabham, McLaren, Moss and Ireland were missing, so it was an easy win for Phil Hill in a Ferrari.

Race	Pole	Winner
GP ARGENTINA	Moss	McLaren (13)
GP MONACO	Moss	Moss
GP INDIANAPOLIS	Sachs	Rathmann (4)
GP NETHERLANDS	Moss	Brabham (2)
GP BELGIUM	Brabham	Brabham
GP FRANCE	Brabham	Brabham
GP GREAT BRITAIN	Brabham	Brabham
GP PORTUGAL*	Surtess	Brabham (3)
GP ITALY	P. Hill	P. Hill
GP USA	Moss	Moss

Most wins		Most pole positions	
5	Brabham	4	Moss
2	Moss	3	Brabham
1	McLaren	1	P. Hill
	P. Hill		Surtess
	Rathmann		Sachs
6	Cooper	4	Cooper
2	Lotus		Lotus
1	Ferrari	1	Ferrari
	Watson		Ewing

1961

PHIL HILL (Ferrari)

With the removal of Indy 500 from the Grand Prix calendar the number of drivers in a season drastically fell. In 1960 almost 90 drivers competed in Formula 1, in 1961 there were 'only' 53. In the following years or better yet decades the number varied from 30 to 60 drivers. But from 1996 onwards, when the safety of the cars was at a far bigger level and the drivers barely hurt them selves, let alone died, Formula 1 didn't have more than 30 drivers per a season – a smaller number is also a consequence of a smaller number of teams and cars per team.

In 1961 the winner of the race got 9 and no more 8 points. The capacity of the engine was reduced to a 1.5-litre one, and Ferrari manufactured an excellent one capable of 190bhp, so other teams had no chances what so ever. Moss's Climax engine in the Lotus could only manage 150bhp, so even the Brit – with his excellent driving capabilities – couldn't (always) be as fast as the Ferrari drivers. Porsche on the other hand had experiences in making smaller engines and after only 6 Grand Prix races entered in the last three seasons suddenly became a dangerous contender.

The season began in Monaco. Moss, who won the race, asked his mechanics to remove the bodywork side panels to allow more air into the cockpit to cool him. Rob Walker: "Apparently he had tried this during a very hot race on the Tasman Series and it had worked very well. I was rather worried that it would infringe some regulations or other." Phil Hill was on pole position in Spa, and it seemed logical that he would be allowed to win if all went according



to the team plan. The problem was that there was no Ferrari team plan... Phil Hill: "You could never really relax with Ferrari, because there was always someone who wanted to see you screw up. The drivers argued with the engineers, and the team manager argued with the drivers, and the mechanics argued with everybody." At the French Grand Prix in Reims Phil Hill, who was leading the championship, had to let his lead over to his teammate Wolfgang von Trips, and the American wasn't happy with this team order. But Trips's engine blew. Hill was now leading, only to spun, which resulted in a stalled engine. So the young and promising Italian Giancarlo Baghetti in a Ferrari won in his first race as a Formula 1 driver.

Baghetti got the chance at Scuderia after wining two non-championship races, but after the famous win in France he never again stepped on the highest step of the podium.

On the German track Nürburgring, where Formula 1 celebrated 100th Grand Prix since 1950, Moss won in Walker's Lotus in front of 200 thousand spectators. It was to be his last win. Stirling Moss: "It is a fine thing to win, but, of course, racing is dangerous, particularly at places like the Nürburgring. I like it that way. Without danger there wouldn't be any point to it. It would be just a game that anyone could play. It would be like climbing a mountain with a net ready to catch you if you fell. Racing's a gamble. I like to gamble, to bet I can do something no one else can do."

The championship was decided in Italy, it was one of the most tragic Grand Prix races in Formula 1 history. Wolfgang von Trips, the leading driver of the championship, got tangled up in a crash with Jim Clark, consequently loosing control of his Ferrari and ending up in the crowd. He died instantly alongside 11 spectators, 3 more succumbed to their injuries a few days later. Phil Hill won the race and secured himself the championship as well, for Moss as the third candidate failed to finish this tragic Grand Prix. In the shadow of this black day the young, barely 19-year-old Mexican Ricardo Rodriguez raced with a Ferrari in his first Grand Prix, qualifying an amazing second. Phil Hill: "Rodriguez? He's damn brave, that's all I can say. I know he's a skilled driver, you understand, but to do the things he's doing, you've got to be way out, and if

STANDINGS

34	Phil Hill (ferrari)
33	Wolfgang von Trips (ferrari)
21	Stirling Moss (lotus climax, cooper climax, ferguson climax)
	Dan Gurney (porsche)
16	Richie Ginther (ferrari)
12	Innes Ireland (lotus climax)
11	Jim Clark (lotus climax)
	Bruce McLaren (cooper climax)
9	Giancarlo Baghetti (ferrari)
6	Tony Brooks (BRM climax)
4	Jack Brabham (cooper climax)
	John Surtees (cooper climax)
3	Jackie Lewis (cooper climax)
	Olivier Gendebien (emeryson maserati, ferrari, lotus climax)
	Jo Bonnier (porsche)
	Graham Hill (BRM climax)
2	Roy Salvadori (cooper climax)

TEAMS

40	Ferrari
32	Lotus Climax
22	Porsche
14	Cooper Climax
7	BRM Climax

he lives, I'll be surprised." Rodriguez was killed a year later at a non-championship race in Mexico, while driving a Lotus. With 20 years, 8 months and 11 days he became the youngest fatality in Formula 1 up to season 2017, when these line are written down.

When Enzo Ferrari withdrew from the final race of the season, as a mark of respect for his fallen driver von Trips, it meant that Phil Hill was denied an opportunity to race in front of his home crowd as the new world champion. Phil Hill: "I tried to persuade

Ferrari to send one car for me, but he wouldn't budge because he had his championship in the bag. He met the press with several days' growth of beard and looking distraught and grief-stricken. I went to Wathins Glen, of course, but I was just driven round

Race	Pole	Winner
GP MONACO	Moss	Moss
GP NETHERLANDS	P. Hill	von Trips (2)
GP BELGIUM	P. Hill	P. Hill
GP FRANCE	P. Hill	Baghetti (12)
GP GREAT BRITAIN	P. Hill	von Trips (4)
GP GERMANY	P. Hill	Moss (3)
GP ITALY*	von Trips	P. Hill (4)
GP USA	Brabham	Ireland (8)

Most wins

2 P. Hill
von Trips
Moss
1 Ireland
Baghetti

5 Ferrari
3 Lotus

Most pole positions

5 P. Hill
1 von Trips
Moss
Brabham

6 Ferrari
1 Lotus
Cooper

»It is a fine thing to win, but, of course, racing is dangerous.
I like it that way. Without danger there wouldn't
be any point to it. It would be just a game that anybody could
play. It would be like climbing a mountaing with a net
ready to catch you if you fall.«

STIRLING MOSS



on a lap of honour on the back of a convertible." The United States Grand Prix was won by Innes Ireland, mainly because other drivers had bad luck (Jack Brabham and Stirling Moss failed to finish the race). It was to be the first win for the factory team Lotus and this delighted Colin Chapman. Also, it was a debut race for the American driver Roger Penske in a Cooper-Climax. He qualified sixteenth, and was eighth at the end. This was Penske's first try in Formula 1, he gave it a shot once more a year later, also at the US Grand Prix (that time he drove a Lotus-Climax). In the 70's Penske tried his luck in Formula 1 with his own team, but his successes were much bigger in domestic championships such as IRL (Indy Racing League), ALMS (American Le Mans series) and NASCAR. Penske Racing won the Indy 500 race on numerous occasions.

1962

GRAHAM HILL (BRM)

BRM team owner Sir Alfred Owen had decreed that, if it failed to win a Grand Prix during the season, the team would be disbanded. Happily, the team BRM (British Racing Motors) won four of the nine Grand Prix races and with the help of its driver Graham Hill both titles.

There were changes elsewhere as well. The then two time world champion Jack Brabham left the Cooper-Climax team to form his own, which later not only won races, but titles as well.

Stirling Moss was finally ready to try his luck in a Ferrari, for the Old Enzo agreed to provide the improved cars of the 1961 season to Rob Walker's privately owned team. But the British driver never sat behind the wheel of the red car, for he had a terrible accident at a non-championship race before the season. Moss suffered a double fracture of the left leg, broken left arm, crushed eye socket and cheekbone, and his right side of his brain had physically detached from his skull because of a sudden deceleration from 120mph to naught in perhaps 3 seconds, putting him in a coma, from which he didn't wake up until 38 days had past. After this accident, one of the best drivers never to win the championship – as journalists wrote over and over again – never sat in a Formula 1 car again. He won 16 races, had the same amount of pole positions, was runner up to the champion on 4 occasions, and finished third on 3 more.

The first race of the season was the Dutch Grand Prix. There Graham Hill, after 4 years of racing in Formula 1, finally stepped on the highest step of the



podium. He was looking good in Monaco as well, just like Jim Clark in a Lotus, but both had car problems, so Bruce McLaren took the win in a Cooper-Climax. McLaren's wife Patty later recalled: "I remember going to the palace after Bruce had won. The winners were always invited to this amazing cocktail party. A crowd of us went together including Bette and Graham (Hill), Bruce and myself. We were running slightly late, and we arrived at the wonderful palace and there was a corridor that you couldn't see the end of, it looked like it was half a mile long with this polished, polished floor, and I'm walking very sedately trying to hurry them along. I think we'd probably had a few drinks at the hotel after the win and the boys started skating on

the polished floor. I arrived at the door at the end and suddenly the door swings open and it's Princess Grace. Talk about embarrassment! The boys all nearly fell in heap behind me, but she took it all well."

At this point, the two Hills were sharing the lead in the world championship. But the defending world champion was beginning to question the wisdom of continuing in his profession, especially given the particular pressures facing a Ferrari driver. Phil Hill: "They think I should go out there in an inferior car and sacrifice myself to the honour and glory of Ferrari. There have been too many sacrifices already, I won't be another. I won't be one of their sacrifices."

In Belgium Jim Clark won his first Formula 1 race. He remains the only world champion to have driven in one team only (Lotus) – at least up to the year 2017 when these lines are written down.

In France the American Dan Gurney gave Porsche their first win after Graham Hill, who was in the lead, had car problems.

In Great Britain Clark won again and it was a comfortable win because his margin to the next driver, like in Belgium, almost reached a full minute.

The next race in Germany brought excitement from the start of practice when the Dutch privateer, Count Carel Godin de Beaufort, set off with a TV camera mounted on the back of his Porsche. Denis Jenkinson: "Going down the deep descent into Fuchrohre, the camera mounting broke loose and the TV camera fell off de Beaufort's Porsche, he not realising it immediately. Soon after, Graham Hill

STANDINGS

42	Graham Hill (BRM)
30	Jim Clark (lotus climax)
27	Bruce McLaren (cooper climax)
19	John Surtees (lola climax)
15	Dan Gurney (porsche, lotus BRM)
14	Phil Hill (ferrari, porsche)
13	Tony Maggs (cooper climax)
10	Richie Ginther (BRM)
9	Jack Brabham (lotus climax, brabham climax)
6	Trevor Taylor (lotus climax)
5	Giancarlo Baghetti (ferrari)
4	Lorenzo Bandini (ferrari)
	Ricardo Rodriguez (ferrari)
3	Willy Mairesse (ferrari)
	Jo Bonnier (porsche)
2	Innes Ireland (lotus climax)
	Carel Godin de Beaufort (porsche)
1	Masten Gregory (lotus climax, lotus BRM)
	Neville Lederle (lotus climax)

TEAMS

42	BRM
36	Lotus Climax
29	Cooper Climax
19	Lola Climax
18	Porsche
	Ferrari
6	Brabham Climax
1	Lotus BRM

came charging down the hill at 140mph, through the gentle ess-bend, to find this large object lying in the road. There was no possible hope of avoiding it and, as the BRM ran over it, the oil radiator and pipes were ripped off and the oil poured out onto the road and the car's rear tyres, and Hill found himself spinning through the bushes and trees. By a miracle, the car stayed upright, even though the right-hand rear wheels and suspension was ripped off. Bruce McLaren was

following and slowed, realising something was amiss, but his team-mate, Tony Maggs from South African Republic, arrived with no prior warning and replicated Hill's pirouettes. For the sake of getting a few feet of bad film, two drivers' lives had been risked and two cars demolished." Luckily, the two drivers weren't injured and could compete in the race, which was delayed by an hour due to heavy rain. Dan Gurney was on pole in his Porsche, with Graham Hill (BRM), Jim Clark

(Lotus) and John Surtees (Lola) across the front row (front rows changed through history from the 4-4-4... system and 3-2-3-2... in straight lines to the now well known zigzag 2-2-2...). Clark made a bad start, but he compensated this by overtaking 17 cars in the first lap. Hill, Surtees and Gurney – they were separated by 4.4 seconds at the finish line – were leading the race in appalling conditions, with Clark closing at a rate which became beyond even his considerable abilities. Denis

Race	Pole	Winner
GP NETHERLANDS	Surtees	Hill (2)
GP MONACO	Clark	McLaren (3)
GP BELGIUM	Hill	Clark (12)
GP FRANCE	Clark	Gurney (6)
GP GREAT BRITAIN	Clark	Clark
GP GERMANY	Gurney	Hill (2)
GP ITALY	Clark	Hill (2)
GP USA	Clark	Clark
GP SOUTH AFRICA*	Clark	Hill (2)

»They think I should go out there in an inferior car and sacrifice myself to the honour and glory of Ferrari. There have been too many sacrifices already. I won't be another.«

PHIL HILL

Most wins	Most pole positions
4 Hill	6 Clark
3 Clark	1 Hill
1 McLaren	Surtees
Gurney	Gurney
4 BRM	6 Lotus
3 Lotus	1 BRM
1 Cooper	Lola
Porsche	Porsche



Jenkinson: "Clark's driving was almost unbearable to watch. Time and again he was in almost uncontrollable slides on the wet and slippery surface, but always he was the master of the situation, until on his 11th lap when got into two really big slides in fifth gear, and he was lucky to get away with them. He decided to ease off and settle for a very firm and well-won fourth place."

The Grand Prix in the South African Republic was the last race of the season, held on 29th December. Never before and never again was a Grand Prix held that late in the year. Compatriots Graham Hill (in the BRM) and Jim Clark (in the Lotus) were fighting it out for the title. Jim Clark was leading the race with a comfortable margin of almost half a minute in front of everybody else. But due to problems with the oil pressure he had to retire and the crown went to Graham Hill.

1963

JIM CLARK (Lotus Climax)

With Porsche having withdrawn at the end of 1962, Dan Gurney moved to Jack Brabham's team for the 1963 season, while Phil Hill had grown tired of the politics at Ferrari and now joined a defection of several personnel, to form the new ATS team. Young New Zealander Chris Amon, who later became one of the best drivers not to win a single Grand Prix race, signed to race Reg Parnell's Lola in place of John Surtees, who replaced Hill at Ferrari.

The season was a runaway for Jim Clark, for the Lotus driver won 7 of the 10 races in the calendar. The only two drivers to win in this season were his compatriots Graham Hill and John Surtees. The latter was a giant in the sport. He had already won four World Motorcycle Championships for MV-Agusta (1956, 1958, 1959 and 1960) and was much loved in Italy. His effortless transfer to four-wheeled racing had been accomplished by only a few men – before WW2 by Nuvolari, Rosemeyer and Varzi, and after it by the 1961 motorcycle champion Gary Hocking (the Rhodesian was killed a year later in a Lotus during practice for the non-championship race in South African Republic) and four time consecutive champion Mike Hailwood from Britain (he was first from 1962 to 1965).

That Surtees was instantaneously a contender against the best in the business bordered on the miraculous. In Britain they called him 'Big John' in deference not to his physique, but to his heart. And in Italy he was known as 'The Son of the Wind'... John Surtees: "I was originally asked out to Maranello at



the end of 1960. I wasn't very happy with the political scene there. And frankly, I realised I didn't really know enough about car racing. By this stage, I'd only done four GPs, a couple of Formula 2 races and three Formula Junior events. I decided then not to go into a hornet's nest like that at the time without some sort of knowledge, so I didn't accept the offer until 1963."

The first race of the season was in Monaco and on the streets of Monte Carlo the reigning world champion Graham Hill won in a BRM. This was the beginning of a series of wins for the British driver in Monaco – with 5 wins there he was a record holder all the way to the year 1993, when Ayrton Senna da Silva from Brazil won his sixth race in the Principality.

In Belgium Clark won with a staggering margin of 5 minutes... Denis Jenkinson: "When the art of high-speed driving is being demonstrated to its fullest, and if the driver happens to be one of the top names in Grand Prix racing – such as Jimmy Clark – then one's cup of pleasure as a spectator is full to overflowing... In these days of apparent safety and security all around us, with 'civilisation' blinding us into a state of almost lethargic torpor, it is a wonderful sight to see a man, by his own choosing, do something that is really stretching the safety factor to the limit; deliberately flirting with danger for no real gain other than his own personal satisfaction. To see this happening a few feet away from me at anything up to 150mph is a wonderful sight."

At the German Grand Prix, where they had both won magnificently in the past, Juan Manuel Fangio and Stirling Moss were interested spectators. They saw a succession of accidents, the first one being the one of the Belgian driver Willy Mairesse. Mairesse was making his first appearance for Ferrari after a serious accident at Le Mans. The brave foolhardy Belgian was soon back in hospital, crashing at the Flugplatz and smashing his arm so badly that he never drove a Formula 1 car again. A flying wheel from his Ferrari killed a track marshal. This happened a year before in Monaco, and later too, the last times in 2000 in Italy and in 2001 in Australia. In Germany Chris Amon crashed his Parnell Lola when the steering broke, and fellow Kiwi Bruce McLaren crashed heavily in his Cooper in an unexplained accident. Bruce McLaren. "I had been a little sceptical when Stirling Moss woke

STANDINGS

54	Jim Clark (lotus climax)
29	Graham Hill (BRM)
	Richie Ginther (BRM)
22	John Surtees (ferrari)
19	Dan Gurney (brabham climax)
17	Bruce McLaren (cooper climax)
14	Jack Brabham (lotus climax, brabham climax)
9	Tony Maggs (cooper climax)
6	Innes Ireland (lotus BRM, BRP BRM)
	Lorenzo Bandini (BRM, ferrari)
	Jo Bonnier (cooper climax)
3	Gerhard Mitter (porsche)
	Jim Hall (lotus BRM)
2	Carel Godin de Beaufort (porsche)
1	Jo Siffert (lotus BRM)
	Trevor Taylor (lotus climax)
	Ludovico Scarfiotti (ferrari)

TEAMS

54	Lotus Climax
36	BRM
28	Brabham Climax
26	Ferrari
25	Cooper Climax
6	BRP BRM
5	Porsche
4	Lotus BRM

from his Goodwood accident and said: ‘if you told me I’d been hit by a bus, old man, I’d have believed you.’ I thought he must have had some recollection of at least the initial stages of getting involved in his accident. Now I know how blank that space can

be. I woke up in Adenau hospital, not far from the Nürburgring, and only logic told me I must have gone off the track somewhere. How, when or where I had not the slightest idea, and apart from people have told me since, I still do not recollect anything leading up

to, or surrounding the accident. I must have banged my head somewhere, as I was out cold for about an hour. It seems that the mind conveniently whitewashes anything it would be better not to remember.”
In Italy the Monza event was scheduled to run

»I was originally asked out to Maranello at the end of 1960. I wasn’t happy with political scene there. And frankly, I didn’t really know enough about car racing. By this stage, I’d only done four GPs, a couple of Formula 2 races and three Formula junior events. I decided then not to go into a hornet’s nest.«

JOHN SURTEES



over the combined circuit incorporating the unloved bankings but after three cars had suffered suspension failures on the first day of practice, aid came from an unexpected quarter. The police demanded that the bankings were not be used, fearing a repeat of the accident in 1961 that had killed the German driver Wolfgang von Trips and fourteen spectators. The bankings haven’t been used since. John Surtees, who became a new Italian hero after his win at the Nürburgring, was leading at the start of the race, but had to retire due to engine failure. The race was won by Clark, who secured the title with three races to go, but the thrill of this achievement was tempered when the police ushered him away to be questioned over his involvement in the 1961 accident. In contrast, BRM’s Richie Ginther was so delighted with his second place that he drove his Fiat Topolino up the steps of the hotel that evening.

Race	Pole	Winner
GP MONACO	Clark	Hill (2)
GP BELGIUM	Hill	Clark (8)
GP NETHERLANDS	Clark	Clark
GP FRANCE	Clark	Clark
GP GREAT BRITAIN	Clark	Clark
GP GERMANY	Clark	Surtees (2)
GP ITALY*	Surtees	Clark (3)
GP USA	Hill	Hill
GP MEXICO	Clark	Clark
GP SOUTH AFRICA	Clark	Clark

Most wins	Most pole positions
7 Clark	7 Clark
2 Hill	2 Hill
1 Surtees	1 Surtees
7 Lotus	7 Lotus
2 BRM	2 BRM
1 Ferrari	1 Ferrari

1964

JOHN SURTEES (Ferrari)

The 1964 season went down to the wire, but John Surtees had resuscitated Scuderia Ferrari to the point where he could challenge Jim Clark's Lotus and Graham Hill's BRM. The first Japanese entry in Formula 1 was a bold new car from Honda, which appeared for the German Grand Prix driven by the relatively unknown American, Ronnie Bucknum. Up to the mid 60's the pinnacle of motorsports had been more or less in the grasps of four countries: Italy, Germany, France and Great Britain. But along came a time, when the Japanese and the Americans joined the game – the latter with their well known Ford.

In the season-opener, Graham Hill and Richie Ginther scored a 1-2 for BRM for the second year in succession. Ginther's mechanically oriented mindset gave him an insight into the direction Formula 1 technology might take in the future... Richie Ginther: "I think there's so far to go that no one has envisaged an end yet. People who think they've reached an end just aren't far-thinking enough. Racing cars have been getting smaller each year. Each season we say they'll never get any smaller – but they always do. They have to. It's getting to the point now where designers are trying not only to make an engine as powerful, reliable and light as possible, but also as physically small as it can be. Because the smaller the engine is, the smaller the car is. When they get the engine down to the width of the driver, it will be the size of the driver that governs the width of the car. We haven't quite reached that stage yet, but when it does arrive, it will suit a small guy like me just fine. We'll see what happens."



At the Dutch Grand Prix Clark won, but then came the race in Belgium, where the last lap was absolutely amazing. Bruce McLaren's Cooper appeared in the lead – but it was coasting with a dead engine downhill towards the finish line at 10mph, while Jim Clark's Lotus closed at 100mph and took the lead yards from the chequered flag. Clark was unaware he had won, and ran out of fuel on the slowing-down lap. He came back into the pits riding on the back of the car of his new team mate, Formula Junior champion Peter Arundell from Britain. Bruce McLaren: "The last lap in Belgium was completely chaotic. Given another half-gallon of petrol, Dan Gurney would have won; given another quart of petrol, it would have been Graham

Hill's car; and given just another teaspoonful, I would have won. At least that's how it appeared on the surface after the finish of that fantastic race in which four different people led briefly on the last lap."

Dan Gurney's victory in France was the first for the Brabham team, and Jack Brabham set a new lap record chasing Graham Hill's BRM to the flag, missing a 1-2 by eight-tenths of a second. Watching this race Denis Jenkinson had similar thoughts as the before mentioned Richie Ginther. Jenkinson wrote: "The French race was held at Rouen again. The circuit of Les Essarts is the one that will always conjure up memories of the great Fangio when he was at the top of his career in 1957. Possibly the finest action photographs ever taken were made at Rouen in that year when Fangio threw his 250F Maserati into opposite-lock power-slides down the 130mph swerves after the pits, mainly just for the fun of it, to let everyone appreciate that he really was the master of his machine. Since those old-fashioned days, science and design have improved Grand Prix cars out of all recognition and if a car needs opposite steering lock through a fast bend, there is something amiss and adjustments must be made. Today, 1957 seems like a heroic age, but I have no doubt that, in 10 years, the 1964 French Grand Prix will seem like heroic age."

At the German Grand Prix Honda finally appeared. The Japanese entered only 3 races in this season – besides Germany they raced in Italy and USA as well. The loud 12-valve Japanese engine had 220bhp at 12 thousand revs per minute, but Honda finished

STANDINGS

40	John Surtees (ferrari)
39	Graham Hill (BRM)
32	Jim Clark (lotus climax)
23	Lorenzo Bandini (ferrari)
	Richie Ginther (BRM)
19	Dan Gurney (brabham climax)
13	Bruce McLaren (cooper climax)
11	Jack Brabham (brabham climax)
	Peter Arundell (lotus climax)
7	Jo Siffert (lotus BRM, brabham BRM, brabham climax)
5	Bob Anderson (brabham climax)
4	Mike Spence (lotus climax)
	Tony Maggs (BRM)
	Innes Ireland (lotus BRM, BRP BRM)
3	Jo Bonnier (cooper climax, brabham BRM, brabham climax)
2	Chris Amon (lotus BRM, lotus climax)
	Maurice Trintignant (BRM)
	Walt Hansgen (lotus climax)
1	Phil Hill (cooper climax)
	Trevor Taylor (BRP BRM, lotus BRM)
	Mike Hailwood (lotus BRM)
	Pedro Rodriguez (ferrari)

TEAMS

45	Ferrari
42	BRM
37	Lotus Climax
30	Brabham Climax
16	Cooper Climax
7	Brabham BRM
5	BRP BRM
3	Lotus BRM

out of the points. Debutant Ronnie Bucknum from California was surprised that he – out of all the other drivers on the market – had been given a chance to race for the team. John Tomerlin of the Road&Track wrote: “In March, Bucknum was approached by a representative of Honda and flew to Tokyo to climb behind the wheel of the first Formula 1 car he’d sat in his life. ‘It was the most frightening experience I’ve ever had,’ he said, ‘and personally I thought I was really bad.’ Honda did not think so. It signed him to a contract guaranteeing him four races in 1964, or the

equivalent in payment, a contract which, Bucknum said, ‘I think makes me one of the best-paid drivers in the sport.’” British-born Rhodesian works Honda motorcycle rider Jim Redman was also at the German Grand Prix, where he declined the opportunity to make his four-wheel debut. But Redman was delighted with the founder of the Japanese factory. Jim Redman: “Sochiro Honda was a genuine and modest person. To see him working, in his overalls, in the midst of his engineers, you’d never imagine he was the ‘big boss’. He was the personal inventor and owner of an incredible

number of patents and was never happier than when he had solved a problem with his team of engineers. He knew how to instil in all his employees his love of a job well done and his sense of loyalty. He and his team took enormous pride in everything they did and his employees would have worked an eight-day week and a 25-hour day if he asked him.”

After Germany the first race in Austria followed, and it was held at the Zeltweg military airfield, where the local boy Jochen Rindt made his debut in Rob Walker’s Brabham-BRM. Rindt later became the only

Race	Pole	Winner
GP MONACO	Clark	Hill (3)
GP NETHERLANDS	Gurney	Clark (2)
GP BELGIUM	Gurney	Clark (6)
GP FRANCE	Clark	Gurney (2)
GP GREAT BRITAIN	Clark	Clark
GP GERMANY	Surtees	Surtees
GP AUSTRIA	Hill	Bandini (7)
GP ITALY	Surtees	Surtees
GP USA	Clark	Hill (4)
GP MEXICO*	Clark	Gurney (2)

»Racing cars are getting smaller ever year. Every year they say that they can’t get any smaller, but they do.«

RICHIE GINTHER



champion who won the title posthumously. His debut was closely followed by journalist Heinz Prüller. “For Rindt there seemed hope of a Championship point, but brake trouble forced him into the pits and later the steering broke,” said Prüller. There was a party after the race in Austria and Mike Hailwood remembered it like this: “Jim Clark and Innes Ireland arrived wearing kilts but, Innes being Innes, had elected to wear nothing underneath. As the evening progressed, Innes became more and more enthusiastic and eventually decide to dance on the table. All the girls became very excited, but it was just too much for Graham Hill, who dashed outside and returned with a nice prickly cactus. Poor old Innes and his girlfriend spent the next week occupied with a pair of tweezers and a magnifying glass, pulling out the spines.”

John Surtees became champion in Mexico where he raced with a white and blue painted Ferrari.

Most wins		Most pole positions	
3	Clark	5	Clark
2	Surtees	2	Surtees
	Hill		Gurney
	Gurney	1	Hill
1	Bandini		
3	Ferrari	5	Lotus
	Lotus	2	Ferrari
2	BRM		Brabham
	Brabham	1	BRM

1965

JIM CLARK (Lotus Climax)

The Scottish driver Jim Clark literary swept with his opponents in 1965. He won the opening round in the South African Republic on New Year's Day, and five more races, becoming the champion for the second time at the German Grand Prix – three races before the end of the season. Besides the World Championship, Clark won the British and French Formula 2 championships, and the Tasman Series in New Zealand and Australia – and he also became the first non-American to win the Indianapolis 500 race since 1916.

This year was also notable for the debut of another Scot who would make an indelible mark on the sport. Jackie Stewart was recruited from great success in Formula 3 racing to become Graham Hill's team mate at BRM. Stewart is one of the rare World Champions to score points in his debut race, before him only 3 managed to do that. He is also one of the rare World Champions who was able to win a race in his first Formula 1 season. In fact, his win was the first of what was to become a record number of wins. Jackie later became known for his efforts to improve safety in this sport. In this season one more driver who would later become champion made his debut. It was the New Zealander Denny Hulme who joined Team Brabham where he lifted the crown in 1967. Hulme's first race was in Monaco where he finished eighth.

As written, the season began in South African Republic. There the first three places were taken by Clark, Hill and Surtees – the trio fought for the championship all the way to the last race of the year



before. In Monaco Hill was best for the third year running. But it wasn't easy. Graham Hill: "The race had been on for about 25 laps. I was in the lead and coming out of the tunnel, when I came upon Bob Anderson's Brabham at the chicane. He was a lap down and I had nowhere to go. I ran down the escape road, locked up the brakes, jumped out of the car, pushed it onto the track, jumped back in, and continued racing. All this took time and I dropped back to fifth place. The race was 100 laps long and by lap 53 I overtook Surtees in second place. A few laps later I caught up the leader Bandini, overtook him as well, and won the race. When I was on the podium with Prince Rainier and Princess Grace some 'Not again' remarks flew

at me... Later that night, we went to the Tip-Top, a little bar which is a popular meeting place for all the British contingent. I look in every year, an every year the owner treats me to a drink – this time it was champagne. The next day I went to the Cap Ferrat beach with my wife Bette. The race exhausted me, but the win was a good compensation. I don't know if I ever felt so unusual in my life."

Clark's sovereign victories followed and his mechanic Alan McCall explained why the Lotus driver was so successful. Alan McCall: "Jimmy was so unpunishing with the car. Brake pads – we only used to have to replace them on his car after four or five races. I never knew any other driver with the ability to carry that extra bit of speed around the corners that came to Jimmy so easily without molesting the machinery."

At the Italian Grand Prix newcomer Jackie Stewart's first victory was accomplished by slipping inside his veteran BRM team leader Graham Hill on the South Turn, the last corner of the last lap. Jackie Stewart: "What happened? Going into the corner I was on the inside, which is the accepted line, and Graham went wide, only to strike the loose stuff that gets pushed to the outside of a corner during a race. When you get onto that there's nothing much you can do about it. You can't brake or steer in the normal way, you've got to try and pussy-foot the car round in the best way you can. That's what happened." That loose stuff is in most cases pieces of rubber. Even later drivers lost valuable places on it. During the Canadian Grand Prix in 2006 Kimi Räikkönen from Finland

STANDINGS

54	Jim Clark (lotus climax)
40	Graham Hill (BRM)
33	Jackie Stewart (BRM)
25	Dan Gurney (brabham climax)
17	John Surtees (ferrari)
13	Lorenzo Bandini (ferrari)
11	Richie Ginther (honda)
10	Mike Spence (lotus climax)
	Bruce McLaren (lotus climax)
9	Jack Brabham (brabham climax)
5	Denny Hulme (brabham climax)
	Jo Siffert (brabham BRM)
4	Jochen Rindt (cooper climax)
2	Pedro Rodriguez (ferrari)
	Ronnie Bucknum (honda)
	Richard Atwood (lotus BRM)

TEAMS

54	Lotus Climax
45	BRM
27	Brabham Climax
26	Ferrari
14	Cooper Climax
11	Honda
5	Brabham BRM
2	Lotus BRM

lost his second place to Michael Schumacher, and the Canadian Jacques Villeneuve even lost control of the car entirely and crashed into the wall.

In Mexico Richie Ginther started the last Grand Prix of the 1.5-litre formula from the second row of the grid, but he led the field into the first corner. The race then became a battle between the Californian friends, Dan Gurney in the Brabham and Ginther in the Honda, with Gurney setting fastest laps as he

shaved Ginther's lead. Richie Ginther: "When Dan was closing on me, I knew exactly what I was doing. There's a hairpin on the circuit and I was allowing him to come back at me because I was saving my car. I knew how much I could let him have. I didn't do anything stupid. I couldn't let myself go too much in case I lost concentration, but I was letting him come. I had a fuel mixture control on the dashboard and I had it at 'lower rich' to protect the engine, but I could alter the

control to anywhere from 'full rich' to 'full lean' and the difference was 300 revs on the straightway. My car was that much better than his." Ginther celebrated his first and only win, but for Honda and the American tyre supplier Goodyear it was a different story. It was their first win too, but not the last. Yohio Nakamura (Honda team boss): "After the race I sent a telegram to Honda headquarters in Tokyo echoing the words of Julius Caesar: 'I came, I saw, I won!'" Brian Hart

Race	Pole	Winner
GP SOUTH AFRICA	Clark	Clark
GP MONACO	Hill	Hill
GP BELGIUM	Hill	Clark (2)
GP FRANCE	Clark	Clark
GP GREAT BRITAIN	Clark	Clark
GP NETHERLANDS	Hill	Clark (2)
GP GERMANY*	Clark	Clark
GP ITALY	Clark	Stewart (3)
GP USA	Hill	Hill
GP MEXICO	Clark	Ginther (3)

»I ran down the escape road, locked up the brakes, jumped out of the car, pushed it back onto the track, jumped back in, and continued racing.«

GRAHAM HILL

Most wins

6 Clark
2 Hill
1 Stewart
Ginther

Most pole positions

6 Clark
4 Hill

6 Lotus

3 BRM
1 Honda

6 Lotus

4 BRM



(former race driver and engine builder): "One of my greatest memories is Nakamura and his men actually making the Honda work. Most of the time it was very difficult to get the engine to run on 12 cylinders. It had these massive long exhaust pipes which looked like tentacles, as if an octopus was being sucked from the engine, and it was tuned like 12 motorbikes. Nobody had ever revved engines so high. The other engines were running about 10,500rpm. When Ginther won in Mexico he was running 12,500. And the noise the thing made was unbelievable."

The outcome of the championship was the achievement of an outstanding partnership between the entrant and his team leader, based on deep mutual respect. Colin Chapman: "Jim will always have a go and give his very best. In all the time I have known him I have seen him have remarkably few 'off' days. This is a tremendous morale-booster for the team as a whole."

1966

JACK BRABHAM (Brabham Repco)

STANDINGS

42	Jack Brabham (brabham repco)
28	John Surtees (ferrari, cooper maserati)
22	Jochen Rindt (cooper maserati)
18	Denny Hulme (brabham climax, brabham repco)
17	Graham Hill (BRM)
16	Jim Clark (lotus climax, lotus BRM)
14	Jackie Stewart (BRM)
12	Mike Parkes (ferrari)
	Lorenzo Bandini (ferrari)
9	Ludovico Scarfiotti (ferrari)
5	Richie Ginther (cooper maserati, honda)
4	Dan Gurney (eagle climax, eagle weslake)
	Mike Spence (lotus BRM)
3	Bob Bondurant (BRM, eagle climax, eagle weslake)
	Jo Siffert (brabham BRM, cooper maserati)
	Bruce McLaren (mclaren ford, mclaren serenissima)
1	Peter Arundell (lotus BRM, lotus climax)
	Jo Bonnier (cooper maserati, brabham climax)
	Bob Anderson (brabham climax)
	John Taylor (brabham BRM)

TEAMS

42	Brabham Repco
31	Ferrari
30	Cooper Maserati
22	BRM
13	Lotus BRM
8	Lotus Climax
4	Eagle Climax
3	Honda
2	McLaren Ford
1	Brabham Climax
	Brabham BRM
	McLaren Serenissima

The maximum swept volume of the Formula 1 engine increased for the 1966 season from 1500cc to 3000cc, and the reaction to this big change by some of the teams was to adopt complex, multi-cylinder engines, in search of supposedly huge horsepower advantages.

BRM designed a complex, 16-cylinder device. Cooper dusted off the ageing Maserati V12. Ferrari (deploying a 3-litre version of its sports-car race engine) and Honda also came along with twelve-cylinder motors. As an interim measure, Lotus was compelled to preserve with a four-cylinder Climax engine, and this effectively rendered Jim Clark incapable of defending his title. Against most expectations, he lost it to a man accustomed to taking the simplest approach to any engineering problem. Jack Brabham commissioned Repco (Replacement Parts Company) in Australia to build a V8, based on the block of an obsolete Oldsmobile V8 saloon car engine. Even with modes useable power, it would win the World Championship two years in succession.

The season began at Monaco, where Jackie Stewart won with a 2-litre V8, as used in that winter's Tasman Series. John Surtees had to drive the heavy new V12 Ferrari while team mate Lorenzo Bandini had the lighter 2.4-litre V6. Surtees led the race until the differential broke. He was not a happy man... John Surtees: "This was where one of the big differences came with (Ferrari team manager Eugenio) Dragoni. I considered that our purpose in going to Monaco was to win the race – not just to put on a demonstration



of how the new 3-litre car would perform. It was taking too big a chance to expect the new car to finish. I considered that the 2.4-litre car was the one to win at Monaco, purely on the grounds of reliability – in other words horses for courses." At Monaco the French driver Guy Ligier debuted in a Cooper-Maserati. Next year Ligier scored his only point in Formula 1, and in 1976 – when he already retired as a driver – he surfaced in the sport as the owner of the Ligier team. It was most successful in 1980, when it was second in the World Cup for Constructors. At Monaco the world of motorsports witnessed one more debut – it was the first race for Team McLaren, where the founder Bruce McLaren raced all the way to the year 1970, when the

New Zealander tragically lost his life in a testing crash.

The Belgian Grand Prix was won by John Surtees, but the Englishman had had it at Ferrari. Dragoni accused him of not going fast enough when most of the top drivers prematurely ended the race, so John left the team and at the next Grand Prix in France he was already behind a Cooper-Maserati. The Belgian Grand Prix was also an important turning point in Formula 1, for after it Jackie Stewart started raising his voice about the safety in this sport. Jackie had an accident there, so he had to miss the next race. And why did the accident happen in the first place? The Spa track was then quite long, 14 kilometres to be exact, and while it was dry at the starting grid, a downpour began at the far end. Jack Brabham: "But no one thought of letting us in on the news." Denny Hulme: "There were cars going in all directions when we hit the rain." One of these cars was Jackie Stewart's BRM, which crashed heavily at 150mph, and the Scot was stuck in it. His team mate Graham Hill was first to reach the BRM driver. Graham Hill: "Jackie was still in the car and obviously in some sort of pain. I realised I would have to take the steering wheel off before I could get him out. I ran off to ask a marshal to find a toolbox. Jackie was soaked in petrol and the raw fuel was burning him. It is very strong stuff and it can take all your skin off just by chemical action. So we had to get him out immediately. When we did that, we went to a small farm building nearby. In there I took off all his clothes off because they were soaked in fuel. No assistance had arrived, so I ran to a marshal post again and telephoned

from there for an ambulance, when I got back it was just arriving. The first thing the nurses did when they saw Jackie was to cover him up again with petrol-soaked overalls, so I had big battle with them.” Jackie Stewart: “I had broken my collarbone and dislocated a shoulder, and I had some ribs cracked. I had a sore back and concussion. But the main concern was the petrol. As it was I had substantial petrol burns and eventually all my skin would come off. The building I was in, the so-called medical centre, was just a shack. I lay there on the concrete floor littered with cigarette butts

and dirt. They stuffed me into an old ambulance and provided a police escort to go to the hospital in Liège, which was quite a few miles away. On the way, the ambulance lost the police escort and didn’t know how to get to the hospital. In spite of all those problems, I was in London at St. Tomas’s Hospital six hours after my accident, which was a terrific effort, thanks to Louis Stanley, who was instrumental in forming the Grand Prix Medical Unit after my accident.” Stewart later pioneered the use of seat harnesses and fireproof overalls for the drivers, and guard-railing and run-off

areas for the circuits. But at first Stewart’s personal crusade was not without its critics among the drivers. Chris Amon, although he would later fully support Stewart’s efforts, was at first fearful that improved circuit safety standards would lead to more dangerous driving by some of his peers. Chris Amon: “Stewart I take my hat off to, because his attitude was never ambivalent. He worked hard for circuit changes, and he drove hard, but absolutely fairly. However, there are people in this business who worry me. At GPDA (Grand Prix Drivers’ Association) safety meetings,

Race	Pole	Winner
GP MONACO	Clark	Stewart (3)
GP BELGIUM	Surtees	Surtees
GP FRANCE	Bandini	Brabham (4)
GP GREAT BRITAIN	Brabham	Brabham
GP NETHERLANDS	Brabham	Brabham
GP GERMANY	Clark	Brabham (5)
GP ITALY*	Parkes	Scarfiotti (2)
GP USA	Brabham	Clark (2)
GP MEXICO	Surtees	Surtees

»Stewart I take my hat off to, because his attitude was never abvivalent. He worked hard for circuit changes.«

CHRIS AMON



they’d shout about cutting trees down, flattening banks and erecting guardrails all over the place. I’m surprised some of them didn’t ask for guardrails in their hotel rooms. After all, most people die in bed. Okay, fine, then you’d get into a race with some of these crusaders, and find they’d happily put you over their precious guardrails without giving it a thought. I wasn’t anti-safety – no one wants to get killed or maimed – but I thought it was a double-edged sword, because more safety also meant more indiscipline.”

Jack Brabham won the German Grand Prix and it was his fourth consecutive win in the season. He was in a good position to secure the championship at the Italian Grand Prix in Monza. He wasn’t able to finish the race there, but his last opponent John Surtees also didn’t, so the Australian driver became the first after Juan Manuel Fangio to secure him self a third World Championship title.

Most wins

4 Brabham
2 Surtees
1 Clark
Stewart
Scarfiotti

Most pole positions

3 Brabham
2 Surtees
Clark
1 Parkes
Bandini

4 Brabham
2 Ferrari
1 Cooper
BRM
Lotus

3 Brabham
Ferrari
2 Lotus
1 Cooper

1967

DENNY HULME (Brabham Repco)

STANDINGS

51	Denny Hulme (Brabham Repco)
46	Jack Brabham (brabham repco)
41	Jim Clark (lotus BRM, lotus climax, lotus ford)
20	John Surtees (honda)
	Chris Amon (ferrari)
15	Pedro Rodriguez (cooper maserati)
	Graham Hill (lotus BRM, lotus ford)
13	Dan Gurney (eagle climax, eagle weslake)
10	Jackie Stewart (BRM)
9	Mike Spence (BRM)
6	John Love (cooper climax)
	Jo Siffert (cooper maserati)
	Jochen Rindt (cooper maserati)
3	Bruce McLaren (mclaren BRM, eagle weslake)
	Jo Bonnier (cooper maserati)
2	Chris Irwin (lotus BRM, BRM)
	Bob Anderson (brabham climax)
	Mike Parkes (ferrari)
1	Guy Ligier (cooper maserati, brabham repco)
	Ludovico Scarfiotti (ferrari, eagle weslake)
	Jacky Ickx (cooper maserati)

TEAMS

63	Brabham Repco
44	Lotus Ford
28	Cooper Maserati
20	Honda
	Ferrari
17	BRM
13	Eagle Weslake
6	Lotus BRM
	Cooper Climax
3	McLaren BRM
2	Brabham Climax

Formula 1 wasn't covered in all the countries of the world at the same time and it wasn't covered from the establishment of the championships in 1950, but mostly much later. It also wasn't covered by all the media at the same time. If the author of this book had done his home work as he should have, then the first written Formula 1 articles in Slovenia – where the author was born – were in Avtomagazin (Auto Magazine), a printed magazine, which came out published every two weeks. Even today, in 2017, you can still read about Formula 1 in this magazine.

In 1967 best results from 9 races counted for the championship – 5 from the first 6 races, and 4 from the last 5. This divided system, with a different number of best results of course, was in use all the way to the 1980 season.

Team Brabham was again the one to beat, but this time the title went to Denny Hulme and not Jack Brabham. The New Zealander won only 2 races, but he was on the podium on 6 other occasions, making him the driver with most podiums in the season. At the last race in Mexico he only needed a fourth place to secure the title, and he was third, behind his team mate. The most dangerous opponent to the Brabham duo was Jim Clark, who won 4 races. But too many times and in crucial moments the Lotus driver had to face mechanical failures.

There were lots of driver changes before the season. John Surtees left Cooper-Maserati to join Honda. His seat was filled with the Mexican Pedro Rodriguez, the older brother of Ricardo Rodriguez – the youngest



fatality in Formula 1. Graham Hill realised that the star at BRM had begun to fade, so he moved to Team Lotus.

The first race was in South African Republic. Rodriguez won it. But in Monaco disaster struck – and it was even more intensive because the race had been broadcasted live on television. On lap 82 Lorenzo Bandini took the chicane on the harbour front, and as he did that, his 312 clipped the inside wall with its right-hand wheels. It ran wide to the left, climbing up the straw bales, a wheel came off, the car turned over on to the track – and erupted into a horrifying pillar of flame. Bandini was so badly burned that he died three days later in the hospital. Chris Amon: “I had

gotten to know Lorenzo well and he was particularly supportive of having me in the team. I think the crash was a result of sheer fatigue. It was a long race, the thick end of three hours, and it was very hot that day. I know that about the 75th lap I was actually starting to get cold in the car, which meant that I was really dehydrated. I'm sure Lorenzo went through the same thing, and it was purely a lapse of concentration that caused him to run wide and hit the bales.” John Surtees: “Bandini had virtually cried and pleaded with me not to leave Ferrari the previous year. I said to people in the team: ‘Look, you will kill the lad because of the sort of responsibility he'll face – an Italian in a Ferrari car isn't on.”

As Colin Chapman had used the Dutch Grand Prix for the debut of his monocoque Lotus 25 in 1962, so he used it five years later to launch his Lotus 49, a car tailored to the compact new Ford-Cosworth DFV. The Americans had paid the English company Cosworth (it was established by Mike Costin and Keith Duckworth) a sum of 100 thousand pounds to build a new 3-litre engine. The Brit Ken Tyrrell who won both championships in 1971 using the Cosworth engines, later recalled of how nervous Keith was at this race. Ken Tyrrell: “I went to Zandvoort when the Ford engine had its first outing and I was obviously very impressed with what it had done in practice and qualifying. I had lunch with Cosworth's Keith Duckworth and he was walking around like a cat on hot bricks, nervous as hell, and I said: ‘You don't expect it to finish its first race. Don't

worry about it. If it doesn't finish, it's already shown how good it is.' And of course it won. When I got back from that race, I ordered three of those engines."

So Ford's engine promised a lot, but... Denny Hulme: "I knew the Lotuses were fast but I felt we had

the edge on reliability. If he finished, Jim looked like the winner almost every time, but frankly I didn't feel that the Lotus 49 was the best car in the world. The greatest thing about it to my way of thinking was the engine. So far as handling was concerned, I thought

that our cars were better. But others might disagree."

A week after he had won the Le Mans 24 Hours for Ford co-driving A.J. Foyt, and pioneered the art of spraying champagne on the rostrum, Dan Gurney won again at Spa-Francorchamps in Belgium – this

»Lorenzo Bandini had virtually cried and pleaded me not to leave Ferrari the previous year. I said to the people in the team 'Look, you will kill the lad because of the sort of responsibility he'll face - an Italian in a Ferrari car isn't on.«

JOHN SURTEES

Race	Pole	Winner
GP SOUTH AFRICA	Brabham	Rodriguez (4)
GP MONACO	Brabham	Hulme (4)
GP NETHERLANDS	Hill	Clark (8)
GP BELGIUM	Clark	Gurney (2)
GP FRANCE	Hill	Brabham (2)
GP GREAT BRITAIN	Clark	Clark
GP GERMANY	Clark	Hulme (2)
GP CANADA	Clark	Brabham (7)
GP ITALY	Clark	Surtees (9)
GP USA	Hill	Clark (2)
GP MEXICO*	Clark	Clark

Most wins	Most pole positions
4 Clark	6 Clark
2 Hulme	3 Hill
Brabham	2 Brabham
1 Surtees	
Rodriguez	
Gurney	
4 Brabham	9 Lotus
Lotus	2 Brabham
1 Cooper	
Honda	
Eagle	



time in his own Formula 1 car. Nigel Roebuck: "On the podium, the perennially luckless Gurney looked a little dazed. Two wins in seven days. Clark, who always considered Dan his only true rival, was delighted for him."

There was real drama on the last lap of the Italian Grand Prix in Monza. In the most thrilling finish for years, Jim Clark led going into the final lap, but had Surtees and Jack Brabham hard on his tail. Suddenly the Lotus slowed, starved of fuel, and Surtees took the lead. Then the Brabham-Repco out-braked the Honda V12 in the final corner, only to slide broadside across its bows, and Surtees held off his rival in a frantic dash to the chequered flag, to win by less than a car's length. Although he coasted into third place, the result eliminated Jim Clark from the title chase. He did though manage to win the remaining races of the 1967 season.

1968

GRAHAM HILL (Lotus Ford)

STANDINGS

48	Graham Hill (lotus ford)
36	Jackie Stewart (matra ford)
33	Denny Hulme (mclaren BRM, mclaren ford)
27	Jacky Ickx (ferrari)
22	Bruce McLaren (mclaren ford)
18	Pedro Rodriguez (BRM)
12	Jo Siffert (cooper maserati, lotus ford)
	John Surtees (honda)
11	Jean-Pierre Beltoise (matra ford, matra)
10	Chris Amon (ferrari)
9	Jim Clark (lotus ford)
8	Jochen Rindt (brabham repco)
6	Richard Attwood (BRM)
	Johnny Servoz-Gavin (matra ford, cooper BRM)
	Jackie Oliver (lotus ford)
	Ludovico Scarfiotti (cooper maserati, cooper BRM)
5	Lucien Bianchi (cooper BRM)
	Vic Elford (cooper BRM)
4	Brian Redman (cooper maserati, cooper BRM)
	Piers Courage (BRM)
3	Dan Gurney (eagle weslake, brabham repco, mclaren ford)
	Jo Bonnier (cooper maserati, mclaren BRM, honda)
2	Jack Brabham (brabham repco)
	Silvio Moser (brabham repco)

TEAMS

62	Lotus Ford
49	McLaren Ford
45	Matra Ford
32	Ferrari
28	BRM
14	Honda
	Cooper BRM
10	Brabham Repco
8	Matra
3	McLaren BRM

After initial problems in 1967 the Ford Cosworth DFV engine was ready for success in 1968. All the races – except for the French Grand Prix, where Ferrari beat the competition – were won by drivers using Ford engines. A year later, even that one exception wasn't possible. The Cosworth V8 engine became reliable, so the title was basically reserved for Jim Clark, who won the first race in South African Republic. Clark beat Fangio's record of 24 wins in South Africa, but he was tragically killed before the next Grand Prix at a Formula 2 competition in Hockenheim. Jackie Stewart: "Nobody knew what was going on inside Jim. He was an incredibly private person. He isolated himself. But you could see his anxiety, and it got worse as he got older. He had stiffness in his shoulders. He was the coolest, calmest, most calculating racing driver in the world, yet he continually chewed his fingernails with nervousness. In a way he was a terribly highly tensed man and yet the moment he slipped into a racing car he changed." Chris Amon: "I don't think Jimmy's death slowed anybody down, but I think it probably cast some doubts in people's minds because, if it could happen to him, it could happen to anyone. A lot of us had a sort of 'bullet-proof' attitude at the time and it certainly put a dent in that."

With Clark's death the responsibility in the Lotus team fell on Graham Hill, who managed to win the next two races. But in Belgium Team McLaren celebrated their first win – it was contributed by the founder himself. Bruce McLaren: "I hadn't realised I had won, when I crossed the finish line. I thought I



was second. Only when one of the BRM mechanics approached and told me that Jackie Stewart had to make an unscheduled stop, had I realised I'd won the race."

In Holland, the Stewart/Tyrell partnership paid its first dividend, although it was accomplished with a comparatively small budget. Ken Tyrell, who had been successful as a Formula 2 entrant with Matra, got the Formula 1 chassis free from the French aerospace company. His biggest bill for the season was for engines: five Cosworth DFV's at £7500 each. The driver, who never signed a contract but confirmed their deal with a handshake with Ken Tyrell, was not that expensive either, although the canny 'Wee Scot' would

go on to become the first millionaire driver. Jackie Stewart: "When I drove for Ken in Formula 2 in 1964 I had maybe £150 in the bank. If someone had said to me in those days that I was going to earn £5000 a year, I would have thought it was fantastic. But then, when I started out with Ken in Formula 1, I saw that I could make £8000 or £9000 and suddenly that was awful big money. There weren't a lot of people making that sort of money then who weren't executives or something of the kind."

The victory by new Ferrari recruit Jacky Ickx on the Rouen road course in France was the first achieved by a car fitted with a rear aerofoil. Sadly, it is also remembered for a more sombre reason. Driving a Formula 1 car for the first time at the age of 40, Jo Schlesser crashed his Honda and was burned to death in the cockpit. Years later his nephew Jean-Louis Schlesser also tried out as a Formula 1 driver. And what a try that was. At the 1988 Italian Grand Prix, when he was a lap down in his Williams replacing the injured Nigel Mansell, he crashed with the leader of the race Ayrton Senna, who was a bit impatient of getting by in his McLaren. Jean-Louis was considered a good driver winning in different motorsport categories. He was even a stunt driver for the French movie Taxi and played himself in Taxi2.

Back to the 1968 season. In Germany history was made when the Belgian Jackie Ickx in a Ferrari beat the competition in qualifying by 10.9 second. This is the biggest margin ever, but it has to be underlined that in those days tracks were very long. Ickx's achievement

can't be equalled with Senna's at the 1988 Monaco Grand Prix, when the Brazilian beat his team mate Alain Prost by 1.4 seconds, making even Prost himself say: "I'm speechless." The race in Germany hadn't been won by Ickx. Jackie Stewart took the glory by

a staggering margin of 4 minutes in harsh weather conditions.

Jackie Stewart won the US race as well but it was Mario Andretti, driving a third Lotus 49, who made Formula 1 history by qualifying on pole position

in his first Grand Prix. Few drivers did that (Carlos Reutemann in 1972, Jacques Villeneuve in 1996...). There were some people who said that the Italian-born American star had a 'home court advantage,' but Andretti hadn't raced at the Watkins Glen prior to

»When I drove for Ken in Formula 2 in 1964 I had maybe 150 pounds in the bank. If some had said to me in those days that I was going to earn 5000 a year, I would have thought it was fantastic. But then, when I started with Ken in Formula 1, I saw that I could make 8000 or 9000.«

JACKIE STEWART



his debut. Mario Andretti: "I was lucky, because the Lotus 49 was the car of the moment – it would be like a rookie getting into Ferrari or McLaren today. That's when I truly fell in love with a Formula 1 car. I felt: 'This is where I belong.'" Somewhere in the back of this race a driver tried his luck in Formula 1 for the second time. The American Bobby Unser, who entered the Italian Grand Prix, but failed to start, tried out in the BRM car again. He wasn't able to finish the race, but the American later achieved lots of successes in the American series USAC or better yet IndyCar. He won the Indy 500 race on three occasions. He wasn't the only Unser to win. His brother Al Unser won it four times and Alan's son Al Unser Jr. twice.

Graham Hill became World Champion at the last race in Mexico, where two other drivers had a chance to clinch the title. But Hulme and Stewart failed to score points there.

Race	Pole	Winner
GP SOUTH AFRICA	Clark	Clark
GP SPAIN	Amon	Hill (6)
GP MONACO	Hill	Hill
GP BELGIUM	Amon	McLaren (6)
GP NETHERLANDS	Amon	Stewart (5)
GP FRANCE	Rindt	Ickx (3)
GP GREAT BRITAIN	Hill	Siffert (4)
GP GERMANY	Ickx	Stewart (6)
GP ITALY	Surtees	Hulme (7)
GP CANADA	Rindt	Hulme (6)
GP USA	Andretti	Stewart (2)
GP MEXICO*	Siffert	Hill (3)

Most wins

3 Hill
Stewart
2 Hulme
1 Ickx
McLaren
Siffert
Clark

Most pole positions

3 Amon
2 Hill
Rindt
1 Ickx
Siffert
Surtees
Clark
Andretti

5 Lotus

3 McLaren
Matra
1 Ferrari

5 Lotus

4 Ferrari
2 Brabham
1 Honda

1969

JACKIE STEWART (Matra Ford)

At the end of the 60's Formula 1 met with commercialism, the racing cars were therefore re-liveried from traditional colour schemes and had more and more sponsor names. There were lots of driver changes. Jackie Ickx moved from Scuderia Ferrari to Team Brahm from where Jochen Rindt moved to Team Lotus. Honda pulled out of the sport and was back in 1983, but only as an engine supplier. The 1969 season was fruitful for Jackie Stewart who won 6 out of the first 8 races. He became champion with three races to go. He managed to secure the World Cup for Constructors as well for Matra and his team boss Ken Tyrrell, but he always underlined that the successes were a consequence of mutual partnership. Nevertheless, he praised Ken the most. Jackie Stewart: "Ken is so practical. He chooses his mechanics and crew well. They're solid as the rock of Gibraltar."

The last season of the decade began with the cars sprouting ungainly wings on various parts of the chassis. Rear-mounted aerofoils had first appeared on the Ferraris and Brabhams the previous season (in Belgium), but their function was not fully understood by the rival teams. But now everybody had realised that the wings helped the cars stick to the road, and the designers experimented furiously with them. But at first these wings weren't reliable. At the Spanish Grand Prix on the Montjuich Park circuit Graham Hill's rear wing fell off first. Then the same thing happened to Rindt. They both lost control of their cars, but while Hill escaped injury, Rindt got hurt. Heinz Prüller: "On the 20th lap, and at speed of



about 140mph, Jochen's wing gave way. The aerofoil bent back, and this resulted in the lifting effect which Jochen had always feared. The rear of his car rose up and appeared to climb the guardrails, which had fortunately been raised on Jochen's insistence a few weeks earlier. The car was thrown to the right, collided with the remains of Hill's Lotus, turned over and slid along the rack upside down. Jochen's face was bleeding badly but he was conscious and muttered: 'Shit!' The next day lying dazed in hospital with concussion, a broken jaw, a broken nose, Rindt mumbled to his wife Nina: 'I always wondered what Jimmy (Clark) felt in Hockenheim. Now I think I know: nothing.' Five days after his crash in Spain, Rindt wrote a letter to

Chapman from his home in Geneva. The letter was judged so controversial that the English publishers of Rindt's biography, written after his death (following a mechanical failure in his Lotus in 1970 at the Italian Grand Prix) by his Austrian journalist friend, Heinz Prüller, chose not to print it. The letter, in English, was reproduced in the appendix of the German language edition. Jochen Rindt wrote: "I just got back to Geneva and I am going to have a second opinion on the state of my head tomorrow. After hearing the Doctor's opinion we can make a final decision on Monaco and Indy... Now to our whole situation, Colin. I have been racing F1 for 5 years and I have made one mistake (I rammed Chris Amon at Clermont-Ferrand and I had one accident in Zandvoort due to gear-selection failure – otherwise I managed to stay out of trouble. The situation changed rapidly since I joined your team. Levin, Eifelrace F2 wishbones and now Barcelona (all accidents caused by mechanical failure). Honestly your cars are so quick that we would still be competitive with a few extra pounds to make the weakest parts stronger. On top of that I think you ought to spend some time checking what your different employees are doing. Please give my suggestions some thought. I can only drive a car in which I have some confidence and I feel the point of no confidence is quite near."

Jackie Stewart became champion in Italy. But his race was a bit scary, for at the start he ran over one of numerous hares which 'besiege' the nearby woods even as these lines are written down almost 50 years later. Jackie Stewart: "It sprinted right in my path. My right

STANDINGS

63	Jackie Stewart (matra ford)
37	Jacky Ickx (brabham ford)
26	Bruce McLaren (mclaren ford)
22	Jochen Rindt (lotus ford)
21	Jean-Pierre Beltoise (matra ford)
20	Denny Hulme (mclaren ford)
19	Graham Hill (lotus ford)
16	Piers Courage (brabham ford)
15	Jo Siffert (lotus ford)
14	Jack Brabham (brabham ford)
6	John Surtees (BRM)
4	Chris Amon (ferrari)
3	Richard Attwood (lotus ford)
	Vic Elford (cooper maserati, mclaren ford)
	Pedro Rodriguez (BRM, ferrari)
1	Silvio Moser (brabham ford)
	Jackie Oliver (BRM)
	Johnny Servoz-Gavin (matra ford)

TEAMS

66	Matra Ford
49	Brabham Ford
47	Lotus Ford
38	McLaren Ford
7	BRM
	Ferrari

front tyre hit it. There was no question of me deviating even a fraction to avoid it. I would have had an accident and taken half the starters in the Italian Grand Prix off the road with me. I went through agonies for the next few laps, thinking a bone had lodged in the tyre and it might suddenly deflate.” The Scot won by 0.08 seconds ahead of Jochen Rindt, and by less than 2 tenths of a second Jean-Pierre Beltoise in a Matra and Bruce McLaren in a McLaren finished behind Rindt. It

was one of the closest finishes of all time. From 1967 to 1974 the winner of Monza won by less than a second on five different occasions. In 1971 Monza even had the closest finish of all time. Five racing cars crossed the finish line in less than 7 tenths of a second. Peter Gethin from Britain won that race by a mere 0.01 seconds ahead of the Swede Ronnie Peterson. These were also races with lots of different leading drivers. There were 14 changes by lap 37 (out of 68) in the race

which Stewart won in 1969, and in 1971 there were even 26 changes in 55 laps – which is the total amount of laps for that race. Back in those days they didn’t measure time at all the tracks the same way. From 1950 onwards and all the way to the 70’s a tenth of a second was usually in use, the first thousand of a second was measured at the US Grand Prix in 1971. By the early 80’s it was a real mess, for some tracks used tenths, some hundreds and some thousands. In 1982 Formula

Race	Pole	Winner
GP SOUTH AFRICA	Brabham	Stewart (4)
GP SPAIN	Rindt	Stewart (4)
GP MONACO	Stewart	Hill (4)
GP NETHERLANDS	Rindt	Stewart (2)
GP FRANCE	Stewart	Stewart
GP GREAT BRITAIN	Rindt	Stewart (2)
GP GERMANY	Ickx	Ickx
GP ITALY*	Rindt	Stewart (3)
GP CANADA	Ickx	Ickx
GP USA	Rindt	Rindt
GP MEXICO	Brabham	Hulme (4)

»Jochen’s face was bleeding badly but he was conscious and muttered: ‘Shit!’ The next day he was lying dazed in hospital with concussion.«

HEINZ PRÜLLER



I got an official timekeeper which measured thousands of a second on all the tracks. At first it was the Swiss Longines, which did it until 1992, and then another Swiss company stepped in – it was Tag Heuer (1992-2003). German Siemens was the official timekeeper from 2004 to 2009, then LG Group from South Korea took over that role.

In USA Graham Hill’s Lotus was fitted with experimental Firestone tyres which were badly worn late in the race and Hill spun. He had to get out and push-start his car, then headed back to the pits for a tyre change. But he had had a bad accident. Graham Hill: “I had broken my right knee just on the joint, dislocated the left one and torn all the ligaments. I can remember very little of the accident, except going backwards at high speed. Some of the lads came to see me directly after the accident and I told them to tell Bette that I wouldn’t be dancing for a while.”

Most wins		Most pole positions	
6	Stewart	5	Rindt
2	Ickx	2	Stewart
1	Rindt		Ickx
	Hulme		Brabham
	Hill		
6	Matra	5	Lotus
2	Brabham	4	Brabham
	Lotus	2	Matra
1	McLaren		

1970

JOCHEN RINDT (Lotus Ford)

STANDINGS

45	Jochen Rindt (lotus ford)
40	Jacky Ickx (ferrari)
33	Clay Regazzoni (ferrari)
27	Denny Hulme (mclaren ford)
25	Jackie Stewart (march ford, tyrrell ford)
	Jack Brabham (brabham ford)
23	Pedro Rodriguez (BRM)
	Chris Amon (march ford)
16	Jean-Pierre Beltoise (matra)
12	Emerson Fittipaldi (lotus ford)
10	Rolf Stommelen (brabham ford)
8	Henri Pescarolo (matra)
7	Graham Hill (lotus ford)
6	Bruce McLaren (mclaren ford)
4	Mario Andretti (march ford)
	Reine Wisell (lotus ford)
3	Ignazio Giunti (ferrari)
	John Surtees (mclaren ford, surtees ford)
2	John Miles (lotus ford)
	Jackie Oliver (BRM)
	Johnny Servoz-Gavin (march ford)
1	François Cevert (march ford)
	Peter Gethin (mclaren ford)
	Dan Gurney (mclaren ford)
	Derek Bell (brabham ford, surtees ford)

TEAMS

59	Lotus Ford
52	Ferrari
48	March Ford
35	Brabham Ford
	McLaren Ford
23	BRM
	Matra
3	Surtees Ford

In this season Colin Chapman's innovative Lotus 72 with its chisel nose, wedge-shaped aerodynamics and side-mounted radiators would become the class of the field.

Team March entered the championship and one of the founders of the British team was Max Mosley – later the long time president of the FIA. March had barely begun to make Formula 3 cars in 1969 when the owners decided to jump to Formula 1. And what a jump it was. The front row before the first race in South African Republic was filled with March racing cars. Chris Amon sat in one of them, and Jackie Stewart in the other. Jackie switched to Team Tyrrell Ford even before the season was over, and the first race for Ken Tyrrell was the Canadian Grand Prix. John Surtees, the 1964 champion, meanwhile established his own team Surtees Ford. It debuted at the British Grand Prix.

This season saw two debuts of drivers who would later be seen in the Hall of Fame. The Brazilian Emerson Fittipaldi first raced in a Lotus at the British Grand Prix where he finished eighth. And the Swede Ronnie Peterson debuted at Monaco where he was seventh in his March.

At the first race in South African Republic Jack Brabham won at the age of 43 and he knew he would retire at the end of the season. Two races later he had a leading role in one of the most dramatic finishes of all time. In the last corner of the Monaco Grand Prix he crashed into the guardrail and therefore let the win to Jochen Rindt in the old Lotus 49C, for Lotus 72



hadn't been tested enough. Rindt's win in Monaco was special for two reasons. Rarely had it happened that the winner led only the last lap of the race or better yet last couple of meters, and that a driver set a fastest lap of the race in the last lap.

During testing at Goodwood prior to the race in Belgium Bruce McLaren had been killed. Journalist David Phipps, who wanted to see him in action, but was running late, later wrote: "Bruce had been testing the car for the CanAm series. He had promised to drive me round the track in it, once it was sorted out to his satisfaction, and this was to be the day. We were a bit late getting away, but it was such a glorious morning, there didn't seem to be any great urgency. When we

reached the circuit, instead of the expected and well-known sounds of a McLaren test day, there was an ominous silence hanging over the whole area, as still as the warm summer air. Then we heard that dreadful, urgent, two-note ambulance siren... Bruce was dead, they said. And I couldn't understand how the sun could keep shining so brightly and how the birds could keep singing so nicely. It was all the same, yet it could never be the same again."

At the Belgium Grand Prix all the teams praised the performance of Pedro Rodriguez. This is a rare thing in Formula 1. John Blunsdel (Motor Racing Year) wrote: "The Mexican had a great start from the third row and was already fourth after the first lap – behind the March duo Amon and Stewart, and Rindt in a Lotus 49C. On the third lap he overtook Rindt, a lap later he took care of Stewart, and on the fifth lap he passed Amon as well. Rodriguez deserved the win, for it came without any bad luck from other competitors."

At the Dutch Grand Prix Piers Courage was killed in a De Tomaso Ford, after his car flew off track and the Brit burned to death in the cockpit. Jackie Stewart: "My wife Helen and I saw more deaths in three years than most people see in their lifetimes. Four weeks after Clark's death in 1968 Mike Spence was killed in Indianapolis; four weeks after his death Ludovico Scarfiotti; four weeks after that Jo Schlesser at Rouen; two weeks ago Bruce McLaren at Goodwood; and now Piers. The list just doesn't want to end." Dan Gurney: "Not long

ago I was in a hospital bed and counting the people I had known and had died in the world of racing. After an hour the number stopped at 57.” But the tragedies weren’t over yet. At the Dutch Grand Prix Jochen Rindt was killed after brake failure in the Parabolica

corner. Jacky Ickx: “I’m sure Jochen was happy all the way to his death, for drivers are happiest people if they are behind a steering wheel. Even those last 2 seconds of drama couldn’t take away his happiness from him, because we take the battle with an out of control car

with passion.” After Rindt’s death many started to wonder if any driver could gather more than 45 points, which was Rindt’s amount up to the Italian Grand Prix, and take away the title from the fast Austrian. Prior to the race in Italy, when 36 points still were

Race	Pole	Winner
GP SOUTH AFRICA	Stewart	Brabham (3)
GP SPAIN	Brabham	Stewart (3)
GP MONACO	Stewart	Rindt (8)
GP BELGIUM	Stewart	Rodriguez (6)
GP NETHERLANDS	Rindt	Rindt
GP FRANCE	Ickx	Rindt (6)
GP GREAT BRITAIN	Rindt	Rindt
GP GERMANY	Ickx	Rindt (2)
GP AUSTRIA	Rindt	Ickx (3)
GP ITALY	Ickx	Regazzoni (3)
GP CANADA	Stewart	Ickx (2)
GP USA*	Ickx	Fittipaldi (3)
GP MEXICO	Regazzoni	Ickx (3)

Most wins		Most pole positions	
5	Rindt	4	Ickx
3	Ickx		Stewart
1	Regazzoni	3	Rindt
	Stewart	1	Regazzoni
	Brabham		Brabham
	Rodriguez		
	Fittipaldi		
6	Lotus	5	Ferrari
4	Ferrari	3	Lotus
1	March		March
	Brabham	1	Brabham
	BRM		Tyrrell

»Four weeks after Clark’s death in 1968 Mike Spence was killed in Indianapolis; four weeks after his death

Ludovico Scarfiotti; four weeks after that Jo Schlesser at Rouen; two weeks ago Bruce McLaren at Goodwood; and now Piers. The list just doesn’t want to end.«

JACKIE STEWART



available, as much as eight drivers still had theoretical chances of winning the championship – and with the exception of Emerson Fittipaldi they were all later in the top 10 of the points table. The best chances were in the hands of Jack Brabham (25 points), Jackie Stewart and Denny Hulme (both with 19), but all failed to lower the margin behind Jochen Rindt – the Austrian still had an advantage of more than 20 points after the Italian race. Prior to the Canadian race, which was won by Ickx, only 5 drivers counted on winning the championship: Jack Brabham, Jackie Stewart (both with 25 points), Denny Hulme (22), the Swiss Clay Regazzoni (21) and Jacky Ickx (19). But after the race only Jackie Ickx still had a chance, but he had to win the remaining two races. This didn’t happen, for Emerson Fittipaldi won the US Grand Prix, and Jochen Rindt therefore became the only driver to receive the title posthumously.

1971

JACKIE STEWART (Tyrrell Ford)

The Scot Jackie Stewart swept with competition in 1971 just like he did in 1969. And again in a partnership with Ken Tyrrell, only this time at team Tyrrell and not Matra. Stewart won 5 out of the first 7 races and was second on one of the remaining two races. After the German Grand Prix the chances of his closest rival Jacky Ickx practically didn't exist. Ickx had to win 3 out of the remaining 4 races and achieve a second place at the fourth race. At the same time the Belgian driver had to count on Stewart failing to score a single point at those four races. That didn't happen and the Scot crowned himself in Austria (Austrian GP was also the debut race of the local hero Niki Lauda who was champion in 1975, 1977 and 1984). Eight people collaborated in making the winning Tyrrell racing car. In the new millennium team McLaren had so many workers just in the section for painting. The surprise of the season was the Swede Ronnie Peterson. The SuperSwede, as he was called, was runner-up in 4 races, on three occasions behind Stewart.

At the first race of the season in South African Republic Mario Andretti won in his first race for Scuderia Ferrari. Mario Andretti: "This was one of those events that you longed for, the ones where you thought: 'I've got to put this one under my belt.' Those are the ones you remember. Then that feeling of driving into Victory lane or crossing the finish line – it is indescribable." Andretti has only one title in Formula 1, but still he is in the Hall of Fame. He was a versatile driver. He won titles in the American



series USAC or better yet IndyCar, he won the Indy 500 race, and so on.

Between the races in France and Great Britain the Mexican Pedro Rodriguez of the BRM team tragically lost his life. Tim Parnell, the team manager of BRM, was not only shaken when he heard the news, but also very angry. Tim Parnell: "We'd gone to Silverstone, we were all ready for the British Grand Prix, we'd tested, the cars were looking good and fit, and then some stupid idiot rang up from the blinking Norisring and they kept pestering Pedro, pestering him to drive this bloody car there. It was an old clapped-out Ferrari car that he'd been doing some film work. I said to him that he's crazy to go there, but the money they offered was

too much. The ironic thing is that he got into the lead with the thing; he should never have been in the lead with this clapped-out car, but there it was. Tragic; your life's thrown away in a clapped-out car in a clapped-out bloody race." After the last race of the season Parnell once more lost a driver, this time it was the Swiss Jo Siffert. Three weeks after the US Grand Prix Siffert got into a tragic accident at a non-championship race at Brands Hatch, where he got tangled up with Ronnie Peterson. It was a big blow for the BRM team which never really recovered and slowly vanished from the front row.

The race of the season was the Italian Grand Prix in Monza, where at the finish 5 cars had been separated by 61 hundredths of a second. This was also the fastest race for more than 30 years, for the winner Peter Gethin from Britain finished the competition with an average speed of 150.75mph or little over 240kph. The record was broken in 2003 at the same track when Michael Schumacher managed to do it with a speed of 247.59kph in a Ferrari. They both had 3-litre engines in their cars. The only difference is that Gethin raced on a track without the 3 chicanes. For the first 37 laps, the race was a high-speed, slipstreaming dogfight, with Peterson, Stewart, Cevert, Regazzoni, Hailwood, Siffert and Amon taking numerous turns at leading. From lap 37 to 46 Amon seemed to exert a measure of control, only to have his advantage wiped out in the blink of an eye. The hapless Kiwi would finish sixth, half a minute behind the leading group. Chris Amon: "I had enough breathing space to think

STANDINGS

62	Jackie Stewart (tyrrell ford)
33	Ronnie Peterson (march ford, march alfa romeo)
26	François Cevert (tyrrell ford)
19	Jacky Ickx (ferrari)
19	Jo Siffert (BRM)
16	Emerson Fittipaldi (lotus ford, lotus pratt & whitney)
13	Clay Regazzoni (ferrari)
12	Mario Andretti (ferrari)
9	Peter Gethin (mclaren ford, BRM)
	Pedro Rodriguez (BRM)
	Chris Amon (matra)
	Reine Wisell (lotus ford, lotus pratt & whitney)
	Denny Hulme (mclaren ford)
5	Tim Schenken (brabham ford)
	Howden Ganley (BRM)
4	Mark Donohue (mclaren ford)
	Henri Pescarolo (march ford)
3	Mike Hailwood (surtees ford)
	John Surtees (surtees ford)
	Rolf Stommelen (surtees ford)
2	Graham Hill (brabham ford)
1	Jean-Pierre Beltoise (matra)

TEAMS

73	Tyrrell Ford
36	BRM
33	Ferrari
	March Ford
21	Lotus Ford
10	McLaren Ford
9	Matra
8	Surtees Ford
5	Brabham Ford

about my preparation for the end of the race. I had a stack of tear-off visors, like we all used back then, but when I went to tear off the top one so that I had a clear view for the remaining laps, all of them came off at the same time.” On the last lap, the front-runners

frantically jockeyed for position. With only 500 yards to go, Ronnie Peterson, Francois Cevert, Peter Gethin, Mike Hailwood and Howden Ganley lunged en masse for the finish line. Peter Gethin: “I was working my strategy backwards from the finishing line. The BRM

was very good through the gears at Parabolica (last corner of the Monza track) so I knew that if I was into the top three going into or halfway round the corner, the car was capable of winning. When Ronnie and Francois were running side by side I went flying

»I had enough breathing space to think about my preparations for the end of the race. I had a stack of tear-off visors, like we all used back then, but when I went to tear off the top one so that I had a clear view for the remaining laps, all of them came off at the same time.«

CHRIS AMON

Race	Pole	Winner
GP SOUTH AFRICA	Stewart	Andretti (4)
GP SPAIN	Ickx	Stewart (4)
GP MONACO	Stewart	Stewart
GP NETHERLANDS	Ickx	Ickx
GP FRANCE	Stewart	Stewart
GP GREAT BRITAIN	Regazzoni	Stewart (2)
GP GERMANY	Stewart	Stewart
GP AUSTRIA*	Siffert	Siffert
GP ITALY	Amon	Gethin (11)
GP CANADA	Stewart	Stewart
GP USA	Stewart	Cevert (5)

Most wins	Most pole positions
6 Stewart	6 Stewart
1 Cevert	2 Ickx
Ickx	1 Siffert
Siffert	Regazzoni
Andretti	Amon
Gethin	
7 Tyrrell	6 Tyrrell
2 BRM	3 Ferrari
Ferrari	1 BRM
	Matra



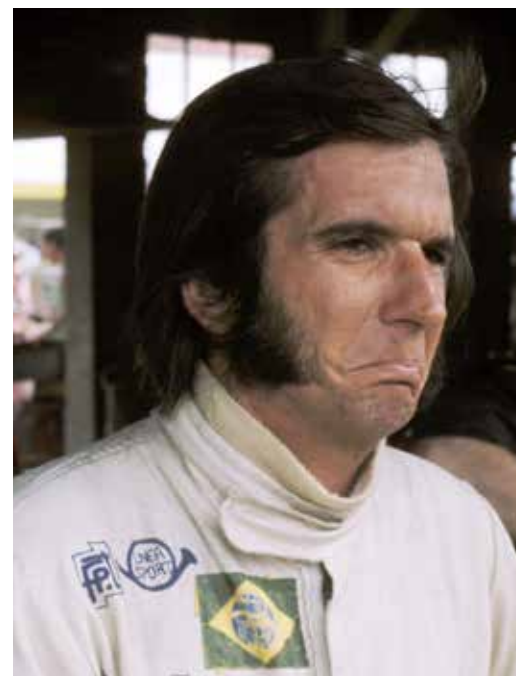
down the inside of them, a bit on the grass I seem to remember. But I couldn't stop anyway. If either of them had come across I would have hit them. I remember thinking I was in the right place, the lead, so whatever I did – even if it meant going off – I was going to keep my foot down in every gear. I went through the first part of the corner sideways, using maximum revs. I think Ronnie had an engine problem, maybe a broken exhaust, but in any case he came out of my slipstream after we had crossed the line.” Later that night, there was a party for the BRM mechanics at the Serenissima Hotel. When they were leaving, they realised one of the cars had a puncture, and it had to be replaced. Peter Gethin himself handled the problem. Peter Gethin: “Yes, there I was, changing the left rear wheel. I'd just won the Italian Grand Prix, my one and only Formula 1 victory, and there I was sweating away, with all the other drivers laughing at me.”

1972

EMERSON FITTIPALDI (Lotus Ford)

In a season which had 44 racing drivers, Emerson Fittipaldi became the first world champion from Brazil and the youngest one until Fernando Alonso in the new millennium. When he secured the title in Italy, he was only 25 years old. He drove a recognizable black Lotus with the golden sign of the John Player Special sponsor. At the first 10 races he stood on the podium 8-times, of those 5-times on the top step. Emerson Fittipaldi: "The 1972 season was absolutely incredible. The car was competitive on most of the tracks and almost every time I managed to qualify into the first two rows. I was overjoyed with the win and the title in Italy. I can remember quite well of how I felt after crossing the finish line in Monza – absolutely wonderful."

This time the season began in Argentina and ended in USA, where the 1979 champion Jody Scheckter from South African Republic had his debut in a McLaren Ford. This first race of the season saw the motorsport world raising an eyebrow or two, for the local hero Carlos Reutemann secured himself pole in his first ever Formula 1 race. The Brabham driver – the team was now owned by Bernie Ecclestone – beat the reigning world champion Jackie Stewart at the Buenos Aires track by 22 hundredths of a second. Journalist Alan Henry wrote: "Team Brabham made the wrong choice when they decided to use the qualifying tyres for the race as well. Stewart launched himself into the lead after the start, while Reutemann drove well in second place in the opening few laps. However, the Argentine fell to fourth by lap 45, when most of the



drivers were having their pit-stops. His mechanics changed only tyres on the left side of his Brabham, and he finished the race in seventh position. This was a strong performance of the local hero, but the team was disappointed with the result."

At Monaco the Frenchman Jean-Pierre Beltoise surprised the competition. Former motorcycle competitor raced with a mutilated hand which was a consequence of a horrible accident at the beginning of his career. On the tight and twisted Monte Carlo track Beltoise qualified fourth in his underpowered BRM, right behind Fittipaldi, Ickx and Regazzoni (both in Ferraris). Nobody considered him as the winner, even in wet and cold condition. After all, the 'rain-master'

in those days was Ickx. Louis Stanley, the BRM team manager, remembered: "Jean-Pierre had a great start and out-braked Ickx before the first corner. Then he disappeared in a cloud of water spray. He led the whole 80 laps and set the fastest lap of the race as well. He was never threatened and his BRM worked superbly... It was a marvellous win, the fifth for BRM at Monaco. Jean-Pierre became a national hero in France and the newspaper Le Monde even put him on the front page. At the gala dinner with the royal family he celebrated his win with a big smile on his face. It was his first and last win as a Formula 1 driver – but in what way did he achieve it?!"

At the Belgian Grand Prix Fittipaldi won the race in an easier way, for Jackie Stewart was missing due to health problems. The hyperactive Scot simply had too much. Jackie Stewart: "In those days I had a lot more on my mind than just racing. I had obligations towards my sponsors, had to entertain guests, give speeches during breakfasts and dinners. And we were testing like crazy. At Kyalami we tested for 18 days, we did two race distances per day. It was the same at Paul Ricard. There was basically war between the tyre manufacturers. And it wasn't just Formula 1 that was exhausting me. I raced in the American series CanAm, so one week I was in America, while the other was spent in Europe, and so on. I don't want to criticize today's drivers, but they have a lot less stressful life than we did. And we mustn't forget that drivers of my time put their heads on the plate basically every time they sat in a racing car. On my birthday in 1972 – 11th of

STANDINGS

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

TEAMS

61	Lotus Ford
51	Tyrrell Ford
47	McLaren Ford
33	Ferrari
18	Surtees Ford
15	March Ford
14	BRM
12	Matra
7	Brabham Ford

June – Jo Bonnier was killed at Le Mans.”

At the French Grand Prix Chris Amon came closest of winning a Grand Prix race. Experts in those days believed the New Zealander was as fast as Jim Clark on his day, so he should’ve been in the same

ranks as Fittipaldi and Stewart. At Clermont-Ferrand, mini Nürburgring as they liked to call the French track, Amon qualified on pole with his Matra. He was almost a second faster than Denny Hulme in a McLaren. Autocourse wrote down: “At the start, Amon launched

himself into the lead, while Hulme wasn’t satisfied with the handling of his McLaren and had to let his second position to Stewart. But the Scot couldn’t have done anything to overtake Amon. Or could he have? On the 20th lap, which was a little more than half the distance

»The 1972 season was absolutely incredible. The car was competitive on most of the tracks and almost every time I managed to qualify into the first two rows. I was overjoyed with the win and the title in Italy. I can remember of how I felt after crossing the line in Monza - absolutely wonderful.«

EMERSON FITTIPALDI

Race	Pole	Winner
GP ARGENTINA	Reutemann	Stewart (2)
GP SOUTH AFRICA	Stewart	Hulme (5)
GP SPAIN	Ickx	Fittipaldi (3)
GP MONACO	Fittipaldi	Beltoise (4)
GP BELGIUM	Fittipaldi	Fittipaldi
GP FRANCE	Amon	Stewart (3)
GP GREAT BRITAIN	Ickx	Fittipaldi (2)
GP GERMANY	Ickx	Ickx
GP AUSTRIA	Fittipaldi	Fittipaldi
GP ITALY*	Ickx	Fittipaldi (6)
GP CANADA	Revson	Stewart (5)
GP USA	Stewart	Stewart

Most wins

5 **Fittipaldi**
4 Stewart
1 Hulme
Ickx
Beltoise

Most pole positions

4 Ickx
3 **Fittipaldi**
2 Stewart
1 Revson
Amon
Reutemann

5 **Lotus**
4 Tyrrell
1 McLaren
Ferrari
BRM

4 Ferrari
3 **Lotus**
2 Tyrrell
1 McLaren
Matra
Brabham



of the race, Stewart found himself in the lead, for poor Amon had to make an unexpected pit-stop due a puncture on one of his front tyres. For Amon, now in 8th place, chances of winning seemed impossible... A few laps from the end of the race the Frenchman Cevert was driving in fourth place, but who was that behind him? It was Amon driving like never before. He sat a serious of fastest laps with his Matra and was overtaking with ease. He got by Cevert as well and at the end finished the race in third place. The French Grand Prix was a clear indication that Stewart was usually the lucky one, while Amon was the unlucky one.”

The German race was won by Jackie Ickx who was delighting the Old Enzo with his performances on the track. The Belgian driver was later known for his wins at the 24 Hour Le Mans race. They were surpassed by Tom Kristensen in the new millenium.

1973

JACKIE STEWART (Tyrrell Ford)

STANDINGS

71	Jackie Stewart (tyrrell ford)
55	Emerson Fittipaldi (lotus ford)
52	Ronnie Peterson (lotus ford)
47	François Cevert (tyrrell ford)
38	Peter Revson (mclaren ford)
26	Denny Hulme (mclaren ford)
16	Carlos Reutemann (brabham ford)
14	James Hunt (march ford)
12	Jacky Ickx (ferrari, mclaren ford, iso marlboro ford)
9	Jean-Pierre Beltoise (BRM)
7	Carlos Pace (surtees ford)
6	Arturo Merzario (ferrari)
5	George Follmer (shadow ford)
4	Jackie Oliver (shadow ford)
3	Andrea de Adamich (surtees ford, brabham ford)
	Wilson Fittipaldi (brabham ford)
2	Niki Lauda (BRM)
	Clay Regazzoni (BRM)
1	Howden Ganley (iso marlboro ford)
	Gijs van Lennep (iso marlboro ford)
	Chris Amon (tecno, tyrrell ford)

TEAMS

92	Lotus Ford
82	Tyrrell Ford
58	McLaren Ford
22	Brabham Ford
14	March Ford
12	Ferrari
	BRM
9	Shadow Ford
7	Surtees Ford
2	Iso Marlboro Ford
1	Tecno

Almost from the start the then two time Formula 1 World Champion Jackie Stewart from Scotland knew that it would be his last season as a racing driver. But only three people were privy in the secret of his intended retirement. Jackie Stewart: "I only told Ken Tyrrell, and Walter Hayes and John Waddell at Ford. Even Francois Cevert didn't know that I was going. He was nearly going to leave Ken – an offer from Ferrari was tickling him. I told him he needed one more year with me. I think he would have won the championship in 1974 for Ken. My wife Helen never knew. I didn't want her thinking of ten green bottles."

Lotus and Tyrrell were the dominant teams on the tracks, occasionally McLaren surprised the field. At Lotus the Swedish driver Ronnie Peterson completely surprised his teammate Emerson Fittipaldi from Brazil and by the middle of the season it was clear he was the faster driver of the duo. However, Colin Chapman refused to give team orders. This would turn out to be a handicap, for at Tyrrell Francois Cevert was told even before the first race of the season that he is supposed to help Stewart wherever he can.

For the first time since 1958 the World Cup for Constructors wasn't won by the team which crowned the best driver of the field. Since 1973 this happened on numerous occasions.

James Hunt from Britain debuted in a March Ford of the privateer Alexander Hesketh. Hunt, who became champion in 1976, stepped on the podium



after only four races – he was third at the Dutch Grand Prix.

The season was tragic again, for at Zandvoort and Watkins Glen Roger Williamson in a March Ford and Francois Cevert in a Tyrrell had been killed.

The first race of the season was the Argentine Grand Prix at Buenos Aires, where it was very hot. Emerson Fittipaldi: "It was so hot, that the journalist Peter Lyon came up with an English saying 'The aires are buenos.'" Fittipaldi won that race. He later claimed it was the best win of his career, for he had to overtake both Stewart and Cevert in the Tyrrell racing cars. He won the next race as well and all the way to the French Grand Prix he was the leading driver of the

championship. But the next five races saw him retire four times, while at the same time Stewart won twice and was second in one of the other races, giving the Scot a good position before the end of the season.

At the South African Grand Prix at Kyalami the Swiss driver Clay Regazzoni crashed his BRM early in the race. In seconds the BRM was aflame, with 'Regga' unconscious in the cockpit. Only the intervention of Mike Hailwood, who crashed in the same incident, saved his life. The multiple motorcycling champion dived into the flames to rescue him. Mike Hailwood: "It started on the second lap. Carlos Reutemann was in front of me. Dave Charlton from South Africa was in front of Reutemann. At the first corner, Charlton started to lose it. He got the car sideways. Reutemann managed to squeeze through the gap. Charlton's car began to come back, as a spinning car does. I went over its nose which bent the left suspension. Then Charlton was out the way beside a guardrail. I was creeping along. The next thing I knew was a great thud and crash." Regazzoni's car crashed into Hailwood's Surtees on the bend. Then the Ferrari of Jacky Ickx crashed into them both. Ickx managed to jump clear, but he was slightly injured. Mike Hailwood: "I was enveloped in flames. The cars were burning merrily away. They were interlocked. I undid my straps of my harness and extricated myself. I could see that 'Regga' was slumped unconscious in the BRM. I leaped across and undid his seat belts. I was trying to pull him out by one arm which was all I could get at. To pull a man out of a car like that is a difficult thing at best of

times. There was petrol everywhere. I burst into flames. Frantically, I ran across to the other side of the track where there was grass and sand. I flung myself down and rolled around to put out the flames. Regga's blaze was extinguished by marshals and officials who were trying to get him out. Then the car burst into flames again. I went back, grabbed him under the armpits,

and with a couple of marshals, got him free. He was still unconscious, though not seriously hurt as it turned out." Clay Regazzoni: "It was so brave of Mike, and there is no doubt I owe him my life." Mike's wife Pauline Hailwood: "I can recall vividly that Mike came walking up the pit lane and he looked terrible, worse than I'd ever seen him look all the time I had known

him. He was tight-lipped, drawn and ashen-faced. And he was more than a bit anxious to get away from the place. In fact, he was very agitated about leaving and couldn't wait, so we got on the bike we'd come on and rode off. And in total silence too. I thought he must have had a really big hairy moment and didn't want to talk about it. I thought he must have scared himself

»There was petrol everywhere. I burst into flames.

Frantically, I ran across to the other side of the track where there was grass and sand. I flung myself down and rolled around to put out the flames.«

MIKE HAILWOOD



so much he just wanted to forget... The next morning the papers arrived and I was staggered to see what he had done. I read about it, and I still couldn't believe what my eyes were seeing in black and white in front of me. A marshal was standing there doing nothing, apparently having giving up any hope of Clay's chances. But not my Mike. In he went and he only came out when his clothes caught fire. He doused them out and went in again. This time he managed to haul big old Clay to safety."

At the British Grand Prix Jody Scheckter caused one of the biggest pile-ups in Formula 1 history. Several cars were destroyed, but by miracle only the Italian Andrea de Adamich was injured. Andrea drove 214 races in F1, but never won.

The championship was decided in Italy, where even a swap of places between Peterson and Fittipaldi couldn't help the Brazilian retain the title.

Race	Pole	Winner
GP ARGENTINA	Regazzoni	Fittipaldi (2)
GP BRAZIL	Peterson	Fittipaldi (2)
GP SOUTH AFRICA	Hulme	Stewart (16)
GP SPAIN	Peterson	Fittipaldi (7)
GP BELGIUM	Peterson	Stewart (6)
GP MONACO	Stewart	Stewart
GP SWEDEN	Peterson	Hulme (6)
GP FRANCE	Stewart	Peterson (5)
GP GREAT BRITAIN	Peterson	Revson (3)
GP NETHERLANDS	Peterson	Stewart (2)
GP GERMANY	Stewart	Stewart
GP AUSTRIA	Fittipaldi	Peterson (2)
GP ITALY*	Peterson	Peterson
GP CANADA	Peterson	Revson (2)
GP USA	Peterson	Peterson

Most wins

5 Stewart
4 Peterson
3 Fittipaldi
2 Revson
1 Hulme

Most pole positions

9 Peterson
3 Stewart
1 Fittipaldi
Hulme
Regazzoni

7 Lotus

5 Tyrrell
3 McLaren

10 Lotus

3 Tyrrell
1 McLaren
BRM

1974

EMERSON FITTIPALDI (McLaren Ford)

In 1974 team McLaren won their first world championship title. Emerson Fittipaldi helped the Brits to become one of the best teams in the sport, in fact, by the end of the 2013 season only Ferrari was better.

Emerson Fittipaldi became the youngest double world champion. This record was beaten 21 years later by the German ace Michael Schumacher, and his was beaten by another German – Sebastian Vettel in 2011. Fittipaldi later established his own team, but in his efforts of being successful he lost too many years, and returned to the top of motorsports in the 80's, when he started winning races and titles in the American series CART or better yet IndyCar.

The championship of 1974 was suspenseful and filled with variety. Fittipaldi and 6 other drivers managed to win a Grand Prix race.

After the British Grand Prix Fittipaldi and Niki Lauda shared equal amount of points, 38 to be exact, while Clay Regazzoni and Jody Scheckter had 35. But by the end of the season, thus meaning at the remaining five races, Lauda failed to finish a race, so the young Austrian was out of the title chase – even though he promised the most out of all the drivers, for he had most pole positions that year. At first Ferrari wanted to hire the New Zealander Chris Amon, then Scuderia chased the American Peter Revson, but finally they chose the young Niki Lauda. The Austrian made a huge impression on Enzo Ferrari. Niki Lauda: “When I visited the Ferrari factory in Maranello and the private test



track at Fiorano for the first time, I was amazed. But at the same time I wondered, how this team – with all of the things I've seen there – wasn't able to win races. Despite all of this, problems had existed. By comparing the BRM car – with which I raced in 1973 – with the Ferrari, I noticed that the 'red devil' had far too much under-steer. After the first tests I said the car was 'shit.' Piero Ferrari (the illegitimate son of Enzo Ferrari) immediately warned me I couldn't say such things out-loud, but I didn't want to change my opinion. The Old Man asked me, of how much faster I could go, if they fixed the car. I answered that he could count on at least a half a second. Enzo ordered his engineer Mauro Forghieri to do whatever I wanted, but if I

failed to be quicker, I could kiss my contract with Scuderia goodbye. I told Forghieri to change the front end of the car and he did that. Ten days later we tested again, this time with a different front suspension, and I was 6 tenths of a second faster. From then on I had total confidence of the Old Man concerning the development of the car.”

Eighteen teams raced in the 1974 season, but only 10 managed to enter all the races. Of the new teams (Amon Ford, Penske Ford, and so on) one surprised the field the most. It was Hesketh Ford with the promising young racing driver James Hunt. It was a colourful surprise, as it turned out. The British journalist Keith Botsford recalled: “It was a year of party and night life for Team Hesketh, with some good results of a reliable car, which was constantly modified by Dr. Harvey Postlethwaite. Lord Alexander Hesketh was a man in his mid 20's, chubby, and with a character similar to the one from the 60's. He flew too high with his ambitions, as did the oil tycoon Walter Wolf, a descendent from Slovenia, after him. His number 1 driver was James Hunt who had many accidents at the beginning of his racing career. Thus the knick-name Hunt the Shunt. Hunt's wife Suzy later left him for Hollywood movie star Richard Burton.”

The 1974 season saw the debut of the Italian racing driver Lella Lombardi, who would later become the only woman in Formula 1 to finish a race in the points. Lella debuted at the British Grand Prix driving a Brabham Ford, but failed to qualify for the race. A year later it was a different story, when she entered

STANDINGS

55	Emerson Fittipaldi (mclaren ford)
52	Clay Regazzoni (ferrari)
45	Jody Scheckter (tyrrell ford)
38	Niki Lauda (ferrari)
35	Ronnie Peterson (lotus ford)
32	Carlos Reutemann (brabham ford)
20	Denny Hulme (mclaren ford)
15	James Hunt (march ford, hesketh ford)
14	Patrick Depailler (tyrrell ford)
12	Jacky Ickx (lotus ford)
	Mike Hailwood (mclaren ford)
11	Carlos Pace (surtees ford, brabham ford)
10	Jean-Pierre Beltoise (BRM)
6	Jean-Pierre Jarier (shadow ford)
	John Watson (brabham ford)
5	Hans-Joachim Stuck (march ford)
4	Arturo Merzario (iso marlboro ford)
1	Graham Hill (lola ford)
	Tom Pryce (token ford, shadow ford)
	Vittorio Brambilla (march ford)

TEAMS

73	McLaren Ford
65	Ferrari
52	Tyrrell Ford
42	Lotus Ford
35	Brabham Ford
15	Hesketh Ford
10	BRM
7	Shadow Ford
6	March Ford
4	Iso Marlboro Ford
3	Surtees Ford
1	Lola Ford

12 races with her March and Williams Ford and only once failed to qualify. For the prematurely stopped race in Spain, where she was sixth, she received half a point. Her other results of that season were a 7th, 14th, 17th, and 18th place. But she wasn't the first woman to compete in Formula 1. Her compatriot Maria Teresa De Filippis stunned F1 in 1958, when she entered the Monaco Grand Prix with her Maserati. She wasn't able to qualify for the race, but she managed to do this with her next attempt at the Belgian Grand Prix the same year. She qualified 19th, but was last at

the finish line, 2 laps down behind the winner Tony Brooks in a Vanwall. After Lella Lombardi several other women tried their luck in F1: Divina Galica from Britian, Desire Wilson from South Africa, and the Italian Giovanna Amati. The latter raced in a Brabham in 1992, but was replaced by Damon Hill after the first three races. The British Grand Prix of 1976 was the only venue where two women tried to qualify for the race, but both Lella Lombardi and Divina Galica failed in their attempts. Women drivers had better results in the American version of F1, called IRL (Indy

Racing League). In 1977 the American Janet Guthrie became the first woman to race at the famous Indy 500 competition. Her compatriot Lyn St. James was even the rookie of that event in 1992. In 2002 Sarah Fisher became the first woman pole sitter, and in 2008 Danica Patrick even won a race – it was in Motegi. Danica was mentioned as the next woman after Giovanna Amati to drive in Formula 1! It has to be underlined that women tried out as racing drivers even before the championship was established in 1950; several entered Grand Prix races: Eliška Junkova from Czechoslovakia,

Race	Pole	Winner
GP ARGENTINA	Peterson	Hulme (10)
GP BRAZIL	Fittipaldi	Fittipaldi
GP SOUTH AFRICA	Lauda	Reutemann (4)
GP SPAIN	Lauda	Lauda
GP BELGIUM	Regazzoni	Fittipaldi (4)
GP MONACO	Lauda	Peterson (3)
GP SWEDEN	Depailler	Scheckter (2)
GP NETHERLANDS	Lauda	Lauda
GP FRANCE	Lauda	Peterson (2)
GP GREAT BRITAIN	Lauda	Scheckter (3)
GP GERMANY	Lauda	Regazzoni (2)
GP AUSTRIA	Lauda	Reutemann (2)
GP ITALY	Lauda	Peterson (7)
GP CANADA	Fittipaldi	Fittipaldi
GP USA*	Reutemann	Reutemann

»Lord Alexander Hesketh flew too high with his ambitions, as did the oil tycoon Walter Wolf after him.«

KEITH BOTSFORD



Helle Nice from France, and the Canadian Kay Petre.

Back to the 1974 season. It was the debut year in Formula 1 for Ian Scheckter, the younger brother of the well-known Jody Scheckter. But after 18 races in several seasons Ian realised he wasn't going to make it in F1. These sorts of attempts of relatives were often before and after the 1974 season.

At the United States Grand Prix at Watkins Glen, the last race of the season, three drivers had a chance of becoming a world champion. Fittipaldi and Regazzoni shared 52 points; while Scheckter had 45. The latter wasn't able to finish the race, while Regazzoni crossed the finish line as eleventh. Fittipaldi was fourth, behind the winner Reutemann, the Brazilian Carlos Pace (both in Brabhams) and James Hunt in a Hesketh. With the fourth place Emo, as they liked to call Fittipaldi, secured himself three points and his second Formula 1 title.

Most wins	Most pole positions
3 Fittipaldi	9 Lauda
Peterson	2 Fittipaldi
Reutemann	1 Regazzoni
2 Scheckter	Peterson
Lauda	Reutemann
1 Regazzoni	Depailler
Hulme	
4 McLaren	10 Ferrari
3 Ferrari	2 McLaren
Lotus	1 Tyrrell
Brabham	Lotus
2 Tyrrell	Brabham

1975

NIKI LAUDA (Ferrari)

STANDINGS

64,5	Niki Lauda (ferrari)
45	Emerson Fittipaldi (mclaren ford)
37	Carlos Reutemann (brabham ford)
33	James Hunt (hesketh ford)
25	Clay Regazzoni (ferrari)
24	Carlos Pace (brabham ford)
20	Jody Scheckter (tyrell ford)
	Jochen Mass (mclaren ford)
12	Patrick Depailler (tyrell ford)
8	Tom Pryce (shadow ford)
6,5	Vittorio Brambilla (march ford)
6	Jacques Laffite (williams ford)
	Ronnie Peterson (lotus ford)
5	Mario Andretti (parnelli ford)
4	Mark Donohue (penske ford, march ford)
3	Jacky Ickx (lotus ford)
2	Alan Jones (hesketh ford, hill ford)
1,5	Jean-Pierre Jarier (shadow ford, shadow matra)
1	Tony Brise (williams ford, hill ford)
	Gijs van Lennep (ensign ford)
0,5	Lella Lombardi (march ford, williams ford)

TEAMS

72	Ferrari
54	Brabham Ford
51,5	McLaren Ford
31	Hesketh Ford
25	Tyrrell Ford
9,5	Shadow Ford
9	Lotus Ford
7,5	March Ford
6	Williams Ford
5	Parnelli Ford
3	Hill Ford
2	Penske Ford
1	Ensign Ford

Andreas Nikolaus Lauda or shorter Niki Lauda learned a lot from the mistakes he did in 1974. He celebrated his first title at the race before last. He didn't start the season well, for at the first 4 races he only managed to sum up 5 world championship points. But at the remaining 10 races he failed to place himself on the podium on only 2 occasions. He also fell in love with his future wife Marlene, which made his year even more enjoyable. Niki Lauda: "Those were the best days of my life." On the way to his first title he was helped by his competitors themselves, for the season had lots of different winners. Lauda and 8 other drivers managed to step on the highest podium position. His competitors 'stole' points from each other, consequently letting Lauda 'escape' with a margin that couldn't be caught.

The 1975 season, which had more teams than the year 1974, began in January with a mini South-American tour in Argentina and Brazil. It continued with the South African Grand Prix at the beginning of March, and the first race in Europe was at the end of April in Spain.

The Spanish Grand Prix of 1975 was one of the great scandals in Formula 1 history. The teams were literally held hostage and forced to race on a track whose safety levels were completely unsuitable. Only the fact that the paddock was located within a derelict sports stadium, so that the organisers could realistically threaten to lock in the teams until they co-operated, prevented a boycott. Denny Hulme: "All the drivers could still remember the accident with Armco that



had killed Roger Williamson, Francois Cevert, Peter Revson and Helmuth Koinigg. They knew we should have taken more of a stand at Watkins Glen in 1973, when Cevert was killed. Some felt that the GPDA's apathy was a factor in Koinigg's death there a year later." Jackie Stewart: "It's hard to believe how many Armco barriers weren't assembled correctly. I actually went round Barcelona myself, checking for loose bolts." Emerson Fittipaldi, the reigning world champion, was so incensed, and felt so strongly about the matter of principle, that he did only three slow practice laps, with one hand in the air, and refused to race. Emerson Fittipaldi: "I have no doubt that what I did was correct in the

circumstances. I believed then, and I still believe, that the organisers of the race were completely irresponsible. It was a very difficult weekend for me, very difficult – particularly when none of the other drivers supported me." In the end, team chiefs organised parties of their mechanics to tighten the loose bolts on the barriers. In the spirit of camaraderie, practice was completed, and the race went ahead. It was initially marred by several accidents. Then tragedy came on the 26th lap when the single rear-wing post broke on Rolf Stommelen's race-leading Embassy Hill. The car slid along the top of the guardrail, plunging into a marshal's post. A Spanish fireman and an American photographer were killed. Stommelen sustained broken legs. Nigel Roebuck: "It was just unforgettable, seeing Rolf still slumped in the wreckage of the car at the top of the hill, conscious and staring straight ahead; and clearly in huge pain from broken legs. Under the monocoque there was a body and the place was strewn with wreckage. There was a total absence of control. It really was the scene from Hell." In the shadow of this tragedy the Australian Alan Jones, who would win the title several years later, made his Formula 1 debut.

At the German Grand Prix, where Lauda was just a step or two away from securing the title, the world of racing witnessed his extraordinary qualifying lap around the 22 kilometres long Nürburgring. The Austrian beat the competition by 1.4 seconds. Niki Lauda: "It was ultimate madness:

a first ever Nürburgring lap under seven seconds. This came during Saturday qualifying and was possible only because I was in a special sort of mood that day. As I flashed past the pits I glanced in my rear-view mirror and saw the mechanics waving their hands in the air. I

knew then that I had cracked the seven minute barrier. To be exact, my new Formula 1 lap record was 6:58.6. And that's how it stands to this day – no one has ever driven the 'Ring' faster... I steered myself to drive that fast lap in 1975 although my brain kept telling

me it was sheer stupidity. The antithesis between the modern-day racing car and the Stone Age circuit was such that I knew every driver was taking his life in his hands to the most ludicrous degree."

During the warm-up session on the morning of

»It was just unforgettable, seeing Rolf still slumped in the wreckage of the car at the top of the hill, conscious and staring straight ahead; and clearly in huge pain from broken legs. Under the monocoque there was a body and the place was strewn with wreckage. It was the scene from Hell.«

NIGEL ROEBUCK



the Austrian race, American star Mark Donahue crashed when his Penske March 751 suffered a catastrophic puncture. The car went through several layers of catch-fencing and he received a blow on the head. Some tracks had up to 3 lines of these layers of catch-fencing, tyre barriers came in use only years later. Vittorio Brambilla won the race, which was shortened due to heavy rain. Brambilla controlled his March wonderfully well, only to crash moments after he crossed the finish line. Autocourse: "The Italian driver Vittorio Brambilla told his mechanics later that the throttle stuck so he switched off the ignition, but the car somehow got away from him. Tyres splashing water on all sides, it rapidly went past the point of no return, and the man who had just won the race began watching his cool-off lap from over the left side of his cockpit. The car went into the guardrail."

Race	Pole	Winner
GP ARGENTINA	Jarier	Fittipaldi (5)
GP BRAZIL	Jarier	Pace (6)
GP SOUTH AFRICA	Pace	Scheckter (3)
GP SPAIN	Lauda	Mass (11)
GP MONACO	Lauda	Lauda
GP BELGIUM	Lauda	Lauda
GP SWEDEN	Brambilla	Lauda (5)
GP NETHERLANDS	Lauda	Hunt (3)
GP FRANCE	Lauda	Lauda
GP GREAT BRITAIN	Pryce	Fittipaldi (7)
GP GERMANY	Lauda	Reutemann (10)
GP AUSTRIA	Lauda	Brambilla (8)
GP ITALY*	Lauda	Regazzoni (2)
GP USA	Lauda	Lauda

Most wins

5 Lauda
2 Fittipaldi
1 Reutemann
Hunt
Regazzoni
Pace
Scheckter
Mass
Brambilla

Most pole positions

9 Lauda
2 Jarier
1 Pace
Pryce
Brambilla

6 Ferrari

3 McLaren
2 Brabham
1 Hesketh
Tyrrell
March

9 Ferrari

3 Shadow
1 Brabham
March

1976

JAMES HUNT (McLaren Ford)

STANDINGS

69	James Hunt (mclaren ford)
68	Niki Lauda (ferrari)
49	Jody Scheckter (tyrrell ford)
39	Patrick Depailler (tyrrell ford)
31	Clay Regazzoni (ferrari)
22	Mario Andretti (lotus ford, parnelli ford)
20	John Watson (penske ford)
	Jacques Laffite (ligier matra)
19	Jochen Mass (mclaren ford)
11	Gunnar Nilsson (lotus ford)
10	Ronnie Peterson (lotus ford, march ford)
	Tom Pryce (shadow ford)
8	Hans-Joachim Stuck (march ford)
7	Carlos Pace (brabham alfa romeo)
	Alan Jones (surtees ford)
3	Carlos Reutemann (brabham alfa romeo, ferrari)
	Emerson Fittipaldi (fittipaldi ford)
2	Chris Amon (ensign ford, wolf-williams ford)
1	Vittorio Brambilla (march ford)
	Rolf Stommelen (brabham ford, brabham alfa romeo, hesketh ford)

TEAMS

83	Ferrari
74	McLaren Ford
71	Tyrrell Ford
29	Lotus Ford
20	Penske Ford
	Ligier Matra
19	March Ford
10	Shadow Ford
9	Brabham Alfa Romeo
7	Surtees Ford
3	Fittipaldi Ford
2	Ensign Ford
1	Parnelli Ford

Following Lord Hesketh's announcement that he simply could not continue spending so much of his inheritance on trying to make James Hunt the World Champion, Hunt found himself without a drive in 1976. But there was an unexpected vacancy when McLaren's Emerson Fittipaldi made a last-minute decision to join his brother, Wilson, in a new team funded by Copersucar, Brazil's national sugar industry (Wilson already raced in the new team the year before). It was almost in desperation that McLaren hired Hunt. Emerson regretted his decision, for in 1975 he was still a top contender, even a runner-up to Niki Lauda, while in 1976 the Brazilian only received 3 points and was 17th in the points table. Emerson Fittipaldi: "The decision to leave McLaren was the greatest mistake of my life."

Hunt was immediately fast in the McLaren. His qualifying results proved he was a serious contender for the championship. At the Austrian Grand Prix he secured himself a sixth pole position of the season, which was twice the amount of Niki Lauda. But he needed some time to hit his race rhythm, while Lauda began the season very well. The Austrian won the opening two races and was second behind Regazzoni at the third Grand Prix – a new venue called Long Beach in California. By this time Hunt only managed to gather up 6 points, but in Spain the McLaren driver finally finished the race ahead of Lauda. But Hunt's triumph was short-lived. Half an hour after the finish, the scrutineers found Hunt's McLaren M23 to be 1.8cm too wide, and disqualified the car.



McLaren immediately lodged an appeal. Teddy Mayer (McLaren's team manager): "It's like being hanged for a parking ticket!"

In this season Tyrell stunned the Formula 1 circus with a bizarre, six-wheeled car for Jody Scheckter and Patrick Depailler. The car had four wheels at the front and two at the back. With it Scheckter and Depailler secured Tyrell a 1-2 finish in Sweden. This was the first and last win of such a car in Formula 1 history.

Just before Hunt won in France, he learned that his Spanish victory had been reinstated on appeal, but as soon as the next Grand Prix in Great Britain trouble arose again. At Brands Hatch there was a pile-up right after the start and the race was stopped. Hunt's

damaged car was brought back to the pits, where the McLaren mechanics rebuilt its front suspension and wheeled it out for the restart. This seemed to contravene a rule, so the stewards decreed that the local hero would not be allowed to restart his home race. Autocourse wrote down: "You should've heard the crowd when that was announced. The roar of their disapproval, rising from 77,000 throats, turned the Kentish skies an even deeper blue." Fearing a riot, the authorities allowed Hunt to restart the race, and he went on to catch and pass Lauda to win. He reduced his gap behind Lauda from 35 to 23 points, but later (24th September; a good week before the Canadian Grand Prix) it was ruled that Hunt was ineligible to run, and Lauda was declared the victor. So the order prior to the German Grand Prix was such that Lauda had 61 points, and he was followed by Scheckter (30), Hunt and Depailler (both with 26 points). Only a higher force could prevent the Austrian of retaining his title. But a 'higher force' did intervene... At a partially wet Nürburgring track Niki Lauda lost control of his car on the second lap and crashed into the guardrail. The car's fuel tank split open and the Ferrari was soon ablaze. Lauda couldn't keep his helmet on, such was the force of the impact, and to make matters worse, he was struck by the American Brett Lunger in a Surtees. The Brit Guy Edwards in a Hesketh and the Italian Arturo Merzario in a Wolf-Williams, both driving behind Lunger, managed to stop in time, and the trio tried to rescue Lauda out of the burning Ferrari. Niki Lauda: "Most marvellous of all was what Arturo Merzario did:

he rushed straight into the flames and managed to get my safety belt undone. But his action changed nothing in his attitude to me. He couldn't stand me before, and had often attacked me in the Italian press, and afterwards he did the same."

Lauda suffered really bad burns on his face, and he inhaled lots of toxic fumes, which were a consequence of the burning Ferrari. His lungs were in a terrible state. While he was in the hospital in bandages, a priest

appeared beside his bed. Niki Lauda: "It sounded like a judgement, the last rites. He never mentioned the possibility that I might recover. I wanted to shout: 'Hey, stop! This is the worst fuck-up you make in your life. I am not going to die!'"

Lauda survived. But will he be able to race again was the main question. The surprise was complete, when he entered the Italian Grand Prix, just a few weeks after his near-fatal accident. Niki Lauda: "In

Monza I hid the truth. I was rigid with fear... The first time the Ferrari skidded in practice I was scared. Being scared was intolerable. I said to myself: 'You can't drive a car like that.' But eventually I pulled it together, and the next day I was fourth in the race, which some people thought was quite good." In the meantime Hunt gradually got closer and closer to Lauda in the points standings and after winning the race in Canada the Brit became the only driver with a chance to snatch

»The priest never mentioned the possibility that I might recover.
I wanted to shout: 'Hey, stop! This the worst fuck-up you
make in your life. I am not going to die!«

NIKI LAUDA



the title away from Niki. But prior to the United States Grand Prix the Englishman still trailed the Austrian by eight points, which meant he needed to finish the American competition ahead of the Ferrari driver, if he was to be in a good position at the end of the season. Lauda, who was in a much better state now, knew that and was even in a mood for jokes. Early in the morning of the US race, Hunt was still sleeping in his hotel room. Suddenly the door burst open and into the room goose-stepped his championship rival, fully dressed in racing regalia including his helmet. Niki Lauda: "Wake up! Today I vill vin zee championship!" James Hunt won and Niki Lauda was third. With a gap of 3 points Hunt went to Japan for the last race of the season. It rained heavily, so Lauda decided to drive into the pits after the first lap. Hunt went on to finish third and with the 4 points he snatched the title away from the Austrian.

Race	Pole	Winner
GP BRAZIL	Hunt	Lauda (2)
GP SOUTH AFRICA	Hunt	Lauda (2)
GP USA WEST	Regazzoni	Regazzoni
GP SPAIN	Hunt	Hunt
GP BELGIUM	Lauda	Lauda
GP MONACO	Lauda	Lauda
GP SWEDEN	Scheckter	Scheckter
GP FRANCE	Hunt	Hunt
GP GREAT BRITAIN	Lauda	Lauda
GP GERMANY	Hunt	Hunt
GP AUSTRIA	Hunt	Watson (2)
GP NETHERLANDS	Peterson	Hunt (2)
GP ITALY	Laffite	Peterson (8)
GP CANADA	Hunt	Hunt
GP USA EAST	Hunt	Hunt
GP JAPAN*	Andretti	Andretti

Most wins	Most pole positions
6 Hunt	8 Hunt
5 Lauda	3 Lauda
1 Scheckter	1 Scheckter
Regazzoni	Regazzoni
Andretti	Andretti
Watson	Laffite
Peterson	Peterson
6 Ferrari	8 McLaren
McLaren	4 Ferrari
1 Tyrrell	1 Tyrrell
Lotus	Lotus
Penske	Ligier
March	March

1977

NIKI LAUDA (Ferrari)

STANDINGS

72	Niki Lauda (ferrari)
55	Jody Scheckter (wolf ford)
47	Mario Andretti (lotus ford)
42	Carlos Reutemann (ferrari)
40	James Hunt (mclaren ford)
25	Jochen Mass (mclaren ford)
22	Alan Jones (shadow ford)
20	Gunnar Nilsson (lotus ford)
	Patrick Depailler (tyrrell ford)
18	Jacques Laffite (ligier matra)
12	Hans-Joachim Stuck (march ford, brabham alfa romeo)
11	Emerson Fittipaldi (fittipaldi ford)
9	John Watson (brabham alfa romeo)
7	Ronnie Peterson (tyrrell ford)
6	Carlos Pace (brabham alfa romeo)
	Vittorio Brambilla (surtees ford)
5	Clay Regazzoni (ensign ford)
	Patrick Tambay (surtees ford, ensign ford)
1	Jean-Pierre Jarier (penske ford, shadow ford, ligier matra)
	Riccardo Patrese (shadow ford)
	Renzo Zorzi (shadow ford)

TEAMS

95	Ferrari
62	Lotus Ford
60	McLaren Ford
55	Wolf Ford
27	Brabham Alfa Romeo
	Tyrrell Ford
23	Shadow Ford
18	Ligier Matra
11	Fittipaldi Ford
10	Ensign Ford
6	Surtees Ford
1	Penske Ford

It was tense before the beginning of the 1977 F1 season. Niki Lauda thought the Old Enzo should've shown a little bit more sympathy, compassion and understanding after the Japanese Grand Prix of 1976 when the Austrian decided not to race in bad weather condition and put his life on the line for something unimportant as another world championship title. So Ferrari announced that Carlos Reutemann was to be the number 1 driver in the team which was a drop over the edge of the glass for Lauda. The Austrian had revenge in his mind all the way during the season. After he clinched the title in Watkins Glen, he deliberately boycotted the remaining two races. No Ferrari driver, and there were more than a hundred racing for the Old Enzo, ever humiliated the Italian so much.

The season began in Argentina, where team Wolf celebrated their first win. It was also their first race! Before that only Mercedes managed to win on its first try (it was in 1954), and after that Brawn-Mercedes did the same in 2009. It was a fabulous result for the team owner Walter Wolf, a Slovene-Canadian oil magnate, but no doubt hard to swallow for Frank Williams who had sold out to Wolf and was back home in England when the team he started in 1973 finally won a race. Frank Williams: "I recognized that Frank Williams Racing Cars was in a deep hole, and it required extraordinary entrepreneurial skills which I believe I didn't have at the time. It was better to make an accommodation. As far as that win in Argentina it was just the team owned and run by the guy who bought my business, that's all." Team Wolf decided



to run only one car for Jody Scheckter. The latter was leading the championship all the way to the Monaco Grand Prix where the South African secured the team's second win of the season, but then, at the next 8 races, of those 4 in succession, he wasn't able to finish the race on 6 occasions. After the Italian Grand Prix and as the nearest rival, he was trailing Lauda by massive 27 points.

The death of young Welshman Tom Pryce during the South African Grand Prix was the personification of the needles racing tragedy. Pryce had made a slow start but was fighting his way back through the field when his Shadow team mate, Renzo Zorzi, rolled to a halt opposite the pits on the 21st lap, his car beginning

to smoke. Seeing the wisps of smoke, Jansen van Vuuren, a 19-year-old ticket clerk at Jan Smuts Airport who was acting as a pit-lane marshal that weekend, began a fateful charge across the road, lugging a fire extinguisher. Hidden in the dip before the brow were four cars travelling at maximum speed. Alan Rees (Shadow team manager): "As Tom was coming through the field there was only one more in that pack that he had to overtake, and that was Hans Stuck. Stuck was the one who avoided the guy who ran across the road, and he did it so quickly that Tom was left out there. He wouldn't even have known about it. He wouldn't have known anything about it, I'm sure of that. Stuck obviously saw the guy at the last moment and just swerved, and Tom was right in his slipstream and couldn't avoid the marshal." James Hunt: "We need professional marshals who would travel to each and every Grand Prix."

In team Lotus Colin Chapman had been working on the concept of the Lotus 78 for two years in great secrecy. Four hundred hours of wind tunnel testing – unheard of at that time – went into it. Together with his group of employees he established that the airflow beneath the car was even more significant in generating downforce than the flow over its bodywork. By installing profile underwings, they could create a low-pressure area. Effectively, this 'sucked' the car towards the ground, giving the Lotus 78 incredible corner speeds and making Mario Andretti a serious championship contender. The American won four races, and should have won others, but his

championship campaign suffered through poor engine reliability and his own penchant for first-lap accidents.

The British Grand Prix of 1977 was the first for team Renault. The French were also the first to use a turbo engine. Renault complied with alternative rules, those that allowed 1.5-litre V6 engines with forced induction instead of 3-litre naturally aspirated V8's. Few people took the novelty seriously, some were even laughing at the French team. At first Renault had huge

problems with the engine and soon the racing cars were called 'yellow teapots.' The Frenchman Jean-Pierre Jabouille was the only Renault driver in Silverstone and he qualified 21st for the race which he wasn't able to finish due to engine failure. Francois Castaign, the technical director of Renault Sport, remembered: "From then we started discovering how tough it was to race at the level of F1. Even in those days. We went on to discover all the miseries of turbo-charging with

pump fuel. We were quick in qualifying, but rarely finished. Half of the retirements were the engine not being reliable enough, the other half the inexperience of the team... After I left racing I was reading books about World War II and found out everything that happened to us as far as understanding combustion and turbo-charging. I could have learned enormously from all the work done by the British companies between 1940 and 1943 when they were super-charging the

»From Silverstone we started discovering how tough it was to race at the level of F1. We went on to discover all the miseries of turbo-charging with pump fuel.«

FRANÇOIS CASTAIGN



aircraft engines. The reason why the Spitfire went from 1500 horsepower to almost 3000 over three years is simply because they understood better how to control compression, to design pistons and other parts that could support higher boost pressures. I've discovered all kinds of documents since that I wish I'd read in '77." Although nobody realised it at the time, the Renault was the future. It took another two years for Renault to win a race, but by 1984, all the major teams would have 650bhp turbo-charged engines for races, and most had special qualifying engines that developed up to 1500bhp.

At this historic race in Silverstone the world of racing witnessed another debut. Gilles Villeneuve, father of the 1997 world champion Jacques, raced in a McLaren. Gilles took over Lauda's seat at Ferrari for the last two races of the season and raced for Scuderia until his tragic death in 1982.

Race	Pole	Winner
GP ARGENTINA	Hunt	Scheckter (11)
GP BRAZIL	Hunt	Reutemann (2)
GP SOUTH AFRICA	Hunt	Lauda (3)
GP USA WEST	Lauda	Andretti (2)
GP SPAIN	Andretti	Andretti
GP MONACO	Watson	Scheckter (2)
GP BELGIUM	Andretti	Nilsson (3)
GP SWEDEN	Andretti	Laffite (8)
GP FRANCE	Andretti	Andretti
GP GREAT BRITAIN	Hunt	Hunt
GP GERMANY	Scheckter	Lauda (3)
GP AUSTRIA	Lauda	Jones (14)
GP NETHERLANDS	Andretti	Lauda (4)
GP ITALY	Hunt	Andretti (4)
GP USA EAST*	Hunt	Hunt
GP CANADA	Andretti	Scheckter (9)
GP JAPAN	Andretti	Hunt (2)

Most wins		Most pole positions	
4	Andretti	7	Andretti
3	Lauda	6	Hunt
	Scheckter	2	Lauda
	Hunt	1	Scheckter
1	Reutemann		Watson
	Jones		
	Nilsson		
	Laffite		
5	Lotus	7	Lotus
4	Ferrari	6	McLaren
3	McLaren	2	Ferrari
	Wolf	1	Wolf
1	Shadow		Brabham
	Ligier		

1978

MARIO ANDRETTI (Lotus Ford)

STANDINGS

64	Mario Andretti (lotus ford)
51	Ronnie Peterson (lotus ford)
48	Carlos Reutemann (ferrari)
44	Niki Lauda (brabham alfa romeo)
34	Patrick Depailler (tyrrell ford)
25	John Watson (brabham alfa romeo)
24	Jody Scheckter (wolf ford)
19	Jacques Laffite (ligier matra)
17	Gilles Villeneuve (ferrari)
	Emerson Fittipaldi (fittipaldi ford)
11	Alan Jones (williams ford)
	Riccardo Patrese (arrows ford)
8	James Hunt (mclaren ford)
	Patrick Tambay (mclaren ford)
7	Didier Pironi (tyrrell ford)
4	Clay Regazzoni (shadow ford)
3	Jean Pierre Jabouille (renault)
2	Hans-Joachim Stuck (shadow ford)
1	Vittorio Brambilla (surtees ford)
	Derek Daly (hesketh ford, ensign ford)
	Hector Rebaque (lotus ford)

TEAMS

86	Lotus Ford
58	Ferrari
53	Brabham Alfa Romeo
38	Tyrrell Ford
24	Wolf Ford
19	Ligier Matra
17	Fittipaldi Ford
15	McLaren Ford
11	Williams Ford
	Arrows Ford
6	Shadow Ford
3	Renault
1	Surtees Ford
	Ensign Ford

At the 1978 British Grand Prix in Brands Hatch the 14-year-old Brit Jock Clear, later a racing engineer of several top Formula 1 drivers, stood behind the fence of the racetrack. He observed the American Mario Andretti flying round the circuit in his Lotus. Jock immediately became a big fan of the American. Clear began to work in Formula 1 in 1988 when Mario already retired from the European racing scene. Years flew by before the Brit had a chance to meet the American. Jock Clear: "It was in Indianapolis in 2004. I felt weird, for Mario is short and different from what I imagined him to be. I always thought he'd look like Kirk Douglas and not Danny DeVito."

True, Mario wasn't a tall driver, but he was considered as 'big'. He was already a star of the American series USAC or better yet IndyCar when he appeared in Formula 1 in the late 60's. He missed a lot of races in the first couple of seasons, so he couldn't count on winning the F1 championship. But by arriving to Lotus he concentrated his efforts on one goal only – winning the title in the pinnacle of motorsports. Lotus was now well tested with the ground-effect and ready for a fight with Ferrari. Scuderia struggled with the grip of the car, but compensated the disadvantage with a better engine.

The 1978 season witnessed two debuts of drivers who would later win the championship crown. The Finn Keke Rosberg debuted at the South African Grand Prix, which was also a race number 300 since establishment of the championship in 1950, while Nelson Piquet from Brazil first tried his luck in



Germany. Rosberg won the championship in 1982 while Piquet won it in 1981, 1983 and 1987.

After the first 5 races of the season the balance of power seemed pretty equal. After his win in Monaco the Frenchman Patrick Depailler surprisingly led the championship with 23 points. But this was about to change...

Prior to the Swedish Grand Prix team Brabham mounted a large air/water heat exchanger above the engine, fed by cool air from a large fan – which just happened to draw its air supply from the Brabham's underbody area. As a result, the fan also sucked the car down towards the road surface. It stuck like glue... Niki Lauda, who won with this weird looking Brabham,

said: "I tell you, it was the easiest win I have ever scored." Alan Henry: "A total of five teams protested the Brabham's eligibility at one time or other over the Swedish Grand Prix, their feeling being that the primary reason for the fan was to provide download. Gordon Murray and team owner Bernie Ecclestone stuck to their guns, insisting that its primary function was cooling. The race won, the rulemakers promptly bowed to pressure and banned 'fan cars'. The Brabham never ran in that configuration again."

The French Grand Prix followed. There James Hunt finished third, his best result of a season in which his motivation waned considerably. Teddy Mayer (McLaren boss): "I can get James to talk about women, backgammon, tennis, golf, business, taxes, living in Spain, food, childhood, but I can't get him to talk to me about racing cars." Hunt retired after the Monaco Grand Prix next year and later became a TV commentator.

In Austria, Ferrari's new recruit, Gilles Villeneuve, made it to the podium for the first time, finishing third behind Ronnie Peterson and Patrick Depailler. It sometimes seemed that Villeneuve was in over his head in his early Grand Prix races. At the last race of the 1977 season he rammed Peterson's Tyrrell from behind, flew over it and crashed into a group of spectators who had strayed into a restricted area, two of whom were killed. Early in 1978, Villeneuve was being called unflattering names, some of which alluded to his propensity for airborne accidents, such as 'Air Canada' and 'The Pilot'. There were jokes that he would quickly

become a friend of Lauda (an avid aviator and later to become the proprietor of his own airline) because they were both keen on flying.

Prior to the Dutch Grand Prix, when he was trailing Andretti by 9 points, Ronnie Peterson – as the only other championship contender – heard numerous appeals from several people to ignore his status as the ‘Number 2’ driver. Ronnie Peterson: “I had open eyes when I signed the contract. If I break my promise now, who will ever trust me again?” Andretti’s exhaust pipe broke, but Ronnie stayed behind the American. If Peterson had overtaken him, he would’ve reduced his gap behind Andretti to 6 points, but as it was, 12

points separated the Lotus duo before going to Monza. Prior to the Italian Grand Prix Mario told Ronnie to drive only for himself at the remaining races, but for the Swede it was all over soon after the start. He got tangled up in an accident with Hunt and the Italian Riccardo Patrese. Peterson’s leg injuries were so bad he died in the hospital the next day. James Hunt: “Patrese made what can only be described as an Italian home start and was right up alongside me on the outside of the track. I was slap in the middle of the pack, with Ronnie on my left. Patrese, with nowhere to go, barged over me, pushing me into Ronnie.” There was total chaos behind the trio, racing cars flying

everywhere, for 8 other drivers got involved in the incident. Hunt pulled out Peterson out of the burning Lotus, which had to be extinguished twice, for in the meantime it caught fire again. Hunt blamed Patrese, but the TV cameras showed that it was the Brit who might have started the whole thing. But Hunt was a world champion and as pressure grew, Patrese’s fellow drivers forced the organisers of the US Grand Prix East to decline his entry. Patrese missed the race before returning to Arrows cockpit for the finale, in Canada. Eventually he was cleared by an Italian court and, in later years, some of those who had judged him regretted their actions. Not Hunt. As a television

Race	Pole	Winner
GP ARGENTINA	Andretti	Andretti
GP BRAZIL	Peterson	Reutemann (4)
GP SOUTH AFRICA	Lauda	Peterson (11)
GP USA WEST	Reutemann	Reutemann
GP MONACO	Reutemann	Depailler (5)
GP BELGIUM	Andretti	Andretti
GP SPAIN	Andretti	Andretti
GP SWEDEN	Andretti	Lauda (3)
GP FRANCE	Watson	Andretti (2)
GP GREAT BRITAIN	Peterson	Reutemann (8)
GP GERMANY	Andretti	Andretti
GP AUSTRIA	Peterson	Peterson
GP NETHERLANDS	Andretti	Andretti
GP ITALY*	Andretti	Lauda (4)
GP USA EAST	Andretti	Reutemann (2)
GP CANADA	Jarier	Villeneuve (3)

Most wins	Most pole positions
6 Andretti	8 Andretti
4 Reutemann	3 Peterson
2 Peterson	2 Reutemann
Lauda	1 Lauda
1 Depailler	Watson
Villeneuve	Jarier
8 Lotus	12 Lotus
5 Ferrari	2 Ferrari
2 Brabham	Brabham
1 Tyrrell	

»I felt weird, for Mario Andretti is short and not like I imagined.«

JOCK CLEAR



commentator, he steadfastly criticised Patrese whenever the Italian appeared on his monitor. Nor did Patrese, who went on to compete in a record 256 Grands Prix, ever forget. Riccardo Patrese: “The others, I can understand why they did what they did. But Hunt? He made my life miserable, and for something he had done rather than me.”

In the final race of the season, the Canadian Grand Prix, Jean-Pierre Jarier (replacing Ronnie Peterson at Team Lotus) was leading when he coasted to a halt with an engine failure. This paved the way for the local hero Gilles Villeneuve to win his first Grand Prix race in F1. At these last two races of the season the American Bobby Rahal tried his Formula 1 luck in a Wolf-Ford. Rahal won three titles in the American Series CART (IndyCar), won the Indy 500 as well, and in the new millennium even ran a Formula 1 team Jaguar for a while.

1979

JODY SCHECKTER (Ferrari)

STANDINGS

51	Jody Scheckter (ferrari)
47	Gilles Villeneuve (ferrari)
40	Alan Jones (williams ford)
36	Jacques Laffite (ligier ford)
29	Clay Regazzoni (williams ford)
20	Patrick Depailler (ligier ford)
	Carlos Reutemann (lotus ford)
17	René Arnoux (renault)
15	John Watson (mclaren ford)
14	Didier Pironi (tyrrell ford)
	Jean-Pierre Jarier (tyrrell ford)
	Mario Andretti (lotus ford)
9	Jean-Pierre Jabouille (renault)
4	Niki Lauda (brabham alfa romeo, brabham ford)
3	Elio de Angelis (shadow ford)
	Nelson Piquet (brabham alfa romeo, brabham ford)
	Jacky Ickx (ligier ford)
	Jochen Mass (arrows ford)
2	Hans-Joachim Stuck (ATS ford)
	Riccardo Patrese (arrows ford)
1	Emerson Fittipaldi (fittipaldi ford)

TEAMS

113	Ferrari
75	Williams Ford
61	Ligier Ford
39	Lotus Ford
28	Tyrrell Ford
26	Renault
15	McLaren Ford
7	Brabham Alfa Romeo
5	Arrows Ford
3	Shadow Ford
2	ATS Ford
1	Fittipaldi Ford

There was a slight change concerning the amount of results which counted for the championship. Since 1967, when the divided system came into use, one result from every half of the season was stricken, but now 4 results from the first 7 races and 4 from the last 8 counted for the championship. It was similar in 1980 (5 from the first 7 and another 5 from the last 7), but from 1981 onwards (except between 1985 and 1990 when 11 results counted for the championship) the FIA summed up results from all the races in the calendar.

Team Lotus was nowhere to be found, the new racing car of Colin Chapman was considered to be too 'adventures'. Ferrari meanwhile had a great package. Scuderia had an advantage mainly because of the tyre supplier, for the French Michelin was considered better than Goodyear (all the other teams – except for Renault – raced with American tyres).

Ligier stunned everyone in the opening two races, as Jacques Laffite romped home to easy and unexpected victories.

Just like the year before Patrick Depailler led the championship after the first 5 races, this time with 20 points (he shared the lead with Villeneuve). But the Frenchman injured himself in an accident during hand-gliding, and after the Monaco Grand Prix he was replaced by Jacky Ickx. After two seasons of racing with only one car for Laffite team Ligier found itself at the front, probably or mainly because of the swop from Matra engines to Ford Cosworth DFV's. But the French slumped in the second half of the season.



Ligier wasn't the only team to win its first race in Formula 1 in this season. In France (Dijon) Renault celebrated their first Grand Prix win with their driver Jean-Pierre Jabouille. It could've been a 1-2 for Renault, but René Arnoux lost his second place to Gilles Villeneuve. Their battle for second place is considered to be the greatest in Formula 1 history. Time and again at Dijon, Arnoux would force ahead of Villeneuve, who wore out his tyres trying to keep his underpowered Ferrari up with the Renault. And time and again, Villeneuve would somehow scramble back ahead. Several times in the final laps their cars touched, interlocked wheels and ran off the road. At the finish, Villeneuve and Arnoux were elated

and congratulated each other. René Arnoux: "No, I am not sad to be third. All you needed was for one or the other of us to become frightened and there might have been a terrible accident. But Gilles drove a fantastic race. I enjoyed it very much."

The third team to celebrate their first ever F1 win was Williams. At the British Grand Prix Clay Regazzoni put a smile on the face of Frank Williams who meanwhile managed to put his team back on its feet again. Then, Regazzoni's teammate Alan Jones managed to win 4 out of the next 5 races, making the Williams team a formidable force in Formula 1.

At the Dutch Grand Prix, Gilles Villeneuve endeared himself forever to those who love never-say-die spirit by trying to continue after an accident caused by a rear puncture. He had just taken the lead, passing Alan Jones in a seemingly impossible manoeuvre – round the outside of the difficult Tarzan corner. Villeneuve kept going, with the deflated tyre flailing itself to bits, destroying the rear suspension, and trailing behind like a crazed anchor. He staggered the wreckage into the pits, demanded that it be repaired, and was enraged when this proved impossible. Gilles Villeneuve: "Screw the f***ing wheel on and let me out on the track again!" Gaston Parent, his manager who stood nearby, recalled: "Soon they made him look at the back of the racing car which was completely destroyed. He later apologized, claiming he didn't realise it was so bad. But believe me when I say: Gilles Villeneuve would have continued even on three wheels, that's the kind of racing driver he was."

In the meantime, it was already decided at Ferrari that the driver who summed up less points than his teammate would have to help the other – even if both had a chance of winning the title. And both did. In Italy Jody Scheckter and Gilles Villeneuve led the race. This meant that the Canadian had to pass his teammate, but Gilles was a man of honour and wouldn't dream of ignoring team orders. He stayed behind the South African. Jody Scheckter: "I must say

that during those last few laps – as much as I trusted Gilles – I was looking in my mirrors more than usual. I would have been very surprised if he tried anything, but I always look for surprises." Jody won by less than a half a second in front of Gilles. With this result Scheckter clinched the championship, but despite the title he stayed in Villeneuve's shadow. Proof of that were the next, last two races of the season. In Canada (Lauda drove to the pits during practice and decided

to end his racing career) Villeneuve never gave Jones a moment's peace, fighting tooth and nail for a victory that finally went to Jones, who raised his rival's arm in tribute as they stood on the podium. Patrick Head: "Alan was behind Gilles for 15 laps or so, waiting for opportunity, and eventually he got him set up for the hairpin and came down the inside. They went round together, just about tapping. Gilles just didn't give up, and the moment Alan took a bit of a breather

»Although I don't particularly agree with his daredevil style, Villeneuve had done more for Grand Prix racing this year than all the other Formula One drivers combined.«

FRANK WILLIAMS



and dropped half a second, wham! Gilles just closed right up again." Alan Jones: "I just couldn't believe it. That guy just would not accept that he was beaten. I sweated like hell pulling out a couple of seconds on him, relaxed in a couple of corners, and there he was in my mirrors again. That bloody red shit bucket was all over me."

In Watkins Glen Villeneuve added another chapter to his rapidly growing legend. The patented spectacular display of heroics took place in practice on Friday when the track was soaked and few people even ventured out of the pits. In fact, most drivers thought the flooded tarmac was simply un-driveable. Gilles beat his nearest rival by massive 11 seconds. Frank Williams: "Although I don't particularly agree with his daredevil style, Villeneuve had done more for Grand Prix racing this year than all the other Formula One drivers combined."

Race	Pole	Winner
GP ARGENTINA	Laffite	Laffite
GP BRAZIL	Laffite	Laffite
GP SOUTH AFRICA	Jabouille	Villeneuve (3)
GP USA WEST	Villeneuve	Villeneuve
GP SPAIN	Laffite	Depailler (2)
GP BELGIUM	Laffite	Scheckter (7)
GP MONACO	Scheckter	Scheckter
GP FRANCE	Jabouille	Jabouille
GP GREAT BRITAIN	Jones	Regazzoni (4)
GP GERMANY	Jabouille	Jones (2)
GP AUSTRIA	Arnoux	Jones (2)
GP NETHERLANDS	Arnoux	Jones (2)
GP ITALY*	Jabouille	Scheckter (3)
GP CANADA	Jones	Jones
GP USA EAST	Jones	Villeneuve (3)

Most wins	Most pole positions
4 Jones	4 Laffite
3 Scheckter	Jabouille
Villeneuve	3 Jones
2 Laffite	2 Arnoux
1 Regazzoni	1 Scheckter
Depailler	Villeneuve
Jabouille	
6 Ferrari	6 Renault
5 Williams	4 Ligier
3 Ligier	3 Williams
1 Renault	2 Ferrari

1980

ALAN JONES (Williams Ford)

STANDINGS

67	Alan Jones (williams ford)
54	Nelson Piquet (brabham ford)
42	Carlos Reutemann (williams ford)
34	Jacques Laffite (ligier ford)
32	Didier Pironi (ligier ford)
29	René Arnoux (renault)
13	Elio de Angelis (lotus ford)
9	Jean Pierre Jabouille (renault)
7	Riccardo Patrese (arrows ford)
6	Keke Rosberg (fittipaldi ford)
	John Watson (mclaren ford)
	Derek Daly (tyrrell ford)
	Jean-Pierre Jarier (tyrrell ford)
	Gilles Villeneuve (ferrari)
5	Emerson Fittipaldi (fittipaldi ford)
	Alain Prost (mclaren ford)
4	Jochen Mass (arrows ford)
	Bruno Giacomelli (alfa romeo)
2	Jody Scheckter (ferrari)
1	Mario Andretti (lotus ford)
	Hector Rebaque (brabham ford)

TEAMS

120	Williams Ford
66	Ligier Ford
55	Brabham Ford
38	Renault
14	Lotus Ford
12	Tyrrell Ford
11	Arrows Ford
	Fittipaldi Ford
	McLaren Ford
8	Ferrari
4	Alfa Romeo

Team Williams won both titles in 1980, and in the next seasons it became one of the most successful in F1. By the end of the 2013 season the British team gathered 16 titles (9 of those were World Cups for Constructors). It placed itself in 2nd and 3rd place in the record books. At the beginning of the year 1980 the founder of the team Frank Williams said he didn't see Alan Jones as someone capable of winning the championship, but he soon realised he was wrong. Frank Williams: "AJ knew what I thought of him when he joined the team. We were lucky he was available at the right moment. But I had no idea he would turn out to be as quick as he was. I told him from the start: 'Don't crash our cars, because the team can't afford the spare parts. Help us with the development of the car and try to get some points.' We soon realised he was a fighter. He would have been winning sooner, but his racing car broke down too many times."

Throughout the 1980 Grand Prix season mere motor racing was jostled aside by the column inches devoted to a civil war between FISA (Federation Internationale du Sport Automobile) and FOCA (Formula One Constructors Association). Or should we write down: between their leaders the Frenchman Jean-Marie Balestre and Bernie Ecclestone. Row followed row, over qualifying tyres, missed driver briefings, race boycotts, technical changes, the coming ban of skirts, financial control. Towards the end of the year FOCA agreed to give way, conditionally to FISA on the question of skirts. By then, however, Shylock had yet greater delusions of grandeur, and a pound of



flesh was insufficient. FISA wanted the whole carcass. Patrick Head: "I do agree that cornering speeds should be reduced. The drivers are all very fit and strong, yet they cannot cope with the loads imposed on them in certain types of corners. If it was my decision, I'd prefer to keep the skirts – with a limitation on their overall length – and do away with wings."

A race in Spanish Jarama on the 1st June, after the Monaco Grand Prix, saw the serious beginnings of the FISA-FOCA War. The FOCA teams rebelled against the proposed banning of skirts, declaring that the ruling would favour the 'grandees' with their turbocharged engines. After much squabbling in practice, FISA declared the race 'illegal'. The FISA

teams (Renault, Ferrari, Alfa Romeo) withdrew from the race. Formula 1 was in deep crisis. Alan Jones: "Whatever f***ing Balestre or anyone else says about it, that was a Grand Prix as far as I am concerned, and I won it." Patrick Depailler: "If no one had raced in Spain, then that would have made a big problem with the spectators. Someone had to race – at least half the field – just to please them." FOCA threatened to establish its own championship, but gave way at the end.

The season began in Argentina where Alain Prost from France made his debut. Prost would later win 51 races and four 4 championship titles. His record of Grand Prix wins was beaten by Michael Schumacher in the new millennium.

With the win in Argentina and a third place at the next race in Brazil Alan Jones basically announced that he was going to have a winning season. However, with consecutive wins ahead of the GP USA-West Rene Arnoux led the championship standings. It was at the American race that Clay Regazzoni finished his racing career, for the Swiss had an accident, crashing into a wall at high speed and suffering a spinal cord damage which affectively put him in a wheel chair for the rest of his life. Clay Regazzoni: "I was in hospital for a long time, and felt sorry for myself, but later I felt ashamed. I remember Gunnar Nilsson (a Swedish driver competing for Team Lotus in 1976 and 1977) talking about the children in his cancer hospital, how he had had years of good life which they would never had." Alan Jones: "Clay was a dispassionate driver in

his last years. All of us become that way as we look on the racing world with a colder eye and recover from our early enthusiasm. Clay was once invited by Louis Stanley to look over BRM. Lou was there in his works and said: 'My boy, you have seen my car and my organisation – with my team and my factory we will make you World Champion.' Clay said: 'Fucka the Championship, how mucha you pay?'"

At the British Grand Prix the reigning world champion Jody Scheckter announced he was to retire after the last race of the season, while Patrick Depailler

was killed in Hockenheim during testing prior to the German Grand Prix. The Frenchman crashed at the Ostkurve corner. Marks on the road left do doubt, something on the car had broken as Depailler turned into the corner. In the best of circumstances this was not a place to have an accident, but Depailler's chances of survival were wiped away by absence of catch fencing, which, scandalously, was neatly rolled up behind the guardrail that day. Jean-Pierre Jabouille won in Germany, while the next race, the Austrian Grand Prix, saw the debut of the British driver Nigel

Mansell. The latter later won 31 races and in 1992 the championship as well. But out of all the champions he needed most years to do it, twelve to be exact.

In Italy, where the winner Nelson Piquet postponed the championship ending at least for another race, Gilles Villeneuve crashed heavily again. The Italian Grand Prix was run at Imola and not Monza. The Canadian suffered a blown right rear tyre while driving through Tosa corner. Gilles Villeneuve: "I hit the bank very hard, and one of the front wheels hit my helmet, and at that instant I lost my sight. I

Race	Pole	Winner
GP ARGENTINA	Jones	Jones
GP BRAZIL	Jabouille	Arnoux (6)
GP SOUTH AFRICA	Jabouille	Arnoux (2)
GP USA WEST	Piquet	Piquet
GP BELGIUM	Jones	Pironi (2)
GP MONACO	Pironi	Reutemann (2)
GP FRANCE	Laffite	Jones (4)
GP GREAT BRITAIN	Pironi	Jones (3)
GP GERMANY	Jones	Laffite (5)
GP AUSTRIA	Arnoux	Jabouille (2)
GP NETHERLANDS	Arnoux	Piquet (5)
GP ITALY	Arnoux	Piquet (5)
GP CANADA*	Piquet	Jones (2)
GP USA EAST	Giacomelli	Jones (5)

»I'd only ever thought of accidents in terms of broken bones. But being blind... That was something I'd never considered.«

GILLES VILLENEUVE



could hear all the other cars around me, but I couldn't see them. I'd only ever thought of accidents in terms of broken bones. But being blind maybe... Jesus, that was something I'd never considered."

In Canada Piquet secured himself pole position and it looked like he was going to win the race. But his engines failed and the title went to Jones. Alan Jones: "I would say we had the quickest car in Argentina, but that's about it. What's interesting is that we never qualified lower than sixth. At some places the Ligiers were in a class of their own – and qualified 20th at others. We never dominated, but we were always there. I get pissed off when people say I'm only winning because these cars are easy to drive, and I've got a good one. Admittedly, a good driver won't win a race in a bad car, but that's always been the case. Who complained when Fangio and Moss cleaned up for Mercedes in 1955?"

Most wins	Most pole positions
5 Jones	3 Jones
3 Piquet	Arnoux
2 Arnoux	2 Piquet
1 Reutemann	Pironi
Laffite	Jabouille
Pironi	1 Laffite
Jabouille	Giacomelli
6 Williams	5 Renault
3 Brabham	3 Williams
Renault	Ligier
2 Ligier	2 Brabham
	1 Alfa Romeo

1981

NELSON PIQUET (Brabham Ford)

STANDINGS

50	Nelson Piquet (brabham ford)
49	Carlos Reutemann (williams ford)
46	Alan Jones (williams ford)
44	Jacques Laffite (ligier matra)
43	Alain Prost (renault)
27	John Watson (mclaren ford)
25	Gilles Villeneuve (ferrari)
14	Elio de Angelis (lotus ford)
11	René Arnoux (renault)
	Hector Rebaque (brabham ford)
10	Riccardo Patrese (arrows ford)
	Eddie Cheever (tyrrell ford)
9	Didier Pironi (ferrari)
8	Nigel Mansell (lotus ford)
7	Bruno Giacomelli (alfa romeo)
4	Marc Surer (ensign ford, theodore ford)
3	Mario Andretti (alfa romeo)
1	Andrea de Cesaris (mclaren ford)
	Patrick Tambay (theodore ford, ligier matra)
	Slim Borgudd (ATS ford)
	Eliseo Salazar (march ford, ensign ford)

TEAMS

95	Williams Ford
61	Brabham Ford
54	Renault
44	Ligier Matra
34	Ferrari
28	McLaren Ford
22	Lotus Ford
10	Arrows Ford
	Alfa Romeo
	Tyrrell Ford
5	Ensign Ford
1	Theodore Ford
	ATS Ford

At the end of 1980, FISA banned skirts, and decreed there should be a six-centimetre gap between car and ground, which would be rigorously monitored. Brabham's designer Gordon Murray came up with a clever system that circumnavigated the rule, allowing the car to past muster at rest, but ran very close to the ground at speed. To be competitive, everyone had to follow suit, but most systems were rather cruder, a switch in the cockpit allowing the driver to raise and lower his car, à la Citroën. Jean-Pierre Jabouille: "It's not only stupid, but also ridiculously dangerous. Bah!" Other drivers joined his opinion, saying the new cars were like go-karts.

For the Williams team the season began well, for Alan Jones and Carlos Reutemann secured a 1-2 at the first two races. But in Brazil the order wasn't in accordance with Reutemann's contract. It was clearly written down that Carlos was the 'Number 2' driver and therefore should've moved aside. Because of this flaw, the team eventually lost the drivers title. In fact, the Williams team didn't learn from this mistake, for five years later – when Nelson Piquet and Nigel Mansell raced for the team – the same thing happened again.

The fourth race of the season was the San Marino Grand Prix. It was the 25th new Grand Prix since the start of the championship in 1950. Then, the tragic Belgium Grand Prix in Zolder followed. One of the mechanics was killed in the pit lane during practice, another hurt at the start of the race.

At Monaco Gilles Villeneuve won and he later



said: "It's great to win in a place where you live, and I guess we'll have to stay in Monaco now. By the time I stop racing my son Jacques will be 17, and he'll know so many girls here there's no way we'll be allowed to leave." Alan Jones: "If I couldn't win, I'm glad Gilles did, because I like him, and he's the rival I most respect. Second place wasn't the end of the world – and I got a lot of fun out of pressuring Piquet. He and I had a touch in Zolder, and afterwards he screamed to the press he was going to put me in the barriers at the first opportunity. He didn't have the guts to come and talk to me about it, face to face, but I couldn't care less... I haven't got time to mess with people like him. At Monaco he was making mistakes all over the

place, and finally he parked it in the wall at Tabac. I don't often piss myself laughing in a racing car, but I got a chuckle out of that!"

Villeneuve was the surprise winner of the Spanish Grand Prix in Jarama. Ferrari built a car which was totally un-driveable on fast tracks such as Jarama, but the Canadian once again displayed one of his typical drives, for which the fans adored him. For 15 laps he held off a line of tightly grouped drivers and at the finish line beat Laffite, the Brit John Watson, Reutemann and the Italian Elio de Angelis by a car length or two, the 5 drivers being split by only 1.24 seconds. John Watson: "The bloody Ferrari was getting in everyone's way – for the last 15 laps it was holding everyone up. Ridiculous!" Gilles Villeneuve: "Watson's absolutely right – in fact, I couldn't understand why he and the others didn't pass me. Ask them what they were doing for the first 60 laps, while I was running flat out. After all, three of them were ahead of me on the grid." In France Alain Prost celebrated his first win. He would later become a driver with most wins (6) at his home race. At the British Grand Prix, where Reutemann enjoyed a comfortable championship lead by 17 points ahead of other drivers, Team McLaren celebrated their first win under the management of the Brit Ron Dennis. Two races later, in Austria, the latter met a driver who gave his team 35 wins and 3 drivers titles. This driver was introduced to Dennis by Emerson Fittipaldi. The Brazilian recalled: "I remember the day I showed Ayrton, a mere boy in the European Formula Ford

Championship, around the Zeltweg pits in 1981. One by one, I introduced him to all the team managers – that’s right, I was the one who introduced Senna to Ron Dennis – and I had not done this before with any Brazilian driver. The difference was that I was convinced this was someone exceptional. My introducing went: ‘This is Ayrton Senna. He has everything it takes to be World Champion.’ These gentlemen of F1 were familiar with my reserved style,

and they were very surprised. Senna simply gave an embarrassing smile.”

With the win in the wet Montreal in Canada, where Villeneuve’s younger brother Jacques tried his Formula 1 luck for the first time (the Canadian gave up his dream of becoming a Grand Prix driver after three races, but later had some noticeable results in other motorsport categories, especially the American ones; he became the first Canadian to win

a CART race) Jacques Laffite joined Reutemann and Piquet for the title chase. It was clear, though, that Reutemann and Piquet had better chances, especially the Argentine who was the favourite. Carlos set a stunning lap in qualifying and secured him self a pole position. But come race day, Reutemann completely faded back to finish out of the points. Piquet was fifth and won the title. Most thought Reutemann had simply given up, including the new World

Race	Pole	Winner
GP USA EAST	Patrese	Jones (2)
GP BRAZIL	Piquet	Reutemann (2)
GP ARGENTINA	Piquet	Piquet
GP SAN MARINO	Villeneuve	Piquet (5)
GP BELGIUM	Reutemann	Reutemann
GP MONACO	Piquet	Villeneuve (2)
GP SPAIN	Laffite	Villeneuve (7)
GP FRANCE	Arnoux	Prost (3)
GP GREAT BRITAIN	Arnoux	Watson (5)
GP GERMANY	Prost	Piquet (5)
GP AUSTRIA	Arnoux	Laffite (4)
GP NETHERLANDS	Prost	Prost
GP ITALY	Arnoux	Prost (3)
GP CANADA	Piquet	Laffite (10)
GP USA LAS VEGAS*	Reutemann	Jones (2)

Most wins	Most pole positions
3 Piquet	4 Piquet
Prost	Arnoux
2 Reutemann	2 Reutemann
Jones	Prost
Laffite	1 Laffite
Villeneuve	Villeneuve
1 Watson	Patrese
4 Williams	6 Renault
3 Brabham	4 Brabham
Renault	2 Williams
2 Ligier	1 Ligier
Ferrari	Ferrari
1 McLaren	Arrows

»I don’t like journalists. I don’t respect them because in reality they are fans. Some of them cheer for the Ferrari team, some of them for Lotus and so on and so on.«

ALAN JONES



Champion. Nelson Piquet: “He braked early to let me pass when I came up behind him. He made it so easy for me I couldn’t believe it.” Journalist Peter Windsor found the reason for Reutemann’s defeat elsewhere. He recalled: “Carlos took pole position with the Williams car FW07/12, but was worried that he had been designated FW07/17 for the race. On race morning he had to bed in brake pads, which would normally have been done on Friday or Saturday, instead of choosing a well-matched set of tyres. Unsure of a car he had barely driven, Carlos was shocked from lap one to feel a massive vibration through FW07/17. Clearly the tyres were grossly mismatched. With no suspension travel the car became un-driveable over the bumps, which deteriorated as the track surface crumbled. The car bucked and weaved through the fast left-handers.” The race was won by Alan Jones.

1982

KEKE ROSBERG (Williams Ford)

STANDINGS

44	Keke Rosberg (williams ford)
39	Didier Pironi (ferrari)
	John Watson (mclaren ford)
34	Alain Prost (renault)
30	Niki Lauda (mclaren ford)
28	René Arnoux (renault)
25	Patrick Tambay (ferrari)
	Michele Alboreto (tyrrell ford)
23	Elio de Angelis (lotus ford)
21	Riccardo Patrese (brabham BMW, brabham ford)
20	Nelson Piquet (brabham BMW, brabham ford)
15	Eddie Cheever (ligier matra)
8	Derek Daly (theodore ford, williams ford)
7	Nigel Mansell (lotus ford)
6	Gilles Villeneuve (ferrari)
	Carlos Reutemann (williams ford)
5	Andrea de Cesaris (alfa romeo)
	Jacques Laffite (ligier matra)
4	Mario Andretti (williams ford, ferrari)
3	Jean-Pierre Jarier (osella ford)
	Marc Surer (arrows ford)
2	Bruno Giacomelli (alfa romeo)
	Eliseo Salazar (ATS ford)
	Manfred Winkelhock (ATS ford)
	Mauro Baldi (arrows ford)
1	Chico Serra (fittipaldi ford)

TEAMS

74	Ferrari
69	McLaren Ford
62	Renault
58	Williams Ford
30	Lotus Ford
25	Tyrrell Ford
22	Brabham BMW
20	Ligier Matra
19	Brabham Ford
7	Alfa Romeo
5	Arrows Ford
4	ATS Ford
3	Osella Ford
1	Fittipaldi Ford

Because Alan Jones left Formula 1 and because Carlos Reutemann, who only entered two Grand Prix races in 1982, announced he was to retire, Frank Williams gave the seat to Keke Rosberg after Finn's tests at Paul Ricard. Keke Rosberg: "The '81 season had been the worst in my life. I was 33, I'd been around for a long time, and Fittipaldi was so far off the pace that it gave you no chance to show people how you could race. I couldn't see where I would get a good drive... Soon after the tests at Paul Ricard, Frank called me. 'You can have the drive,' he said. I said, 'Frank, we haven't even talked about money or anything yet – but I'll take it!'" Yes, money started dominating this sport. Frank Williams: "Every year I have a tougher and colder attitude towards drivers, for most are in this sport only because of the money. When they get it enough... goodbye! Wouldn't you agree? I don't care who scores points for the team, as long as he's scoring. But I do care about Williams Engineering." Money also had a significant factor in the return of Niki Lauda, even though the Austrian denied this. Niki Lauda: "It's true. I asked the McLaren team for a lot of money. But everybody wants to get as much as they can for their work. Money isn't the reason why I came back to the sport. Racing is far too dangerous to do it just because of the money."

After a year of fooling around with 'six-centimetre gaps', of pretending that skirts were banned, FISA ran up the white flag for 1982. Skirts – fixed, not sliding – were now officially permitted once more, which meant in turn that suspension had to be solid. Cornering



speeds continued to climb, and for the drivers racing was harder than ever. In the Brazilian Rio de Janeiro the winner Nelson Piquet even fainted on the podium. Gilles Villeneuve: "I enjoy racing, but I hate these cars. It's like making love to a woman while someone is stabbing you in the back with a knife... And look at qualifying! For each practice session we have one set of tyres prepared, but they last only a few laps. This means I only have 2 laps to set a good time. If someone appears ahead of me on the track, I can only hope he's watching his rear view mirrors. I can't slow down, because then I'm not going to set a good time."

The 1982 season had 11 different winners, which is a record to this day (in 2017) and it started in South

Africa. There Niki Lauda organised a boycott for all racing drivers. He was the only one to notice a clause that 'Super-licences' (drivers in F1 need those in order to race) could be issued only to a driver and team. The constructors claimed that this was simply to stop drivers from breaking contracts, but Lauda saw it as a means of subjugating them, putting them in the 'ownership' of their teams. Therefore all the drivers went to the Sunnyside Park Hotel instead of going to the track, while Pironi remained at the circuit, negotiating with Balestre and Ecclestone, these two for once in accord. Keke Rosberg: "That night Elio de Angelis played the piano – Mozart, I think – and Gilles played Scott Joplin. For once, all the drivers got along well together. Apart from Teo Fabi, that is, who ran like a chicken – said he was going for a pee, and never came back. He went straight to Ecclestone and Balestre, and told them everything we'd discussed." Pironi told the drivers in the morning that they have won the battle. After a brief practice session, then an hour of qualifying, the race was on. It was won by Prost.

But as soon as the Brazilian Grand Prix a new scandal erupted. Piquet and Rosberg (in first two places at the finish) had been disqualified for having racing cars which were underweight. The teams which used 3-litre engines (and these were: Williams, Brabham, McLaren and Lotus) couldn't match the horsepower of 1.5-litre engines used by Renault and Ferrari, so they tried to lower the weight of their racing cars. Someone spotted a loophole, and what

they came up with was ‘water-cooled brakes.’ The car, equipped with a large water tank, would go to the grid with the thing full, spray its contents away in the early laps, run the bulk of the race 30kg under the limit, then have the tank refilled afterwards so as to be over 580kg for the post-race check. Because of the disqualification in Brazil the teams of FOCA boycotted the San Marino Grand Prix, where only Ferrari, Renault, Tyrell Ford, Alfa Romeo, ATS Ford, Osella Ford and Toleman Hart raced. Without the top teams Pironi and Villeneuve celebrated an easy 1-2 for Ferrari, but the order should have been Villeneuve-Pironi, for the Frenchman ignored team orders, passed

the Canadian in the last lap, and stole the win. Gilles was furious and swore he would never speak to Pironi again. Ironically, he never did. During practice of the next race he crashed into the back of Mass’s March because of a misunderstanding in placing his Ferrari behind the German and succumbed to his injuries. Alain Prost: “The weeks before he died, Gilles called me several times – I was trying to help his brother in Formula 3 – and all the time he was talking about Didier. He was so angry, I couldn’t believe it. Even now, I shiver when I think about it. And when the accident happened, I was absolutely sure why.” A few years after Villeneuve’s death more and more

people began believing a rumour that the cause of the accident wasn’t a misunderstanding, but a stuck gas pedal. Gaston Parent supposedly signed a document with Enzo Ferrari, securing a financial compensation for Villeneuve’s family, for had the truth come out immediately after the race, the family wouldn’t get anything.

But Villeneuve’s tragedy wasn’t the last of the season. In Montreal, at a track named after the Canadian, the Italian Riccardo Paletti (Osella Ford) crashed into the back of Pironi’s Ferrari at 200kph at the start of the race and was dead at the scene of the accident. Then, Pironi got hurt as well. During

Race	Pole	Winner
GP SOUTH AFRICA	Arnoux	Prost (5)
GP BRAZIL	Prost	Prost
GP USA WEST	de Cesaris	Lauda (2)
GP SAN MARINO	Arnoux	Pironi (4)
GP BELGIUM	Prost	Watson (10)
GP MONACO	Arnoux	Patrese (2)
GP USA EAST	Prost	Watson (17)
GP CANADA	Pironi	Piquet (4)
GP NETHERLANDS	Arnoux	Pironi (4)
GP GREAT BRITAIN	Rosberg	Lauda (5)
GP FRANCE	Arnoux	Arnoux
GP GERMANY	Pironi	Tambay (5)
GP AUSTRIA	Piquet	de Angelis (7)
GP SWITZERLAND	Prost	Rosberg (8)
GP ITALY	Andretti	Arnoux (6)
GP USA LAS VEGAS*	Prost	Alboreto (3)

»Every year I have a tougher and colder attitude towards drivers.«

FRANK WILLIAMS



practice on the wet track of Hockenheim prior to the German Grand Prix he crashed into Prost. Alain Prost: “Pironi couldn’t see me because of spray, and hit the back of my car – he actually overtook me in the air. His car landed tail first, in front of me, then bounced away, somersaulting down the road. Awful!” It was clear that Pironi wasn’t going to be back behind a racing car that season, maybe even never again.

With 5 races left in the Formula 1 calendar several drivers still had a chance of clinching the world championship. Experts least expected that Rosberg would win it, for the Finn only had 23 points. Lauda had 24 points, Prost 25 and Watson 30. But luck was on Rosberg’s side. At the last race he only needed to finish sixth and he would become the first of many Finns to celebrate a title. At the end he managed to finish the race in fifth and clinched his only championship crown.

Most wins		Most pole positions	
2	Pironi	5	Prost
	Watson		Arnoux
	Prost	2	Pironi
	Lauda	1	Rosberg
1	Rosberg		Piquet
	Tambay		de Cesaris
	Alboreto		Andretti
	de Angelis		
	Patrese		
	Piquet		
4	McLaren	10	Renault
	Renault	3	Ferrari
3	Ferrari	1	Williams
2	Brabham		Brabham
1	Williams		Alfa Romeo
	Lotus		
	Tyrrell		

1983

NELSON PIQUET (Brabham BMW)

STANDINGS

59	Nelson Piquet (brabham BMW)
57	Alain Prost (renault)
49	René Arnoux (ferrari)
40	Patrick Tambay (ferrari)
27	Keke Rosberg (williams ford, williams honda)
22	John Watson (mclaren ford, mclaren TAG)
	Eddie Cheever (renault)
15	Andrea de Cesaris (alfa romeo)
13	Riccardo Patrese (brabham BMW)
12	Niki Lauda (mclaren ford, mclaren TAG)
11	Jacques Laffite (williams ford, williams honda)
10	Michele Alboreto (tyrrell ford)
	Nigel Mansell (lotus ford, lotus renault)
9	Derek Warwick (toleman hart)
4	Marc Surer (arrows ford)
3	Mauro Baldi (alfa romeo)
2	Danny Sullivan (tyrrell ford)
	Elio de Angelis (lotus renault)
1	Bruno Giacomelli (toleman hart)
	Johnny Cecotto (theodore ford)

TEAMS

89	Ferrari
79	Renault
72	Brabham BMW
36	Williams Ford
34	McLaren Ford
18	Alfa Romeo
12	Tyrrell Ford
11	Lotus Renault
10	Toleman Hart
4	Arrows Ford
2	Williams Honda
1	Theodore Ford
	Lotus Ford

In the winter time before the start of the 1983 season the motorsport world was saddened by the news that just before Christmas Colin Chapman died because of a heart attack. Bernie Ecclestone: “Chunky, as we liked to call him, was a good businessman and probably one of the best racing car designers of all time. Besides that he was as fast as half of the drivers that raced for him.” Chapman’s last famous throw of his hat into the air (this was his trademark when one of his cars won a race) was at the 1982 Austrian Grand Prix, when the Italian Elio de Angelis beat the Finish driver Keke Rosberg by a mere 5 hundreds of a seconds. Chapman’s death was a big blow for the team, but after years of mediocre results better times were coming. Not in 1983, of course, but in 1984, and especially in seasons 1985, 1986 and 1987, when the Brazilian Ayrton Senna raced for the Brits, the famous team celebrated their last winning moments.

Before the start of the 1983 season Alain Prost informed Renault he was to leave the team if the French kept René Arnoux as the second driver. The reason for this was the 1982 French Grand Prix. Arnoux won there despite his promise he would help Prost win the championship. So Arnoux went to Ferrari and in 1983 Scuderia celebrated their last title (the World Cup for Constructors) for the next 16 years.

The season of 1983 began on an optimistic note: FISA had at last seen the folly of the ground effect era, had banned skirts, made flat-bottomed cars



mandatory. It was a fine time to watch the drivers at their work, for the killjoy engineers, with all their computers and wind tunnels, had yet to find much in the way of new down-force to replace the old. Inevitably, though, there was a new madness. Fuel stops, revived by Brabham in mid-1982, were now de rigueur for competitiveness, and some of the hideously primitive refuelling devices used by the lesser teams had to be seen to be disbelieved. It was a time of keeping clear of the pits. Bernie Ecclestone: “Personally, I think refuelling is fantastic – for TV, for the public, for everyone. And far as safety is concerned, what worries me more is having about 2000 people looking the other way, when cars are

coming in with speeds of 160 kilometres per hour.”

At the first race in Brazil Piquet won, then the historic US Grand Prix followed. There the McLarens qualified 22nd and 23rd – and finished 1-2 in the race! Mainly, it was a problem with Michelin’s qualifying tyres, which had been developed primarily for Renault, with their turbo horsepower; the McLarens simply didn’t have enough power to generate the requisite heat in them. They were down on the pole sitter Patrick Tambay by 3,983 and 4,071 seconds. But on race tyres the cars worked just fine. John Watson: “I can’t explain it, I really can’t. We still had too much under-steer, but the grip was good all through – better than at any time in practice. I’m delighted, of course, but also baffled. Believe me I’d rather start from near the front.”

At the San Marino Grand Prix, where Gilles Villeneuve should’ve won a year before, Canadian’s good friend Patrick Tambay celebrated a fine win. It was his second and last, but he probably wouldn’t change it for a dozen others. Patrick Tambay: “Sometimes a Grand Prix makes you feel there is, after all, a God. This was one such. The year before, Gilles had qualified third, and someone painted a Canadian Maple Leaf on the third place on the grid. By coincidence, I qualified third this time, and when I lined my car up there, I completely broke down – I was crying like a child. In the race, though, I was OK and it was the most emotional day of my career. To win at Imola, in Ferrari number 27... It’s difficult to describe it, but what happened was more than just

winning a race. Really, it wasn't me driving the car that day – it was as if Gilles was with me all the way through. Number 27 should have won at Imola in '82, and I felt a great peace that now it had." From 1984 onwards other Ferrari drivers raced with the number 27 (Michele Alboreto, Nigel Mansell, Alain Prost, Gianni Morbidelli, Jean Alesi, Nicola Larini...) and in 1990 Ayrton Senna borrowed it while racing at McLaren. The last driver to use the number 27 was Jean Alesi in 1995, for in 1996 FIA ended this mess. Up to 2014 the numbers (except for the number 13) were strictly awarded from the beginning and based on final standings in the World Cup for Constructors.

Only the reigning world champion had a right to take the number 1 into another team. The use of numbers varied in the first two decades of Formula 1 racing. Drivers had different numbers at each race. The first champion to race with the number 1 all season was Emerson Fittipaldi in 1975. In 1952, when the season had 107 different drivers, the Frenchman Robert Manzon raced at one of the competitions with the number 107! Sometimes the FIA had to improvise. In 1994 Damon Hill and Ayrton Senna raced with the numbers 0 and 2, for Alain Prost retired as world champion at the end of the 1993 season. To recognize the cars in an easier way the numbers sometimes had

to be painted. Mansell raced with a red 5 during his campaign at Williams in the mid eighties.

Back to 1983! Frank Williams about the Monaco Grand Prix: "Keke at Monaco? Well, it was one of the great drives, wasn't it? Quite brilliant. Slippery track, slicks... I don't think anyone improvises like he does. Made the rest look flat-footed." Alain Prost after the Austrian Grand Prix: "After I won in Austria, I had a 14-point lead, and the Renault people thought I was crazy when I said we would lose the championship to Piquet and Brabham. From somewhere, though, the BMW engine suddenly had a lot more power. 'Look,' I said, 'we can't get pole position anywhere, because

Race	Pole	Winner
GP BRAZIL	Rosberg	Piquet (4)
GP USA WEST	Tambay	Watson (22)
GP FRANCE	Prost	Prost
GP SAN MARINO	Arnoux	Tambay (3)
GP MONACO	Prost	Rosberg (5)
GP BELGIUM	Prost	Prost
GP USA	Arnoux	Alboreto (6)
GP CANADA	Arnoux	Arnoux
GP GREAT BRITAIN	Arnoux	Prost (3)
GP GERMANY	Tambay	Arnoux (2)
GP AUSTRIA	Tambay	Prost (5)
GP NETHERLANDS	Piquet	Arnoux (10)
GP ITALY	Patrese	Piquet (4)
GP EUROPE	de Angelis	Piquet (4)
GP SOUTH AFRICA*	Tambay	Patrese (3)

»Sometimes a Grand Prix makes you feel there is, after all, a God.«

PATRICK TAMBAY



our engine won't accept a lot of boost, so Piquet will always start ahead of us – and with his power he'll be impossible to pass in the race.' But Renault were simply too complacent, too big, to be able to respond quickly." Alain Prost was right. At the remaining three races Nelson Piquet summed up 22 points and celebrated his second title at the South African Grand Prix. Despite this Bernie Ecclestone wasn't happy, for Piquet drove conservatively to finish third, behind his teammate Riccardo Patrese and Andrea de Cesaris driving a Alfa Romeo. Bernie Ecclestone: "Nelson Piquet won the championship, but gave the race away. I don't pay drivers to lose races." Nelson Piquet: "You get paid so little by Bernie that you have to get something else out of it – and all I wanted was the championship. I'm very happy to have the title again, but it didn't change my life the first time, and it won't now."

Most wins	Most pole positions
4 Prost	4 Arnoux
3 Piquet	Tambay
Arnoux	3 Prost
1 Tambay	1 Piquet
Rosberg	Rosberg
Watson	Patrese
Patrese	de Angelis
Alboreto	
4 Ferrari	8 Ferrari
Renault	3 Renault
Brabham	2 Brabham
1 Williams	1 Williams
McLaren	Lotus
Tyrrell	

1984

NIKI LAUDA (McLaren Porsche)

The reigning world champion Nelson Piquet was having a disastrous season in 1984. Even though he was by far the best driver in qualifying, he basically lost his chances of retaining the title after only 6 races in which he failed to score a single point. Not only that, he had 9 car failures in 16 races!

FISA banned refuelling and introduced a tankage limit of 220 litres. For all the turbo teams, in varying degrees, this brought problems, and Alfa Romeo, accustomed to working through 300 or more litres in a race, never did solve it. The drivers could only laugh to this new rule. Eddie Cheever, who was fourth at the first race in Brazil, said: "Sure, I finished fourth, but I wasn't racing – not at all. What the hell kind of a race is it when the drivers have to back off from a duel because they're worried about running out of gas."

Team McLaren, which was using Porsche engines, adapted to this new rule best, and even before the Monaco Grand Prix it was clear that the only title contenders were to be teammates Alain Prost and Niki Lauda.

At Monaco the Brazilian Ayrton Senna (Toleman Hart) caught the eye of the public for the first time in his Formula 1 career. The race in Monte Carlo started with a 45-minute delay due to heavy rain, and Alain Prost took the lead at the start. At the back, though, Arnoux and the British driver Derek Warwick got tangled up in a crash, with Warwick also crashing into his teammate Tambay. They both suffered leg injuries and Tambay's were so severe, he had to miss the next race in Canada. Prost was later held up at the tunnel



by a stopped Brabham of the Italian Corrado Fabi (younger brother of racing driver Teo Fabi) and on lap 9 Alain got passed by Nigel Mansell. The latter found him self in the lead for the first time in his Formula 1 career, but it was short-lived, for 6 laps later he crashed into Armco and Prost was back in the lead. Meanwhile, Senna was catching up with lightning speed. He started as 13th, was ninth after the first lap, seventh after six laps, he passed Lauda in second place on lap 19, and started chasing Prost in first place – every lap taking seconds out of a sizeable lead. Even more remarkable, perhaps, was that another novice, the German Stefan Bellof, was up to third (from 20th on the grid!) in his Tyrrell – and closing on both of them. Unfortunately

the race was stopped on lap 31 by Jacky Ickx, the Clerk of the Course. Prost, who was waving his hands to the men in charge of the race 3 laps before, was relieved. Alain Prost: "Obviously, I think it was a good decision to stop the race! And for sure it was bad for Senna and Bellof (German's third place was erased, for later Team Tyrrell was disqualified out of the whole championship due to irregularities over the weight of their cars), but that's the way it is. I think it's stupid to say the race was stopped because I was leading, I don't know Jacky Ickx very well, but does anyone really imagine, that a guy like that was going to stop the race because I have a Porsche engine, and he drives for Porsche?" Ickx, who won the famous race 24 Hours of Le Mans on four different occasions with Porsche (the last time in 1982!), was later suspended because he didn't consult his decision with other commissars. Senna was at first angry with his decision, but later admitted he was actually lucky, for it was the rain that helped him show others of what he was capable of doing in a racing car.

It wasn't long when another controversial race was held. It was the US-West Grand Prix on a street circuit in Dallas. The FIA rule book stipulated that no circuit new to Formula 1 could run a Grand Prix without first holding a race of lesser consequence – a trial run, if you wish. But street tracks were exempt from this rule, and in Dallas the folly of that was clear to all. By Friday afternoon, the temperature was 107, and the surface was breaking up, badly. The following day, a 50-lap Can-Am race served to chew up what little remained of the racing surface. Dallas Fair Park looked

STANDINGS

72	Niki Lauda (mclaren TAG porsche)
71,5	Alain Prost (mclaren TAG porsche)
34	Elio de Angelis (lotus renault)
30,5	Michele Alboreto (ferrari)
29	Nelson Piquet (brabham BMW)
27	René Arnoux (ferrari)
23	Derek Warwick (renault)
20,5	Keke Rosberg (williams honda)
13	Ayrton Senna (toleman hart)
	Nigel Mansell (lotus renault)
11	Patrick Tambay (renault)
9	Teo Fabi (brabham BMW)
8	Riccardo Patrese (alfa romeo)
5	Jacques Laffite (williams honda)
	Thierry Boutsen (arrows ford, arrows BMW)
3	Eddie Cheever (alfa romeo)
	Stefan Johansson (tyrrell ford, toleman hart)
	Andrea de Cesaris (ligier renault)
2	Piecarlo Ghinzani (osella alfa romeo)
1	Marc Surer (arrows ford, arrows BMW)

TEAMS

143,5	McLaren TAG Porsche
57,5	Ferrari
47	Lotus Renault
38	Brabham BMW
34	Renault
25,5	Williams Honda
16	Toleman Hart
11	Alfa Romeo
3	Ligier Renault
	Arrows Ford
	Arrows BMW
2	Osella Alfa Romeo

like a dirt track. An over-night bodge-job with epoxy concrete compound proved ineffective. There arose rumours that the race would be postponed – maybe even cancelled altogether. And all the while the stands were filling up. By late morning on race day there were 90,000 folk on hand. Keke Rosberg: “We don’t want to break bones. Everyone worries about pain. It’s crazy to race, but what are you going to do? There’s a huge crowd out there, and a lot of countries waiting for TV.

There’s no point in blaming anyone here in Dallas, this is FISA’s fault for not insisting on new circuits having a try-out run before a Grand Prix... In the end, we’re all whores – if the money’s right, we’ll do our stuff for anyone.”

In Monza, where Lauda won, the Austrians Jo Gartner (Osella Alfa Romeo) and Gerhard Berger (ATS BMW) didn’t receive points for their fifth and sixth place in the race. The reason for this was that

their teams entered the championship with only one car and in Monza they had two. The same story happened only once more, it was in 1987, when the Frenchman Yannick Dalmas (Larrousse Ford) finished fifth in Australia.

The championship between Alain Prost and Niki Lauda was decided at the last race of the season in Portugal. After a bad start Lauda managed to crawl up to second place and snatch away the title from Prost

Race	Pole	Winner
GP BRAZIL	de Angelis	Prost (4)
GP SOUTH AFRICA	Piquet	Lauda (8)
GP BELGIUM	Alboreto	Alboreto
GP SAN MARINO	Piquet	Prost (2)
GP FRANCE	Tambay	Lauda (9)
GP MONACO	Prost	Prost
GP CANADA	Piquet	Piquet
GP USA WEST	Piquet	Piquet
GP USA EAST	Mansell	Rosberg (8)
GP GREAT BRITAIN	Piquet	Lauda (3)
GP GERMANY	Prost	Prost
GP AUSTRIA	Piquet	Lauda (4)
GP NETHERLANDS	Prost	Prost
GP ITALY	Piquet	Lauda (4)
GP EUROPE	Piquet	Prost (2)
GP PORTUGAL*	Piquet	Prost (2)

»Sure, I finished fourth, but I wasn’t racing - not at all. What the hell kind of a race is it when the drivers have to back off from a duel because they’re worried about running out of gas.«

EDDIE CHEEVER



by half a point. Niki Lauda: “Alain is extremely quick. Having him as a teammate has stimulated me, but it has also haunted me. There is no break in the pressure. He’s always right there, always on form. I was never in this position with a teammate before. Sometimes one of them would beat me, but I always felt I would be in front next time. With Alain it’s different. I have had to drive faster and faster, better and better all the time.” Alain Prost: “In my karting days, Niki was my idol. I used to model myself on him, dream of achieving success like him, and to be in a team with him, with the same equipment, same chances, was something fantastic.”

The McLaren team leader Ron Dennis was supposedly unhappy with Lauda’s result. Niki Lauda explained: “If Alain Prost had won the world championship, then this result would be mainly Dennis’s, this way it’s mainly mine.”

Most wins	Most pole positions
7 Prost	9 Piquet
5 Lauda	3 Prost
2 Piquet	1 de Angelis
1 Alboreto	Alboreto
Rosberg	Mansell
	Tambay
12 McLaren	9 Brabham
2 Brabham	3 McLaren
1 Ferrari	2 Lotus
Williams	1 Ferrari
	Renault

1985

ALAIN PROST (McLaren Porsche)

STANDINGS

73	Alain Prost (mclaren TAG porsche)
53	Michele Alboreto (ferrari)
40	Keke Rosberg (williams honda)
38	Ayrton Senna (lotus renault)
33	Elio de Angelis (lotus renault)
31	Nigel Mansell (williams honda)
26	Stefan Johansson (tyrrell ford, ferrari)
21	Nelson Piquet (brabham BMW)
16	Jacques Laffite (ligier renault)
14	Niki Lauda (mclaren TAG porsche)
11	Thierry Boutsen (arrows BMW)
	Patrick Tambay (renault)
5	Marc Surer (brabham BMW)
	Derek Warwick (renault)
4	Philippe Streiff (ligier renault, tyrrell renault)
	Stefan Bellof (tyrrell ford, tyrrell renault)
3	Andrea de Cesaris (ligier renault)
	Ivan Capelli (tyrrell renault)
	René Arnoux (ferrari)
	Gerhard Berger (arrows BMW)

TEAMS

90	McLaren TAG Porsche
82	Ferrari
71	Williams Honda
	Lotus Renault
26	Brabham BMW
23	Ligier Renault
16	Renault
14	Arrows BMW
4	Tyrrell Ford
3	Tyrrell Renault

McLaren took both titles in 1985, but unlike the 1984 season, the Woking team didn't sweep with the competition that easily. A new name amongst the teams was Minardi. In the next 20 years it would race more or less at the back of the field, but it was a stepping stone for several drivers to become racing stars. The two time champion Fernando Alonso began his career in Minardi, as did drivers who later managed to win at least one Grand Prix race (Mark Webber, Jarno Trulli, Giancarlo Fisichella, Alessandro Nannini). Even the 1997 and 1998 Champ Car or better yet Indy Car champion Alessandro Zanardi drove in a Minardi for a while. In 2006 the team was sold to Gerhard Berger and Dietrich Mateschitz – the latter being the owner of one of the biggest brands in the world called Red Bull. The Austrian pair renamed the team to Toro Rosso. Two years later the German driver Sebastian Vettel managed to win the Italian Grand Prix driving their car.

After the first race of the 1985 season Prost led the championship, after the second race Alboreto, after the third and fourth race De Angelis, and then Alboreto again all the way to the Dutch Grand Prix. Prior to this race he had the exact amount of points as Prost (50) and was the only real challenger to the Frenchman. But the Ferrari driver, who finished the Dutch race in fourth place (two places behind Prost), wasn't able to finish the next 5 races, so it was an easy 'walk' for Alain Prost.

Following the Brazilian Grand Prix, Frenchman Arnoux was 'released' from his Ferrari contract in



circumstances that were mysterious, to say the least. Vague references were made to 'health problems,' and Ferrari decided to run the Swede Stefan Johansson alongside Michele Alboreto for the balance of the season. Stefan Johansson: "It was April 16, I remember, a Tuesday, and I was in a black mood. Then the phone rang, and it was Marco Piccinini from Ferrari, telling me to get the first flight I could. I arrived to the factory at about 8.30 in the evening. It was incredible – all the mechanics and staff were standing outside, saying 'Welcome to Maranello'. Can you imagine how I felt?"

On a wet Portuguese track Estoril the first win from the first time on pole position was celebrated by a young Brazilian driver. Ayrton Senna: "I remember

how people used to say that my win in the wet at Donington in '93 was my greatest performance – no way! I had traction control! OK, I didn't make any real mistakes, but the car was so much easier to drive in Donington than in Estoril. I was lucky in Portugal, because I made quite a few mistakes, on top of that I've no idea how many times I went off! Once I nearly spun in front of the pits, like Prost, and I was lucky to stay on the road."

Ayrton was the 'name of the season,' especially because of his incredible achievements in qualifying. But sometimes he managed to get a few drivers very angry. At Monaco he ruined a good time for both Lauda and Alboreto. Ayrton Senna: "I did block Lauda once when he was on a quick lap. But then Niki started this crazy story about me holding him up for seven laps or something. As for Alboreto, I have no time for him. He said some very bad things about me. He says I'll never be World Champion. Maybe not, but it won't be Alboreto who will stop me."

On occasion, some other driver alongside Senna excelled in qualifying. Spots of rain were beginning to come down in Silverstone as Keke Rosberg hurtled up to Woodcote. The crowd was on their feet, when Keke crossed the start-finish line with his Williams. Everybody waited for the track announcer as he cruised through Copse. Suddenly it thundered from the loud speakers: "One-sixty! It's been done at last! Keke Rosberg! Williams-Honda! ... One minute five point nine six seven." Back then Silverstone didn't have chicanes – Keke became the first driver to break the

average speed of 160mph or a little over 257kph.

At the next race in Germany everybody was surprised by how much Teo Fabi managed to squeeze out of his Toleman Hart. The Italian beat everybody in qualifying by almost 1.2 seconds. During this race a camera was mounted on Francois Hesnault's Renault and for the first time in history a live broadcast from a racing car was possible. This was also the last race, where a team could enter 3 racing cars.

At the Dutch Grand Prix Alain Prost finished second, behind his teammate Niki Lauda. The

Frenchman therefore managed only a 3 and not a 6 points advantage over Alboreto in the overall standings (56 to 53). And this despite the fact Niki only managed to score 5 points prior to this race and would need a miracle of all miracles to retain the title. Alain Prost explained: "Niki told me before the race he would win if he could. He wanted to win a race in his final year, and I understood that. Are we still friends? Of course!"

Niki Lauda added: "I promised that at the end of the season I would do everything to help Alain to the

championship – but it's not the end of the season yet!"

Prior to the Italian Grand Prix Stefan Bellof was killed at the wheel of a Porsche 962 sportscar in the Spa 1000 Kms. Gerhard Berger: "Bellof was one of the best – I mean, one of the very best. He was going to be the big rival of Senna, I think." Ken Tyrrell: "He was going to Ferrari for 1986, and although I hated the idea for him leaving the team, it was inevitable one of the top big guns would get him. Who knows what he might have achieved."

At the European Grand Prix in Brands Hatch Prost

Race	Pole	Winner
GP BRAZIL	Alboreto	Prost (6)
GP PORTUGAL	Senna	Senna
GP SAN MARINO	Senna	de Angelis (3)
GP MONACO	Senna	Prost (5)
GP CANADA	de Angelis	Alboreto (3)
GP USA EAST	Senna	Rosberg (5)
GP FRANCE	Rosberg	Piquet (5)
GP GREAT BRITAIN	Rosberg	Prost (3)
GP GERMANY	Fabi	Alboreto (8)
GP AUSTRIA	Prost	Prost
GP NETHERLANDS	Piquet	Lauda (10)
GP ITALY	Senna	Prost (5)
GP BELGIUM	Prost	Senna (2)
GP EUROPE*	Senna	Mansell (3)
GP SOUTH AFRICA	Mansell	Mansell
GP AUSTRALIA	Senna	Rosberg (3)

Most wins	Most pole positions
5 Prost	7 Senna
2 Alboreto	2 Prost
Rosberg	Rosberg
Senna	1 Alboreto
Mansell	de Angelis
1 de Angelis	Mansell
Piquet	Piquet
Lauda	Fabi
6 McLaren	8 Lotus
4 Williams	3 Williams
3 Lotus	2 McLaren
2 Ferrari	1 Ferrari
1 Brabham	Brabham
	Toleman

»Mansell was lucky to win his first two races, but my God, how they changed him. He became a better driver!«

JAMES HUNT



secured himself his first title with a fourth place in the race. Alain Prost: "Now I've won the championship with an English car, with a German engine, with American tyres and sponsorships – and all the French journalists could talk about was how fantastic it was for France. I said: 'Look, today I celebrate for me. Next week we can talk about France.'" At this race Mansell celebrated his first ever Formula 1 victory. Nigel Mansell: "Keke helped me win my first race, in that he helped me get passed Senna, and I have to thank him for that. At first he didn't want me at Williams – at all – but I think now we actually like each other. Keke is completely honest. If he thinks you're a rat, he'll call you a rat. The great thing about him is that you know where you are – there's no bullshit at all. That's not true about certain other people."

Mansell's wins were the first of many to come. He gathered 33 by the end of his Formula 1 career.

1986

ALAIN PROST (McLaren Porsche)

Even as late as after the Austrian Grand Prix, that is: four races before the end of the season, the first four drivers in the overall standings were split by mere 8 points. Mansell had most (55), followed by Prost (53), Senna (48) and Piquet (47). Senna had a car failure and a fourth place (he ran out of gas) at the next two races, so he was out of the title chase. Prior to the big finale in Australia Mansell led the championship with 70 points, while Piquet and Prost had 63 each. One of the biggest dramas unfolded. Prost's tyre blew and it seemed his chances of retaining the title were gone. It seemed that only Mansell and Piquet were to battle it out. Alain Prost: "When I got the puncture, I lost a lot of time on the slow lap back to the pits, so then all I could do was push as hard as possible. From the halfway point, my fuel read-out had been telling me I was five litres the wrong side – that I wouldn't make the finish unless I backed off. But of course I couldn't do that because I was so far behind, so I just had to hope, that, for once, the computer was wrong. Fortunately it was..." Towards the end of the race Prost was second (for Rosberg had a puncture and had to retire!), behind Piquet, with Mansell being third – this was all that the Englishman needed to win the title. But with only 70 kilometres to go Mansell too suffered a puncture, but unlike Prost's car his wasn't driveable any more. Patrick Head: "At that stage he could have stopped for tyres and still gone to get the championship, because there was no one close behind him." If the race was over at that



moment, then Piquet would secure himself a third title, but the men in charge at Williams were afraid, for Prost, Mansell and Rosberg all had punctures. Patrick Head: "If we had let Nelson out there, and he'd made it, we'd have looked like heroes, but if he had an accident, and hurt himself, we'd have looked idiots." Piquet wasn't angry with this decision, it was quite the opposite. Nelson Piquet: "I knew I might be losing the championship, but I didn't care. I was alive."

So the season ended in a bad way for Team Williams. In fact, it even started badly. Frank Williams had a car accident in March and it was clear he was going to end up in a wheelchair for the

rest of his life. Frank broke his neck and for several weeks his life hung on a thin thread. The reason for the team's loss at the end of the season perhaps lied in Frank's accident. Nelson Piquet: "When I signed for Williams, Frank told me I was number one, no problem. It would have been different if he'd said then that it would be equal terms with Mansell, but no, I was to be number one. Then, of course, Frank had an accident, and suddenly he was in hospital with problems a million times worse than mine. When things were not working for me, I had to be a bigger man, and shut up."

In this season (and the next two as well) only one more name alongside Prost, Mansell, Piquet and Senna stood on the highest podium place. It was Gerhard Berger. In 1986 Berger won the Mexican Grand Prix, where he managed to beat the 'Big 4' by 25 seconds in his Benetton. His team (Benetton bought Team Toleman) decided that the Pirelli tyres would simply have to last until the end of the race, so Berger didn't stop for tyres, while the other drivers stopped at least once.

A new track on the calendar was a short circuit named Hungaroring on the outskirts of Budapest, where the first Hungarian Grand Prix was organized – the first behind the Iron Curtain. Capitalism met with communism. This didn't bother the Hungarians at all, for on race day the track was packed with Formula 1 fans. No less than 250 thousand gathered to watch the best drivers at work. "No problem, Formula 1 in a Communist country. We are only

STANDINGS

72	Alain Prost (mclaren TAG porsche)
70	Nigel Mansell (williams honda)
69	Nelson Piquet (williams honda)
55	Ayrton Senna (lotus renault)
23	Stefan Johansson (ferrari)
22	Keke Rosberg (mclaren TAG porsche)
17	Gerhard Berger (benetton BMW)
14	Jacques Laffite (ligier renault)
	Michele Alboreto (ferrari)
	René Arnoux (ligier matra)
8	Martin Brundle (tyrrell renault)
4	Alan Jones (lola hart, lola ford)
3	Johnny Dumfries (lotus renault)
	Philippe Streiff (tyrrell renault)
2	Patrick Tambay (lola hart, lola ford)
	Teo Fabi (benetton BMW)
	Riccardo Patrese (brabham BMW)
1	Christian Danner (osella alfa romeo, arrows BMW)
	Philippe Alliot (ligier renault)

TEAMS

141	Williams Honda
96	McLaren TAG Porsche
58	Lotus Renault
37	Ferrari
29	Ligier Renault
19	Benetton BMW
11	Tyrrell Renault
6	Lola Ford
2	Brabham BMW
1	Arrows BMW

Communists when someone is listening,” was the comment of a Budapest cab driver..

The 1986 season saw the last fatal accident of the 80's. Just a few days after the Monaco Grand Prix Elio De Angelis had been killed during testing at the French Paul Ricard. Help came first from his fellow drivers, who stopped to see what – if anything

– could be done. They found his Brabham BMW upside down and on fire. Nearly ten minutes passed before it was righted, and before De Angelis was released from the cockpit. Although a doctor was in attendance at this time, no helicopter was present, and half an hour passed before one arrived. The injuries that De Angelis had suffered as a result of

the crash were not themselves life-threatening. He died of asphyxiation. Alan Jones, who was getting back to Formula 1 as a member of Team Lola, was the first at the scene of the crash. Alan Jones: “There was no fire when I first got to the car, just some black smoke. The problem was that we just couldn't right the car because it was too heavy. There were a couple

Race	Pole	Winner
GP BRAZIL	Senna	Piquet (2)
GP SPAIN	Senna	Senna
GP SAN MARINO	Senna	Prost (4)
GP MONACO	Prost	Prost
GP BELGIUM	Piquet	Mansell (5)
GP CANADA	Mansell	Mansell
GP USA EAST	Senna	Senna
GP FRANCE	Senna	Mansell (2)
GP GREAT BRITAIN	Piquet	Mansell (2)
GP GERMANY	Rosberg	Piquet (5)
GP HUNGARY	Senna	Piquet (2)
GP AUSTRIA	Fabi	Prost (5)
GP ITALY	Fabi	Piquet (6)
GP PORTUGAL	Senna	Mansell (2)
GP MEXICO	Senna	Berger (4)
GP AUSTRALIA*	Mansell	Prost (4)

»Frank told me I was number 1. It would have been different if he'd said that it would be equal terms with Mansell.

Then, of course, Frank had an accident, and suddenly he was in hospital with problems a million times worse than mine.«

NELSON PIQUET



of guys there – marshals – who were in normal clothes. Shorts, in fact. They had these piddling little fire extinguishers which did nothing at all... Finally a truck arrived, with a big extinguisher. They parked it too far away, and then at first they couldn't get it to work. Then they stood about eight feet away and blew all the extinguisher powder in towards the cockpit and not the engine. Apart from anything else, that powder will have done him no good. I never felt so frustrated in my life.” Jo Ramirez, who was a long-time coordinator at McLaren, added: “I remember there was a particular Rolex he wanted, but it was a very expensive one. He hesitated for weeks, finally he bought it. He took off the watch he had, and gave it to me. It was a gold Baume-Mercier, and I still have it. It upsets me to think of it even now, the way he suffered – he was not hurt in any way; he just couldn't breath. Shameful.”

Most wins	Most pole positions
5 Mansell	8 Senna
4 Prost	2 Mansell
Piquet	Piquet
2 Senna	Fabi
1 Berger	1 Prost
	Rosberg
9 Williams	8 Lotus
4 McLaren	4 Williams
2 Lotus	2 McLaren
1 Benetton	Benetton

1987

NELSON PIQUET (Williams Honda)

STANDINGS

73	Nelson Piquet (williams honda)
61	Nigel Mansell (williams honda)
57	Ayrton Senna (lotus honda)
46	Alain Prost (mclaren TAG porsche)
36	Gerhard Berger (ferrari)
30	Stefan Johansson (mclaren TAG porsche)
17	Michele Alboreto (ferrari)
16	Thierry Boutsen (benetton ford)
12	Teo Fabi (benetton ford)
8	Eddie Cheever (arrows megatron)
7	Jonathan Palmer (tyrrell ford)
	Satoru Nakajima (lotus honda)
6	Riccardo Patrese (brabham BMW, williams honda)
4	Andrea de Cesaris (brabham BMW)
	Philippe Streiff (tyrrell ford)
3	Derek Warwick (arrows megatron)
	Philippe Alliot (lola ford)
2	Martin Brundle (zakspeed)
1	Ivan Capelli (march ford)
	René Arnoux (ligier megatron)
	Roberto Moreno (AGS ford)

TEAMS

137	Williams Honda
76	McLaren TAG Porsche
64	Lotus Honda
53	Ferrari
28	Benetton Ford
11	Arrows Megatron
	Tyrrell Ford
10	Brabham BMW
3	Lola Ford
2	Zakspeed
1	Ligier Megatron
	AGS Ford
	March Ford

In 1987 the Brazilian driver Nelson Piquet finally got what he was after by coming to Team Williams – his third championship title. But it wasn't easy. Not just because of another fight with his fast teammate Nigel Mansell, but also or better yet mostly because of a huge accident in practice of the San Marino Grand Prix in Imola, after which he had head pain for several months. He flew off track at Tamburello and crashed heavily into the wall. He wasn't allowed to race, he returned behind a racing car at the Belgium Grand Prix. Professor Sid Watkins, the famous neurosurgeon, recalled: "In Imola Piquet tried desperately to convince me he was able to race – he cried, begged, even threatened me... But it was clear that after such a blow to the head I wouldn't give him permission. 'Nelson,' I said, 'two hours after the accident you didn't even know you were a racing driver. Forget it!'"

Nelson Piquet: "I didn't feel well long after the accident in Imola. I could only sleep for two or three hours, the rest of the time I was basically just napping. Only towards the end of the season did I start feeling better. My confidence had returned, so I managed to be quick in the car again. But prior to that... well, I was certainly much slower than Mansell. So I focused on finishing all the races and avoiding accidents as well, for Nigel was simply impossible to catch."

Nelson's tactics turned out to be the right one. He was slower than Mansell, but alongside the 3 wins he managed to be second in 7 other races – from the Monaco Grand Prix up to the race in Portugal (that's 9 competitions in a row!) he always stood on one of the



podium places! Mansell did have twice the amount of wins as Piquet, but the Englishman summed up a much larger number of non-finishes.

Mansell's best drive was at his home Grand Prix in Silverstone, where the Honda drivers took the first four places in the race. The competition in Britain would actually end up quite boring, if Mansell hadn't made an unexpected stop. He was 29 seconds down on Piquet with 28 laps to go, but that didn't stop the Williams driver of chasing down his teammate. Nigel Mansell: "On lap 63 (out of 65!) I caught him on the Hagar straight and immediately put my car behind his. For a moment he couldn't see me in his rear view mirrors. I wanted to trick him... I was watching his hand

movements because they would tell me when to make my move. I went slightly to the right, just to make him react. It worked. He leaned his head in that direction and looked at me in his mirror. He immediately put his car more to the right side of the track to defend his position, but right at that moment I made a sharp left. You should've seen him! He now leaned his head to the other side to check the other mirror. He fell for it! He tried to defend the outside line at all costs but by then it was all over because I went to the inside again and came out of his slipstream before the right-hand Stowe corner. He realised too late that he had made a mistake... He tried to chop me but nothing was going to stop me now and I never even lifted off the throttle. I was too pumped up after 25 flat-out laps to be intimidated by that sort of thing and when I crossed the finish line the cheers from the grandstand drowned out the screaming Honda engine. The fans went berserk. It was so unashamedly emotional moment. There will never be another race in my whole career which will mean as much as this one." Mansell ran out of fuel soon after he crossed the line, so the fans quickly surrounded him. He won with a little less than a 2 second advantage ahead of Piquet, Senna and the Japanese driver Satoru Nakajima in third and fourth place were already down by at least one lap.

The British Grand Prix was the seventh race of the season and just like the year before it was Senna that led the championship after seven races. But together with Prost he was basically out of the title fight ahead of the Mexican Grand Prix, where Piquet found himself

behind the winner Mansell for the fourth time in the season. Nelson Piquet: “Some people wrote some things about my relationship with Mansell which were not fair. In Mexico they said I tried to put Nigel out. I said that if I want to put someone out of a race, I do it. Very professionally. I don’t try. I do it.”

The championship was decided in Japan, but it

happened even before the race had started! In practice Mansell spun into a tyre barrier, injuring his back in the process, so that was the end of him for 1987, and Piquet, now confirmed as World Champion, qualified a poor fifth, and blew up late in the race. A 1-2 was celebrated at Ferrari. Michele Alboreto: “We needed to win – especially for Mr. Ferrari, who is not so well these

days. He needs it like a blood transfusion.” Ferrari won the last race of the season as well but Scuderia could’ve celebrated a win in Portugal too – Berger, who was second there, missed his opportunity to win because of a quite interesting reason. Gerhard Berger: “Money pushes you a lot, you know. I led most of the way in Portugal, and I was tired, and they showed me a board,

»In Imola Piquet tried desperately to convince me he was able to race - he cried, begged, even threatened me... ‘Nelson,’ I said, ‘two hours after the accident you didn’t even know you were a racing driver. Forget it!’«

SID WATKINS



saying how many laps were left, how much Prost was closing. And I knew I had to fight for my contract for next year – how could I get good money if I gave in? So I kept pushing, pushing, and eventually I spun and lost the race. Stupid, isn’t it, that money should figure in thinking like that? But it does.” Berger hesitated of signing with Ferrari before the start of the season. “I had a chance to sign for McLaren or Ferrari. Reason told me to go to Ron Dennis at McLaren, but my heart kept telling me to join the Old Enzo and his team. I guess my heart was stronger than reason on the day I signed,” said Berger.

Piquet was the champion for the third time in 7 years and the owner of the Williams team gave quite an interesting statement about him. Frank Williams: “You wouldn’t think Nelson had a care in the world. He sleeps before a race, relaxes and tells silly jokes all the time, in shocking English.”

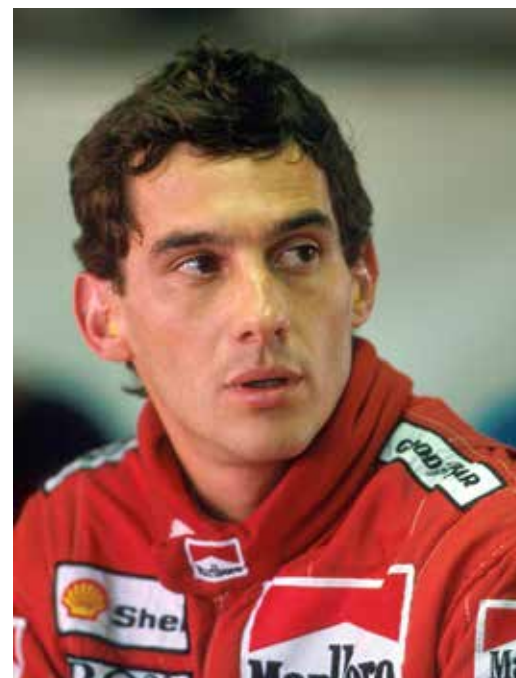
Race	Pole	Winner
GP BRAZIL	Mansell	Prost (5)
GP SAN MARINO	Senna	Mansell (2)
GP BELGIUM	Mansell	Prost (6)
GP MONACO	Mansell	Senna (2)
GP USA	Mansell	Senna (2)
GP FRANCE	Mansell	Mansell
GP GREAT BRITAIN	Piquet	Mansell (2)
GP GERMANY	Mansell	Piquet (4)
GP HUNGARY	Mansell	Piquet (3)
GP AUSTRIA	Piquet	Mansell (2)
GP ITALY	Piquet	Piquet
GP PORTUGAL	Berger	Prost (3)
GP SPAIN	Piquet	Mansell (2)
GP MEXICO	Mansell	Mansell
GP JAPAN*	Berger	Berger
GP AUSTRALIA	Berger	Berger

Most wins	Most pole positions
6 Mansell	8 Mansell
3 Piquet	4 Piquet
Prost	3 Berger
2 Senna	1 Senna
Berger	
9 Williams	12 Williams
3 McLaren	3 Ferrari
2 Lotus	1 Lotus
Ferrari	

1988

AYRTON SENNA (McLaren Honda)

There never was much doubt that McLaren would clean up in 1988, given their driving strength and their Honda turbos. Some, though, still questioned that a turbo would be the thing to have in this final year of its eligibility; boost was down from 4 to 2.5 bar (horsepower from, say, 1000 to 670), and fuel from 195 to 150 litres. The non-turbo brigade, by contrast, were not restricted on fuel, and, with a minimum weight of 500, were allowed to run 40 kilos lighter than the turbos. This 'transition' year, FISA had intended, would favour the atmospherics. It didn't work out that way and McLaren won 15 out of 16 races. This record was equalled by Ferrari in 2002 and 2004 but it has to be mentioned it was done in seasons which had 17 and 18 races! The members of the McLaren team celebrated ten 1-2 finishes with their driving pair Ayrton Senna-Alain Prost. Statistics of the duet is quite interesting but first, let's recap: 11 best results counted for the championship – Senna had 8 wins and 3 second places while Prost summed up 7 wins and 4 second places. Senna's 7 out of 8 victories came in the first 11 races of the season but without the unnecessary mistakes in Monaco and Italy where he led comfortably he would've had 2 more. Perhaps interesting information is this: if all races counted for the championship then Prost would have 105 points and Senna only 94 (a year later: Alain 78, Ayrton 60). The Frenchman made few mistakes in races, but the Brazilian was the 'Master' of qualifying. Senna summed up 13 pole positions (remember, out of 16 possible), and he did it a year later as well. His average margin



over the second placed driver in qualifying (in most cases it was Prost) was almost 4 tenths of a second; a year later more than 8 tenths! His biggest margin in 1988 was over a second and in 1989 he managed this spread in 5 different qualifying sessions!

The season began in Brazil where a later well known name emerged out of the shadows of already established drivers. It was the German Bernd Schneider (Team Zakspeed). Schneider who drove for Team Arrows two years later tried to qualify for a Grand Prix on 34 different occasions in the next 3 years. He was successful nine times but he failed to score points. He did however make a staggering career in the German series DTM in which he summed up 5 titles which is a

record amount up to 2017 when these lines are being written down.

Back to Brazil! After Piquet left Williams at the end of 1987, it seemed that perhaps the feud with Mansell would end. It had been a matter of a man who took life too seriously against one who didn't take it seriously enough, and Nelson's interview with the Brazilian edition of Playboy guaranteed further ill-will. The story came out as a kind of all-purpose attack on sundry racing folk, including not only Mansell, but also his wife Rosanne. Nigel Mansell: "I found it very offensive – especially what he said about Rosanne. But I think what Piquet did more than anything else was hurt himself. Perhaps for the first time, the world could see through the veneer of this 'great World Champion'. This vindictive attack on me and my family – and, while he was about it, Senna, Prost, Enzo Ferrari, and who knows who else – just shows the true character of the man. He has to be very careful, to watch me far more closely than I watch him, doesn't he? With his horsepower, it's not easy to get near him this year, but I managed it a couple of times, and he was shitting himself, believe me."

At Monaco Senna beat the second placed man in qualifying (it was his teammate Alain Prost) by a staggering 1.417 seconds. When the Brazilian spoke about his lap which was a clear indication of his capabilities, his eyes shone with a faraway look and his voice quavered with intensity. Ayrton Senna: "Suddenly I realised that I was no longer driving the

STANDINGS

90	Ayrton Senna (mclaren honda)
87	Alain Prost (mclaren honda)
41	Gerhard Berger (ferrari)
27	Thierry Boutsen (benetton ford)
24	Michele Alboreto (ferrari)
22	Nelson Piquet (lotus honda)
17	Ivan Capelli (march judd)
	Derek Warwick (arrows megatron)
12	Nigel Mansell (williams judd)
	Alessandro Nannini (benetton ford)
8	Riccardo Patrese (williams judd)
6	Eddie Cheever (arrows megatron)
5	Mauricio Gugelmin (march judd)
	Jonathan Palmer (tyrrell ford)
3	Andrea de Cesaris (rial ford)
1	Satoru Nakajima (lotus honda)
	Pierluigi Martini (minardi ford)

TEAMS

199	McLaren Honda
65	Ferrari
39	Benetton Ford
23	Lotus Honda
	Arrows Megatron
22	March Judd
20	Williams Judd
5	Tyrrell Ford
3	Rial Ford
1	Minardi Ford

car consciously. I was kind of driving by instinct, only I was in a different dimension. I was way over the limit, but still I was able to find even more. It frightened me because I realised I was well beyond my conscious understanding.”

On the 14th August, just before the Belgian Grand Prix at Spa, the world of motorsports was saddened by the news that Enzo Ferrari had died at the age of 90. His passion for current cars was the major force in his life. Maybe he had long ago given up going to races, but for hours he would sit in the farmhouse at Fiorano, watching and listening as Regazzoni or Villeneuve or Alboreto pounded round. There were

many drivers, indeed, who suggested that this, rather than its efficacy as a test track, was Fiorano’s true function. Frank Williams: “I can’t say I ever admired Ferrari as such, because he – the man – has had such a disruptive influence on motor racing. But I admired him tremendously for his success. He was the yardstick, wasn’t he?”

Meanwhile McLaren was on its way to win all races. But along came the Italian Grand Prix where Senna made a mistake, crashed into Jean-Louis Schlesser, and a 1-2 was celebrated by the Scuderia. The winner Gerhard Berger said: “Mr Ferrari is gone now, and I miss him. To drive for him was different than

driving for ‘Ferrari, part of the Fiat company’. He was a big personality, a great man, and I’m so happy to have driven for him. But I would love to have been able to go Maranello the day after Monza, and to have seen his face.”

After the Belgian Grand Prix which was the fourth race win in a row for Senna, Alain Prost stated: “Realistically, the championship is over now. I congratulate Ayrton – he’s been the best driver this year, and he deserves it.” But after winning the Portuguese Grand Prix Prost took over the championship lead. Still, he wasn’t happy about it, for this race showed the first signs of a soon to be drama

Race	Pole	Winner
GP BRAZIL	Senna	Prost (3)
GP SAN MARINO	Senna	Senna
GP MONACO	Senna	Prost (2)
GP MEXICO	Senna	Prost (2)
GP CANADA	Senna	Senna
GP USA	Senna	Senna
GP FRANCE	Prost	Prost
GP GREAT BRITAIN	Berger	Senna (3)
GP GERMANY	Senna	Senna
GP HUNGARY	Senna	Senna
GP BELGIUM	Senna	Senna
GP ITALY	Senna	Berger (3)
GP PORTUGAL	Prost	Prost
GP SPAIN	Senna	Prost (2)
GP JAPAN*	Senna	Senna
GP AUSTRALIA	Senna	Prost (2)

»To drive for Enzo was different than driving for Ferrari, part of Fiat.«

GERHARD BERGER



at McLaren. Prost tried to pass Senna for the lead at the beginning of lap two. As he drew alongside, down the pit straight, Ayrton did not so much edge him towards the pit wall as swerve at him, obliging Alain to squeeze through a dangerously narrow gap – and people on the pit wall ducked. Alain Prost: “I was very close to the wall, and I could do nothing at that point – if I’d backed off, I might have hit Senna’s rear wheel, or something like that. If we’d touched at that speed, it would have been like a plane crash – and we had the whole pack close behind us. If Ayrton wants this championship that badly, he can have it.”

Senna won the championship in Japan. Ayrton Senna: “Because of my terrible start, the race was amazingly hard, through the traffic, through the slippery conditions. Until today, you know, I always said my best drive was at Estoril in ’85 – my first win. But not any more: this was my best.”

Most wins	Most pole positions
8 Senna	13 Senna
7 Prost	2 Prost
1 Berger	1 Berger
15 McLaren	15 McLaren
1 Ferrari	1 Ferrari

1989

ALAIN PROST (McLaren Honda)

STANDINGS

76	Alain Prost (mclaren honda)
60	Ayrton Senna (mclaren honda)
40	Riccardo Patrese (williams renault)
38	Nigel Mansell (ferrari)
37	Thierry Boutsen (williams renault)
32	Alessandro Nannini (benetton ford)
21	Gerhard Berger (ferrari)
12	Nelson Piquet (lotus judd)
8	Jean Alesi (tyrrell ford)
7	Derek Warwick (arrows ford)
6	Eddie Cheever (arrows ford)
	Stefan Johansson (onyx ford)
	Michele Alboreto (tyrrell ford, lola lamborghini)
5	Johnny Herbert (benetton ford, tyrrell ford)
	Pierluigi Martini (minardi ford)
4	Mauricio Gugelmin (march judd)
	Andrea de Cesaris (dallara ford)
	Stefano Modena (brabham judd)
	Alex Caffi (dallara ford)
	Martin Brundle (brabham judd)
3	Satoru Nakajima (lotus judd)
	Christian Danner (rial ford)
2	Emanuele Pirro (benetton ford)
	René Arnoux (ligier ford)
	Jonathan Palmer (tyrrell ford)
1	Oliver Grouillard (ligier ford)
	Gabriele Tarquini (AGS ford)
	Luis Perez-Sala (minardi ford)
	Philippe Alliot (lola lamborghini)

TEAMS

141	McLaren Honda
77	Williams Renault
59	Ferrari
39	Benetton Ford
16	Tyrrell Ford
15	Lotus Judd
13	Arrows Ford
8	Dallara Ford
	Brabham Judd
6	Onyx Ford
	Minardi Ford
4	March Judd
3	Rial Ford
	Ligier Ford
1	AGS Ford
	Lola Lamborghini

Out of all the seasons, at least up to the year 2017 when these lines are being written down, the 1989 season had most drivers and teams amongst the points scorers.

Turbocharged engines were now banned, a period of 3.5-litre atmospheric engines began, but as in the previous year the 1989 season revolved around McLaren. Without some bad luck (crashes, failures, rain...) the Woking team would surely have gathered more than 10 wins but it has to be written that Ferrari and Williams were far more competitive than in 1988.

The French Grand Prix saw a debut of a driver who failed to win the title but managed to put a big mark on the sport. It was Jean Alesi who came fourth in his first race. Harvey Postlethwaite, Tyrell's technical director, said: "If he isn't World Champion in the coming years... well, there's something wrong with motor racing." The same opinion was shared by the British commentator Murray Walker who placed Jean Alesi amongst the best drivers in his book Murray Walker's Formula One Heroes. Jean later had two offers on his table for the 1991 season – the first one was from Williams and the second one came from Ferrari. Even more than Berger, for Alesi's roots go back to Sicily, Jean's heart outweighed reason, and the Frenchman joined the Scuderia team. Walker marked his decision as the worst of his life, for at the time Williams was on the rise again while Ferrari plunged into a period of mediocre results. In the next 10 seasons (from his debut in 1989) the Frenchman beat his teammate in the overall standings 8 times but he won only one



Grand Prix event in more than 200 Formula 1 races!

Perhaps another interesting debut of the 1989 season was the one from the 28-year old Paulo Barilla who inherited the well known Italian company Barilla (established in 1877). Paulo tried his luck with a Minardi at the Japanese Grand Prix. A year later he got the regular seat at the Italian team but failed to qualify too many times, so with 2 races from the end of the season they had to replace him with his compatriot Gianni Morbidelli. Times when you could buy a seat in Formula 1 became more often, but it has to be written that Paulo did have some noticeable results in motorsports. In 1985 he won the 24 Hour Le Mans race with fellow drivers Klaus Ludwig and John

Winter. After he ended his racing career he resumed his work in the family business but remained connected with motor racing. In the new millennium Barilla sponsored Alessandro Zanardi in the World Touring Car Championship (WTCC).

At the front, thought, the eyes were all on Alain Prost and Ayrton Senna. The Frenchman still managed to make few mistakes in races while the Brazilian – considered by many as the faster of the two – had more car failures. Their already fragile friendship was over at the San Marino Grand Prix where Senna disobeyed an agreement of non-attacking at the first corner. The San Marino Grand Prix was remembered also because of a huge accident in which Gerhard Berger crashed into the wall at Tamburello. His car was soon ablaze. The Austrian suffered a few minor burns and therefore missed the next Grand Prix. Gerhard Berger: "After my crash at Tamburello I said to the Imola circuit people: 'Could we not move the wall back at that point, and put in a proper run-off area?' They said it wasn't possible, because there is a river behind it (it runs parallel with the track). And I just said: 'Oh, OK.' When Senna died there five years later, I thought about that. Many times." The old Tamburello corner must have been frightening. The distance between the track surface and the wall was small – perhaps no more than 10 metres. When I saw it for the first time in 2005, the angle looked far more challenging than looking at it on a map. From a bird's perspective it looked like a mild 60-degree corner but from the ground it seemed almost a sharp 90-degree one. And mind you, drivers

took it at about 300kph! Even to this day I ask myself why tyre barriers weren't installed after so many accidents (after Piquet and Berger Michele Alboreto and Riccardo Patrese also crashed there – it was during testing in 1991 and 1992).

Immediately after the race in San Marino Alain Prost informed the media of what he, Ron Dennis and Senna talked about because of the incident in the first corner. And this despite the fact they agreed not to tell anything to anyone. Senna took it personal while the Monaco Grand Prix followed. James Hunt:

“Senna seems even more intense this year. I thought winning the World Championship might lighten him up a bit, but not so. He has a very strange personality, hasn't he? In Monte Carlo, during the opening laps, he tooled around, just in front of Prost, obviously holding him up, and then suddenly – as they were getting towards traffic – he went two or even three seconds a lap quicker. After the race I saw Ron Dennis, and said: ‘What the hell was going on? I got the impression that Senna was playing silly buggers with Prost.’ And Ron said: ‘There's no other explanation – he never said a

word on the radio about any problems with anything.’ So I think Senna was trying to taunt Prost, to wind him up.”

The championship was decided at the Japanese Grand Prix for the second time in less than a year. Senna needed to win, but come race day, he found himself behind Prost. He followed him for a long time then, at the chicane, he tried to pass on the inside line. Prost shut the door and the rivals crashed. Keke Rosberg: “You could tell Alain had never done anything like that in his life – he did it so badly!”

Race	Pole	Winner
GP BRAZIL	Senna	Mansell (6)
GP SAN MARINO	Senna	Senna
GP MONACO	Senna	Senna
GP MEXICO	Senna	Senna
GP USA	Senna	Prost (2)
GP CANADA	Prost	Boutsen (6)
GP FRANCE	Prost	Prost
GP GREAT BRITAIN	Senna	Prost (2)
GP GERMANY	Senna	Senna
GP HUNGARY	Patrese	Mansell (12)
GP BELGIUM	Senna	Senna
GP ITALY	Senna	Prost (4)
GP PORTUGAL	Senna	Berger (2)
GP SPAIN	Senna	Senna
GP JAPAN*	Senna	Nannini (6)
GP AUSTRALIA	Senna	Boutsen (5)

»If Jean Alesi isn't World Champion in the coming years... well, there's something wrong with motor racing.«

HARVEY POSTLETHWAITE



Prost stepped out of the car immediately while Senna continued and eventually won the race. But the Brazilian was disqualified because he cut the chicane and the title went to Prost.

With the championship already decided many lost interest in watching the finale of the season in Australia (Adelaide), but from a spectator's point of view it proved to be by far the most interesting. It rained heavily! Prost pulled into the pits after a single lap and climbed from his car. Then Senna crashed heavily into the back of Martin Brundle, a scene which Murray Walker compared to the one from the movie Jaws directed by Steven Spielberg. On top of that Piquet got tangled up with the Italian Piccarlo Ghianzanni – the right rear tyre slid off the Brazilian's helmet. Nelson Piquet: “I had tyre marks on it! I really don't understand why FISA allowed the race to go on. I have never raced in such bad conditions.”

Most wins	Most pole positions
6 Senna	13 Senna
4 Prost	2 Prost
2 Mansell Boutsen	1 Patrese
1 Nannini Berger	
10 McLaren	15 McLaren
3 Ferrari	1 Williams
2 Williams	
1 Benetton	

1990

AYRTON SENNA (McLaren Honda)

Great battles between Ayrton Senna and Alain Prost were fought in 1988, 1989 and 1990. But many people wondered why Senna literary destroyed Prost in qualifying. During these three seasons of relentless fights Senna summed up 36 pole positions while Prost only managed to get 4. Ayrton Senna: "Before each qualifying lap I completely shut off from the surrounding world – whether it's the photographers, fans or other people. This way I manage to get into a state when I'm capable of driving faster than expected – perhaps by two tenths of a second, who would know. Before each corner I predict what awaits me, so I correct the small mistakes that might occur in advance and prevent the bigger ones from happening. For a good qualifying lap you really must do your best, focus on details. Of course, this level of driving is hard to repeat on race day, for the stress – mental and physical – is just too big. You want to repeat it but it's just impossible."

Senna is considered as the 'King of qualifying' – and this despite the fact that Michael Schumacher has more (68) pole positions to his name. This is mainly because the German needed 239 races while the Brazilian snatched his 65th pole in his 162nd Grand Prix entry. But it has to be written that two big names have an even better percentage – one is Juan Manuel Fangio and the other Jim Clark.

The season began in Phoenix (USA), where only one qualifying session counted for starting positions, for in second practice it rained heavily. On the streets of a town where Goran Dragić – a basketball player with the same last name as mine – debuted in 2008 for the NBA



team Phoenix Suns the teams with Pirelli tyres had a big advantage over their rivals. These tyres were well used by the then 25-year old Jean Alesi. This race later proved to be a turning point in the Frenchman's career. Alesi qualified fourth, led the race for a long time, but the competition really became interesting when Senna tried to overtake him on the pit straight half way from the end of the Grand Prix. The Brazilian succeeded on the inside line during braking before a right-hand corner, but in the next corner Alesi was back in the lead again. Senna had to try again! The two drivers found themselves only inches apart at the same place in the next lap, but Jean couldn't defend his position that well because of a backmarker. Jean overtook the slow

driver by taking the inside line, but Senna unexpectedly came out of Alesi's slipstream and was first before the corner. This time the Brazilian shut the door before the following left-hand corner and the McLaren driver held on to the lead to the end of the race. Alesi still pushed like hell and for a while closely followed Senna's McLaren – which brought a smile not only on Ken Tyrrell but all TV viewers – but the Frenchman had to slow down because of tyre wear and finished the race 8 seconds behind the Brazilian. At the press conference the pair was full of praise for one another. Ayrton Senna: "When I caught him, we had a good moment or two at the end of the pit straight – I had a look there a couple of times, just to be sure, because it was very slippery off-line, and then I had a go. It was good – but then he went round the outside! It was clean, exciting fight." Alesi, who was second behind Senna at Monaco as well, added: "I was excited, but I was sure that I wouldn't win, I'm a realist. I decided to hold onto the lead for as long as possible. That's why I pushed so hard from the beginning. I was at 100% concentration." The reason for such Alesi's combativeness perhaps lays in the fact that young drivers maybe risk more than the more experienced ones which makes them a bit faster. Riccardo Patrese who at the San Marino Grand Prix won only his second race in a long career told us a lot about young drivers and their risks. Riccardo Patrese: "I wouldn't say you consciously take more risks when you're younger. It's just that it may seem that way because you have less experience. Speed is something you either have or you don't. I wouldn't say there's any

STANDINGS

78	Ayrton Senna (mclaren honda)
71	Alain Prost (ferrari)
43	Nelson Piquet (benetton ford)
	Gerhard Berger (mclaren honda)
37	Nigel Mansell (ferrari)
34	Thierry Boutsen (williams renault)
23	Riccardo Patrese (williams renault)
21	Alessandro Nannini (benetton ford)
13	Jean Alesi (tyrrell ford)
6	Ivan Capelli (leyton house judd)
	Roberto Moreno (euro brun judd, benetton ford)
	Aguri Suzuki (lola lamborghini)
5	Eric Bernard (lola lamborghini)
3	Derek Warwick (lotus lamborghini)
	Satoru Nakajima (tyrrell ford)
2	Alex Caffi (arrows ford)
	Stefano Modena (brabham judd)
1	Mauricio Gugelmin (leyton house judd)

TEAMS

121	McLaren Honda
110	Ferrari
71	Benetton Ford
57	Williams Renault
16	Tyrrell Ford
11	Lola Lamborghini
7	Leyton House Judd
3	Lotus Lamborghini
2	Arrows Ford
	Brabham Ford

difference between when I started and now, except that I've probably actually gained motivation over the years." At this first race in Phoenix Gary Brabham (Team Life), the son of the three times World Champion Jack Brabham, debuted (and in San Marino Gary's brother David did the same in a Brabham Judd). The pinnacle of motorsports slowly started to become number one in the next category: out of all the sports in this world, at least by some information, the highest number of relatives could be found in Formula One!

Meanwhile James Hunt was critical of Nelson

Piquet. The Brit stated: "He should be racing because he wants to race, not because he wants the money to support his lifestyle." The Brazilian replied: "I'll go on racing, until they throw me out!"

In Italy, where it became abundantly clear that nobody could threaten Senna and Prost in the fight for the title, the race was red-flagged when Derek Warwick had a huge, first-lap crash at the Parabolica. Derek Warwick: "I was conscious all the time. As soon as the car started to slide upside down, I started to organise mentally because I was afraid of fire. When the car

stopped, I thought of getting out, but I was scared someone might hit me. My first reaction after that was, 'I'm OK', the second was, 'Spare car...'" Senna won this race ahead of Prost, and the two even managed to settle their disagreements from the previous year later at the press conference. Not for long...

For the third time in a row the Japanese Grand Prix was the decider of the championship outcome. This time it was Prost who needed the win. Ron Dennis announced: "If it comes to it, Ayrton will remember what happened last year..." And he did! Soon after

Race	Pole	Winner
GP USA	Berger	Senna (5)
GP BRAZIL	Senna	Prost (6)
GP SAN MARINO	Senna	Patrese (3)
GP MONACO	Senna	Senna
GP CANADA	Senna	Senna
GP MEXICO	Berger	Prost (13)
GP FRANCE	Mansell	Prost (4)
GP GREAT BRITAIN	Mansell	Prost (5)
GP GERMANY	Senna	Senna
GP HUNGARY	Boutsen	Boutsen
GP BELGIUM	Senna	Senna
GP ITALY	Senna	Senna
GP PORTUGAL	Mansell	Mansell
GP SPAIN	Senna	Prost (2)
GP JAPAN*	Senna	Piquet (6)
GP AUSTRALIA	Senna	Piquet (7)

»I was excited during my fights with Senna at the US Grand Prix, but I was sure that I wouldn't win. I'm a realist.«

JEAN ALESI



the start the rivals crashed again. Senna deliberately thumped his McLaren into the back of Prost's Ferrari, and he did this because the organisers broke a promise to change the starting grid, for the pole sitter sat on the inside (dirtier) instead of the outside line. Senna because champion for the second time. Prost was outraged and stated: "It's not only unsporting, it's disgusting." Ayrton Senna: "He tried to destroy me in the past on different occasions and he hasn't managed it – and he won't manage it because I know who I am and where I want to go. He can do what he likes, I don't really care." Ron Dennis: "World Championships are won over a batch of races, not just one. But perhaps, after what happened here last year, there's a bit of rough justice."

Nelson Piquet's wins at the Japanese and Australian Grand Prix gave him third place in the championship. Benetton also finished third.

Most wins	Most pole positions
6 Senna	10 Senna
5 Prost	3 Mansell
2 Piquet	2 Berger
1 Mansell	1 Boutsen
Boutsen	
Patrese	
6 McLaren	12 McLaren
Ferrari	3 Ferrari
2 Benetton	1 Williams
Williams	

1991

AYRTON SENNA (McLaren Honda)

STANDINGS

96	Ayrton Senna (mclaren honda)
72	Nigel Mansell (williams renault)
53	Riccardo Patrese (williams renault)
43	Gerhard Berger (mclaren honda)
34	Alain Prost (ferrari)
26,5	Nelson Piquet (benetton ford)
21	Jean Alesi (ferrari)
10	Stefano Modena (tyrrell honda)
9	Andrea de Cesaris (jordan ford)
8	Roberto Moreno (benetton ford, jordan ford, minardi ferrari)
6	Pierluigi Martini (minardi ferrari)
4	J. J. Lehto (dallara judd)
	Bertrand Gachot (jordan ford, lola ford)
	Michael Schumacher (jordan ford, benetton ford)
2	Satoru Nakajima (tyrrell honda)
	Mika Häkkinen (lotus judd)
	Martin Brundle (brabham yamaha)
1	Emanuele Pirro (dallara judd)
	Mark Blundell (brabham yamaha)
	Ivan Capelli (leyton house ilmor)
	Eric Bernard (lola ford)
	Aguri Suzuki (lola ford)
	Julian Bailey (lotus judd)
0,5	Gianni Morbidelli (minardi ferrari, ferrari)

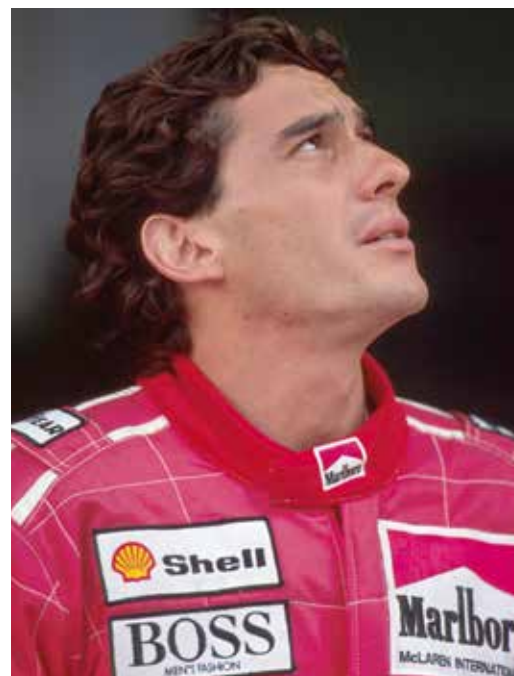
TEAMS

139	McLaren Honda
125	Williams Renault
55,5	Ferrari
38,5	Benetton Ford
13	Jordan Ford
12	Tyrrell Honda
6	Minardi Ferrari
5	Dallara Judd
3	Brabham Yamaha
	Lotus Judd
2	Lola Ford
1	Leyton House Ilmor

Alain Prost was no longer a title contender. The Frenchman was having a disastrous season. Alain Prost: "Internal crisis is a normal thing at Ferrari. When the team wins, it's a crisis of optimism. When that happens, everything stops. That's what happened in the off-season." Harvey Postlethwaite (former Ferrari designer): "There are now 300 people working in the Formula 1 team. When things go wrong, they go wrong in a big way, with everyone blaming each other. I know, I've been there..."

Nigel Mansell replaced Prost as Senna's biggest challenger. Mansell was back at Williams. James Hunt: "Previously, when Mansell left Williams to go to Ferrari, he was pretty much unloved by everybody. But Williams have said 'To hell' with the problems you get when you have a superstar behaving like a superstar – at least we'll be racing again. They know only too well the penalties of working with mediocre drivers. They've had two years of soldiering along in the middle order, despite having very competitive cars."

The season had some new rules. No longer would the winner get 9 points but 10, and all results from races counted for the championship. Team Jordan was new in the paddock – it climbed up from lower motor racing categories. The owner Eddie Jordan managed to stay in F1 for 15 years before selling the team. Eddie was the first to hire the services of an upcoming superstar named Michael Schumacher. This was at the Belgian Grand Prix but Eddie lost the German driver soon, for at the next race Schumacher raced for Benetton. All that Ron Dennis could say



to poor old Eddie was: "Welcome to the piranha world!" Schumacher was the talk of the day in Belgium but his manager explained that being there did have some unexpected nuisances. Willi Webber: "There was no hotel booking for us, so we went to a youth hostel. There were two small beds, and in the middle the toilet and the basin. But I think we would have slept under the truck, you know. It was such a superb feeling for me. Michael maybe didn't realise it so much, but I knew what it meant to come to Formula 1." Schumacher was immediately praised by several former drivers, among them the 1976 champion. James Hunt: "Michael Schumacher's future would seem to be very bright indeed after a most impressive debut. Granted,

he had the benefit of the excellent Jordan car, but Schumacher's immediate and confident pace signifies the arrival of a major new talent." Another later to be champion debuted alongside Schumacher in this season. The Finn Mika Häkkinen actually drove the whole season for Team Lotus. Häkkinen scored his first points at the third race already!

In the meantime Mansell wasn't comfortable driving the new Williams designed by Adrian Newey. Frank Williams: "Nigel is an immensely tough bastard and, if things go wrong in the car, he'll give me (or usually Patrick Head) a hard time. He's not slow in coming forward. That's the unpleasant side of him. It's actually a good side, too, because I bet Senna gives Ron Dennis a hard time. And Alain Prost. All these guys – the best – are not there because they're Mr. Nice. They're bastards. Mean. When the lights go green, Nigel goes red..." Mansell had a tough time adapting at Williams, so Riccardo Patrese was at first regularly beating the Englishman in qualifying. Nigel failed to finish the first three races – twice because of gearbox failure. He was later a bit unlucky as well. At the Canadian Grand Prix he led the whole race when his engine shut down while shifting into lower gear. In Belgium electrics failed. And in Portugal a mechanic hadn't screwed on the tyre yet when Mansell was signalled he could go, and the wheel went off. Prior to the Canadian Grand Prix he had the same amount of points as Patrese (only 6!), after the Mexican Grand Prix he was still behind his teammate (13 to 20!), and the closest he got to Senna was after his victory

in Germany when he was trailing the Brazilian by 8 points (43 to 51!). Around that time he was given praise by James Hunt, especially because of his passing manoeuvres on Prost. James Hunt: "They were quite superb, great opportunistic stuff, and he really has established himself as a master overtaker. Senna may dispose of backmarkers better because he's prepared to take more risks but, in a straight racing mode, Mansell is at least his equal." The fans could give their own opinion about this by watching the Spanish Grand Prix. Mansell and Senna gave the public a memorable

side by side chicken-run down the straight. Sparks were flying under their racing cars. Maurice Hamilton (Autocourse) wrote down: "There they sat at over 180mph for what seemed like an eternity, the two cars dancing dangerously close more than once. It was as daring a move as you could wish to see, but you had to doubt the wisdom of it." James Hunt: "It was thrilling to watch but there was an element of unnecessary macho posturing. It might have ended in disaster but this was a symptom of two charged-up World Championship protagonists unwilling to yield."

Prior to the Japanese Grand Prix Mansell still had theoretical chances of winning the title, but the Englishman was 16 points down on Senna. The Williams driver had to hope the Brazilian wouldn't finish second if he himself was to win. The popularity of Formula 1 in Japan created a tremendous demand for the 100,000 seats at Suzuka, which was settled in a national lottery, entered by 4,400,000 hopeful fans. In the meantime, the FISA presidential election ushered in a new era, as long-time president Jean-Marie Balestre was defeated. The Frenchman lost the election to the

Race	Pole	Winner
GP USA	Senna	Senna
GP BRAZIL	Senna	Senna
GP SAN MARINO	Senna	Senna
GP MONACO	Senna	Senna
GP CANADA	Patrese	Piquet (8)
GP MEXICO	Patrese	Patrese
GP FRANCE	Patrese	Mansell (4)
GP GREAT BRITAIN	Mansell	Mansell
GP GERMANY	Mansell	Mansell
GP HUNGARY	Senna	Senna
GP BELGIUM	Senna	Senna
GP ITALY	Senna	Mansell (2)
GP PORTUGAL	Patrese	Patrese
GP SPAIN	Berger	Mansell (2)
GP JAPAN*	Berger	Berger
GP AUSTRALIA	Senna	Senna

»Pri Ferrariju so bile krize v moštvu od nekaj nekaj povsem običajnega. Ko ekipa zmaguje, gre za krizo prevelikega optimizma.«

ALAIN PROST



former FOCA lawyer and March founder Max Mosley. Jean-Marie Balestre: "Some people say I am a dictator. But that's not true because, although the sporting party is very strong, we're very democratic. We're an elected governing body of 32 people, each one from a different country... My main hobby isn't Formula 1, it's my lawn. I have the most beautiful lawn in the south of France, perhaps in the country. And the best lawnmower in the world."

Back to Suzuka! Mansell closely followed Senna but made a mistake at the first corner and flew off track. For the third time in his career Senna won the Formula 1 World Championship.

For the season finale only the Australian Grand Prix remained. And it was to become the shortest race in history, for only 14 laps were completed due to heavy rain. This was the last race in Formula 1 for the other Brazilian champion Nelson Piquet.

Most wins	Most pole positions
7 Senna	8 Senna
5 Mansell	4 Patrese
2 Patrese	2 Mansell
1 Berger	Berger
Piquet	
8 McLaren	10 McLaren
7 Williams	6 Williams
1 Benetton	

1992

NIGEL MANSELL (Williams Renault)

STANDINGS

108	Nigel Mansell (williams renauld)
56	Riccardo Patrese (williams renauld)
53	Michael Schumacher (benetton ford)
50	Ayrton Senna (mclaren honda)
49	Gerhard Berger (mclaren honda)
38	Martin Brundle (benetton ford)
18	Jean Alesi (ferrari)
11	Mika Häkkinen (lotus ford)
8	Andrea de Cesaris (tyrrell ilmor)
6	Michele Alboreto (footwork mugen-honda)
4	Erik Comas (ligier renauld)
3	Karl Wendlinger (march ilmor)
	Ivan Capelli (ferrari)
2	Thierry Boutsen (ligier renauld)
	Johnny Herbert (lotus ford)
	Pierluigi Martini (dallara ferrari)
1	Stefano Modena (jordan yamaha)
	Christian Fittipaldi (minardi lamborghini)
	Bertrand Gachot (venturi lamborghini)

TEAMS

164	Williams Renault
99	McLaren Honda
91	Benetton Ford
21	Ferrari
13	Lotus Ford
8	Tyrrell Ilmor
6	Footwork Mugen-Honda
	Ligier Renault
3	March Ilmor
2	Dallara Ferrari
1	Jordan Yamaha
	Minardi Lamborghini
	Venturi Lamborghini

Through the winter, the talk was as much about who would not be racing in 1992, as who would be. Nelson Piquet declined to admit that he was retiring, but no descent seats were open to him, and he drifted off to the Indianapolis 500 – where, in May, he would shatter his legs in a dreadful crash. The accident looked awful, for the front-end of the car was totally crushed. Dumped by Ferrari, Alain Prost was linked with Ligier and a French ‘superteam’. He even tested the new JS37, but engine supplier Renault seemed wary of supporting the deal. Eventually negotiations collapsed, and Prost resigned himself to a sabbatical season as a TV pundit.

The first woman to make it to Formula 1 since Lella Lombardi in 1975-76, Giovanna Amati started the season with the ailing Brabham team. The 29-year-old Italian appeared three times but failed to qualify. Giovanna Amati: “It’s difficult to keep your concentration with all the media attention. Sometimes I’m not nice about it. In South Africa, there were photographers who insulted me because I didn’t smile at them. Come on, I’m not here to smile. They expected me to be a glamour girl, always available and smiling. I’m a racing driver like others, but maybe with more problems. This is a male environment and they want to keep it that way: the drivers, the journalists, everyone.” Giovanna had a romance with former World Champion Niki Lauda. “When I was seeing Lauda, he gave me an engagement ring and said: ‘Right, now you can quit racing.’ I agreed to spend a year away to see how we got on. It was terrible. I realised that a man can’t give the same emotional high as a racing car,” she added.



Giovanna was soon replaced by Williams test driver Damon Hill (the Englishman had his debut in Spain). Hill would only make it into the field twice, before the team finally ran out of money. With a record of 35 Grand Prix wins from 399 starts, the Brabham name was gone...

Nigel Mansell and Riccardo Patrese dominated the season. The pair had four 1-2 finishes at the first five races! But Patrese was no longer Mansell’s equal. The accepted explanation was that he did not feel as comfortable with the ‘active’ suspension. Some thought the Williams FW148 heralded the end of Formula 1 as we knew it, and soon there was talk of reining in the technology. Niki Lauda: “It’s becoming more and more

interesting and sophisticated, and to a degree technology is taking over. People have to learn to live with these advances. You can’t turn back the wheels of time.” At mid-season, a Safety Car regulation was introduced in an attempt to spice up the action.

The end of Mansell’s winning streak came at Monaco. He led comfortably until pitting with a loose wheel. Afterwards Senna fended off his persistent advances and won the famous race for the fifth time. In Canada Mansell crashed out at the end of the first lap, claiming that Senna had forced him off road. Despite these two failures the Englishman won so many times that as the British Grand Prix approached, ‘Mansellmania’ among the British fans reached new heights. When he crossed the finish line at Silverstone as first, the fans went mad and invaded the track. Nigel Mansell: “I actually ran one person over, but I was going a few miles an hour and he loved it.” La Gazzetta Dello Sport wrote: “No longer can the British condemn the performances of the tifosi at Monza.” James Hunt: “Such aggressive hysteria is unique to Britain. In Italy, where a similar degree of passion prevails, it’s leavened with a sense of humour and fun that makes it more acceptable.” Mansell won the championship in Hungary. He finished the race in second place behind Senna. Nigel Mansell: “Ayrton had won the race, and as I stood on the podium and tried to take in the enormity of it all, he was in a most benevolent mood. He put his arm around me, hugged me, and said: ‘Well done, Nigel. It’s such a good feeling, isn’t it? Now you know why I’m such a bastard. I don’t ever want to lose the feeling or let anybody else

experience it. That's the kind of man I am, you know?"

In Belgium Michael Schumacher scored his maiden victory. He was praised by the English journalists who wrote that the German outperformed Martin Brundle – this despite the fact that out of all the races the pair finished together, Brundle only once found himself behind Schumacher!

In the meantime Alain Prost secured himself a seat at Williams for the 1993 season. James Hunt: "Prost's agreement with the team, signed some time ago, precluded either Mansell or Senna from being his

teammate. Subsequently, in the light of the excellent performances of their cars, and Mansell, Williams tried to persuade Prost to forego his 'exclusion clauses.' So far they have only succeeded in the case of Mansell, only because Prost thinks he can beat him." On Sunday morning of the Italian Grand Prix, Mansell was to make a statement to the media. Just before he started to speak, a Williams employee tried to intervene, telling him that his demands had been met, but it was too late. Mansell began reading his prepared statement that he was to leave Formula 1. He said his decision was partly

based on money; Williams, having previously agreed to Mansell's figure, had asked him to take a reduced salary for 1993 after Senna had volunteered to drive for nothing... Mansell decided to race in the IndyCar series for the team of the well known actor Paul Newman. The Englishman won the American championship in his first year! For racing on ovals Nigel was helped with some advice from Andretti and Fittipaldi. Nigel Mansell: "That's very refreshing. It shows you the difference between Formula 1 and IndyCars. I can honestly say that, in my whole Formula 1 career, in 12

Race	Pole	Winner
GP SOUTH AFRICA	Mansell	Mansell
GP MEXICO	Mansell	Mansell
GP BRAZIL	Mansell	Mansell
GP SPAIN	Mansell	Mansell
GP SAN MARINO	Mansell	Mansell
GP MONACO	Mansell	Senna (3)
GP CANADA	Senna	Berger (4)
GP FRANCE	Mansell	Mansell
GP GREAT BRITAIN	Mansell	Mansell
GP GERMANY	Mansell	Mansell
GP HUNGARY*	Patrese	Senna (3)
GP BELGIUM	Mansell	Schumacher (3)
GP ITALY	Mansell	Senna (2)
GP PORTUGAL	Mansell	Mansell
GP JAPAN	Mansell	Patrese (2)
GP AUSTRALIA	Mansell	Berger (4)

»In South Africa, there were photographers who insulted me because I didn't smile at them. Come on, I'm not here to smile.«

GIOVANNA AMATI



years, other than the late great Gilles Villeneuve and Colin Chapman, I've had no assistance at all."

Honda announced it was to leave Formula 1 at the end of the year. Also, three driver changes were already known: Berger signed for Ferrari, Michael Andretti (the son of a motor racing legend Mario) was coming to McLaren, and at Williams the test driver Damon Hill was given the chance to race alongside Prost.

As for 1992, only three races were left, the first one in Portugal. Mansell was true to his word before taking to the track at Estoril. Nigel Mansell: "My motivation is to get away from Formula 1 as quickly as I can. If that means getting pole and winning the race as early as I can – that's what I'll do." In the process he set a record of 14 pole positions in one season. This wasn't beaten until Sebastian Vettel summed up 15 in 2011 – but it has to be written it was done in a season with 19 races while Mansell raced in a year with only 16 Grand Prix events.

Most wins	Most pole positions
9 Mansell	14 Mansell
3 Senna	1 Patrese
2 Berger	Senna
1 Patrese	
Schumacher	
10 Williams	15 Williams
5 McLaren	1 McLaren
1 Benetton	

1993

ALAIN PROST (Williams Renault)

STANDINGS

99	Alain Prost (williams renault)
73	Ayrton Senna (mclaren ford)
69	Damon Hill (williams renault)
52	Michael Schumacher (benetton ford)
20	Riccardo Patrese (benetton ford)
16	Jean Alesi (ferrari)
13	Martin Brundle (ligier renault)
12	Gerhard Berger (ferrari)
11	Johnny Herbert (lotus ford)
10	Mark Blundell (ligier renault)
7	Michael Andretti (mclaren ford)
	Karl Wendlinger (sauber ilmor)
5	J. J. Lehto (sauber ilmor)
	Christian Fittipaldi (minardi ford)
4	Mika Häkkinen (mclaren ford)
	Derek Warwick (footwork mugen-honda)
2	Philippe Alliot (larrousse lamborghini)
	Rubens Barrichello (jordan hart)
	Fabrizio Barbazza (minardi ford)
1	Alessandro Zanardi (lotus ford)
	Eric Comas (larrousse lamborghini)
	Eddie Irvine (jordan hart)

TEAMS

168	Williams Renault
84	McLaren Ford
72	Benetton Ford
28	Ferrari
23	Ligier Renault
12	Lotus Ford
	Sauber Ilmor
7	Minardi Ford
4	Footwork Mugen-Honda
3	Larrousse Lamborghini
	Jordan Hart

Williams was unable to enjoy the winter of 1992/1993 due to its own administrative error. The team submitted its 1993 entry one day late, which meant that, technically, Prost and Hill could not compete unless all other teams agreed. Inevitably, the situation was used to gain concession from Frank Williams, who had steadfastly refused to support any effort to ban the 'driver aids' that his team had perfected. After much arguing in the first part of the season, the teams, under the direction of Bernie Ecclestone, held a meeting prior to the Hungarian Grand Prix and unanimously agreed to accept a ban on 'active' suspension and traction control in 1994, providing FISA allowed their continued use for the rest of 1993. Bernie Ecclestone: "I'm very proud of all my teams – for the first time in a long while."

The season started in the South African Republic. Two new teams had their debuts there. The first one was Sauber and the second Larrousse (the founder of the latter was a former French racing driver Gerard Larrousse who drove two Grand Prix races for the Brabham team in 1974). Of the drivers the Italian youngster Luca Badoer was the new face in the paddock, having his debut with a Lola-Ferrari. Badoer was later a test driver at Ferrari and he stayed in that role for such a long time that soon he became much more famous than some of the drivers who regularly competed in Formula 1. Riccardo Patrese had gone to Benetton where at the end of the season he retired with a record amount of Grand Prix entries (256). Everybody expected Prost's easy walk towards his



fourth title, especially because of the superior Williams car, but the first couple of races hadn't gone according to plan for the Frenchman. Ayrton Senna who raced with an older specification engine than Michael Schumacher in the Benetton, snatched some valuable points from Prost at the beginning of the season. In Brazil and at the European Grand Prix at Donington with the help of rain which always frightened Prost more than it did Senna, and at Monaco (after this race Ayrton led the championship ahead of Alain by 5 points!) because of a controversial jump-start penalty for Prost. Of Senna's drives the press exposed the one at Donington where the Brazilian overtook 4 drivers in the opening lap. Nigel Roebuck (journalist): "After

Schumacher's clumsy attempt to usher him off the road in the opening seconds, Senna was instantly back at the Benetton driver, taking him through the first corner, then passing Wendlinger through the Craner Curves in a move to make you gasp. By the end of the opening lap, he had also dealt with both Williams drivers, and was in the lead. People use the word 'awesome' with fatuous ease these days, but that's what it was." James Hunt: "One wonders (Senna finished the race a whole lap in front of Prost and Hill!), how Prost was ever regarded as the master tactician. Senna saved the final, crushing humiliation for the post-race conference. There, a rather sheepish Prost cited a variety of technical trivia (incorrect tyre pressure, faulty gearbox, difficult clutch) by way of excuse. Senna, with incisive timing, quietly suggested that perhaps Prost would like to swap cars..."

Having nearly beaten Prost in France, Damon Hill led his home race until the engine blew. Nigel Roebuck: "He pulled off, the back of the car temporarily ablaze. Then he climbed out, took off his helmet, and sadly walked away. There were no histrionics. His old man could not have handled the situation with more dignity. On the way back to the pits, he dropped into the BRDC (British Racing Driver's Club) clubhouse for a beer."

On the Friday morning of the Belgium Grand Prix, Alessandro Zanardi escaped from an enormous accident at Eau Rouge. The Lotus flew out of control and smashed itself to smithereens against the barriers on both sides of the circuit, coming to rest with little

more than the cockpit in one piece. Professor Sid Watkins: "We were in the Safety Car at the exit of the pit-lane and saw from the TV there had been a big shunt. It's not that far down to Eau Rouge, but there were tyres and bits and pieces still coming down the hill at us when we got there. It looked like a war." Damon Hill: "I saw Zanardi's accident, and it was the worst I have ever seen in Formula 1." Andrea De Cesaris: "They've been trying to take out the most

difficult corners on various circuits, and this is one where you can see the difference in ability between drivers. I wouldn't change the corner. I'd just increase the run-off area." Zanardi was carefully extracted from the wreckage and whisked away to hospital in Liège for a check-up and a precautionary brain scan. He wasn't back behind a racing wheel in 1993.

After finishing a respectable third at Monza (and it was the first notable result of the season), a dispirited

Michael Andretti announced that he was returning to America. Häkkinen would henceforth partner Senna (in his first race for McLaren the Finn who replaced Andretti in Portugal already, managed to qualify ahead of the Brazilian!). Michael Andretti's father, former world champion Mario, gave the family's side of the story. Mario Andretti: "The facts are simply these. With Senna not signed at the start of the season, Dennis has to cover his bases, so he signs Häkkinen.

Race	Pole	Winner
GP SOUTH AFRICA	Prost	Prost
GP BRAZIL	Prost	Senna (3)
GP EUROPE	Prost	Senna (4)
GP SAN MARINO	Prost	Prost
GP SPAIN	Prost	Prost
GP MONACO	Prost	Senna (3)
GP CANADA	Prost	Prost
GP FRANCE	Hill	Prost (2)
GP GREAT BRITAIN	Prost	Prost
GP GERMANY	Prost	Prost
GP HUNGARY	Prost	Hill (2)
GP BELGIUM	Prost	Hill (2)
GP ITALY	Prost	Hill (2)
GP PORTUGAL*	Hill	Schumacher (6)
GP JAPAN	Prost	Senna (2)
GP AUSTRALIA	Senna	Senna

Most wins	Most pole positions
7 Prost	13 Prost
5 Senna	2 Hill
3 Hill	1 Senna
1 Schumacher	
10 Williams	15 Williams
5 McLaren	1 McLaren
1 Benetton	

»They've been trying to take out the most difficult corners on various circuits and turn them into chicanes. I wouldn't change Eau Rouge, I'd just increase the run-off area.«

ANDREA DE CESARIS



Now Dennis has three drivers and only two cars. He's promised seat time to Häkkinen, so who gets the testing? Mika. Michael, after every race, is begging to go testing. They don't even look at him. They don't even respond to his question. What the hell is he going to do? Sit in the garage?" The luckiest man in Italy was Minardi's Christian Fittipaldi (nephew of Emerson Fittipaldi) who survived a bizarre flip after hitting his teammate Pierluigi Martini, as they crossed the finish line. Christian Fittipaldi: "I kept my eyes open all of the time, and it seemed like I was in the air for an hour. People will say I'm crazy but, when I was upside down, I was thinking about a rollercoaster ride I once had in America. I just kept praying that the car would land on its wheels. I didn't want to close my eyes because I was afraid I would never open them again."

Prior to the Portuguese Grand Prix Alain Prost announced he was retiring at the end of the season.

1994

MICHAEL SCHUMACHER (Benetton Ford)

STANDINGS

92	Michael Schumacher (benetton ford)
91	Damon Hill (williams renauld)
41	Gerhard Berger (ferrari)
26	Mika Häkkinen (mclaren peugeot)
24	Jean Alesi (ferrari)
19	Rubens Barrichello (jordan hart)
16	Martin Brundle (mclaren peugeot)
14	David Coulthard (williams renauld)
13	Nigel Mansell (williams renauld)
10	Jos Verstappen (benetton ford)
9	Olivier Panis (ligier renauld)
8	Mark Blundell (tyrrell yamaha)
7	Heinz-Harald Frentzen (sauber mercedes)
6	Nicola Larini (ferrari)
	Christian Fittipaldi (footwork ford)
	Eddie Irvine (jordan hart)
5	Ukyo Katayama (tyrrell yamaha)
4	Eric Bernard (ligier renauld, lotus mugen-honda)
	Andrea de Cesaris (jordan hart, sauber mercedes)
	Karl Wendlinger (sauber mercedes)
	Pierluigi Martini (minardi ford)
3	Gianni Morbidelli (footwork ford)
2	Erik Comas (larrousse ford)
1	J. J. Lehto (benetton ford, sauber mercedes)
	Michele Alboreto (minardi ford)

TEAMS

118	Williams Renault
103	Benetton Ford
71	Ferrari
42	McLaren Peugeot
28	Jordan Hart
13	Ligier Renault
	Tyrrell Yamaha
12	Sauber Mercedes
9	Footwork Ford
5	Minardi Ford
2	Larrousse Ford

The teams had to adjust to some significant rule changes, in particular the ban on electronic, computer-controlled 'driver aids' that had increasingly given the men in the cockpits less to do. Forbidden now were such devices as active suspension, anti-skid control, ABS braking, fully automatic gearboxes and 'fly by wire' throttle systems. With fewer high tech gizmos and more of a premium placed on driving skill, it was hoped that Formula 1 would be more popular than ever, though the FIA's VP of promotional affairs disagreed.

Bernie Ecclestone: "That's rubbish. People go to Formula 1 because it's a spectacle, like a big boxing match. People go because it's happening. The fight may be no good, but it's a bit like sex: it's what you think is going to happen rather than happens."

However, the powers-that-be were convinced that the spectacle would be improved, and overtaking opportunities enhanced, by the re-introduction of mid-race pit stops for refuelling – which had been banned in 1984 for safety reasons. Critics felt that the re-introduction of mid-race refuelling was an unnecessarily artificial and dangerous means of spicing up the TV action.

Damon Hill: "If fuel stops make the racing more exciting, then fine. If it flambes ten mechanics, it's a bad decision." The prospect most relished by insiders and onlookers alike was that of Ayrton Senna, back in a competitive car, racing against the new young lion, Michael Schumacher. Frank Williams: "Seeing Ayrton in other cars, he always appears to give 100%, like Nigel did. Alain was a gentleman – laid back, didn't seem to



push, did his thing. Ayrton is a mixture of Nigel and Alain. He's certainly very aggressive, but he's also very polite. He knows exactly what he wants, and won't stop at getting it."

Flavio Briatore (Benetton): "Ayrton and Michael are the two top drivers, and if you go running, you prefer to go with the younger guy. Ayrton is a mature driver and Michael will take more risks. Last year he made fewer mistakes than the season before, and I hope this year he makes none." Martin Brundle: "Schuey's just like Senna. He has a natural gift and the incredible self-belief that goes with it. These guys are winners who will push the limits beyond everyone else. They have the most intense, almost dangerous desire, and need to win

at all costs and somehow they convince themselves that they are not wrong."

The year 1994 was full of accidents even before the season had started. In testing prior to the Brazilian Grand Prix J. J. Lehto from Finland injured his neck and had to miss the first two races (Interlagos, Aida). Jean Alesi also missed two races (Aida, Imola) due to an accident in testing.

The black weekend of the San Marino Grand Prix was basically forecasted with a spectacular crash by Rubens Barrichello in Friday's practice. Only prompt intervention by Professor Sid Watkins prevented the Brazilian from swallowing his own tongue. Rubens Barrichello: "When I came round in the medical centre after my accident, the first face I saw was Ayrton's, with tears in his eyes. I had never seen that with Ayrton before. I had the impression that he felt as if the accident was like one of his own. He said to me, 'Stay calm. It will be all right.'" The nightmare continued in Monaco, where Sauber's Karl Wendlinger suffered head injuries in a practice crash. In hospital, he was kept in a coma and on a respirator to relieve brain damage, from which he would eventually recover. The spate of accidents continued when Pedro Lamy suffered broken legs after a rear wing failure pitched his Lotus over the barriers and into an empty area at a Silverstone test. Then, in Germany, Jos Verstappen and 5 of his mechanics suffered minor burns after his Benetton was engulfed in a horrific fire in the pits that graphically proved the dangers of mid-race refuelling.

FIA therefore accepted drastic safety measures. The

first wish of Federation Internationale de l'Automobile was to reduce the speeds of the racing cars. The measures were successful, for in the next 20 years there were no fatalities amongst the drivers!

Meanwhile, racing continued. And after the first critics that flew at Michael Schumacher (example: holding his fist up after he'd won the San Marino Grand

Prix) it came down to Team Benetton to be under fire. Affair followed affair.

Benetton was accused of using illegal traction control, a faster refuelling device, then in Belgium Schumacher suffered disqualification because his wooden skidplate – intended to stop cars running too close to the ground – was worn past the margin of error.

Niki Lauda: “When you build a car on the threshold of legality, which Benetton has apparently done all year long, and you get caught again and again, then that’s simply not right. Benetton always want to know how far they can go.”

At Silverstone Hill was on pole, and Schumacher was black-flagged after overtaking him on the formation

»When you build a car on the threshold of legality, which Benetton has apparently done all year long, and you get caught again and again, then that’s simply not right. Benetton always want to know how far they can go.«

NIKI LAUDA



Race	Pole	Winner
GP BRAZIL	Senna	Schumacher (2)
GP PACIFIC	Senna	Schumacher (2)
GP SAN MARINO	Senna	Schumacher (2)
GP MONACO	Schumacher	Schumacher
GP SPAIN	Schumacher	Hill (2)
GP CANADA	Schumacher	Schumacher
GP FRANCE	Hill	Schumacher (3)
GP GREAT BRITAIN	Hill	Hill
GP GERMANY	Berger	Berger
GP HUNGARY	Schumacher	Schumacher
GP BELGIUM	Barrichello	Hill (3)
GP ITALY	Alesi	Hill (3)
GP PORTUGAL	Berger	Hill (2)
GP EUROPE	Schumacher	Schumacher
GP JAPAN	Schumacher	Hill (2)
GP AUSTRALIA*	Mansell	Mansell

Most wins	Most pole positions
8 Schumacher	6 Schumacher
6 Hill	3 Senna
1 Berger	2 Hill
Mansell	Berger
	1 Alesi
	Barrichello
	Mansell
8 Benetton	6 Williams
7 Williams	Benetton
1 Ferrari	3 Ferrari
	1 Jordan

lap. Schumacher was told by his team that he would have to serve a time penalty in the pits, but continued racing. He was later disqualified for ignoring the black flag and banned from racing in Italy and Belgium. Hill managed to trail Schumacher by a single point prior to the last race of the season.

After all the drama of the 1994 season the last race too went down as a thriller. Schumacher led on lap 36, only to make a mistake and crash into a wall. The German managed to come back onto the track. Hill did not realise that his rival was in terminal difficulty, and tried to pass. The Benetton seemed to steer straight into the Williams, there was a collision – and suddenly both men were out of action. Schumacher was the World Champion. Bernie Ecclestone: “The FIA is at liberty to deduct existing points. My feeling overall is that the right guy won the championship, but that doesn’t help in a case like this.”

1995

MICHAEL SCHUMACHER (Benetton Renault)

As much as six teams changed their engine supplier prior to the 1995 season. The great name of Team Lotus disappeared at the end of the 1994 season, when not a single point was scored with the Mugen-Honda engines, and the money finally ran out. During the 1995 season the British Simtek also ran out of finance. This team would be forgotten much quicker if it hadn't been for Ron Dennis who said: "Racing is interesting at the front and that's how it is. Formula 1 is a sport, but it's also a business. The sport begins when the flag waves at either end of the race. The rest is all business." These comments drew an indignant response from Roberto Moreno, struggling to survive with the tiny Forti team. Roberto Moreno: "Does Ron Dennis forget he was once in a small team? Does he forget that if you don't have small teams, then there might not be enough to hold Grand Prix races? Does he forget that you must have losers to have winners?"

After the previous traumatic season, it was a busy time for the aerodynamicists and engine designers. As part of the FIA's safety package, down-force was reduced, and the maximum engine swept volume lowered from 3.5 to 3.0 litres. The racing cars were slower about 3 seconds per lap.

Prior to the beginning of the season most teams realised the advantages of having a lifted nose of the car which was first introduced by Tyrrell in 1990 and very well, if not best, perfected by Benetton. Even Williams decided to lift its nose of the car. Benetton and Williams had the same engine supplier (Renault) now, so it was clear that details would determent which team would be



on top at the end of the 1995 Formula One season.

McLaren switched from Peugeot to Mercedes, and once again there was intrigue about its drivers. Ultimately, the new recruit was none other than Nigel Mansell. The Englishman, visibly overweight, had struggled to fit into the cockpit of the new McLaren. He was replaced for the first two races by Mark Blundell while a wider chassis was built. After he had raced in Imola and Barcelona Mansell finally said goodbye to Formula 1. Nigel Mansell: "Immediately some people said I just gave up. I'm fascinated by the critics. These people give the public the benefit of their enormous wisdom, but they have never actually driver a Formula 1 car, and have no idea what's it like to drive flat-out for

almost two hours in a Grand prix. To they know what it's like to race wheel-to-wheel with Ayrton Senna at 190mph? Or have a suspension breakage going fully committed into a 160mph corner? Would they make the supreme sacrifices, take the enormous risks and push themselves beyond all reasonable human limits? Here I was, driving for McLaren, and it wasn't working out. I'd tried to put my heart and soul into it, but the car wasn't up to it. I had a meeting with Ron Dennis and we talked it through. We were both disappointed about the car, and it was agreed – amicably, at my request – that I should stand down. It was one of the toughest decisions I ever made."

Michael Schumacher and Damon Hill, again, fought it out for the championship title – the rest were more or less in the background. This was the case at the Canadian Grand Prix where Jean Alesi benefitted from the troubles the two in front had and won his only Grand Prix race. It was to be on his birthday! Jean Alesi: "When I realised I could win, I started crying. During breaking I couldn't see the track in front of me because the tears were coming down on the inside of my visor. After the finish line, I was so happy I got out of the car to say hello to the fans. When I got back in, the engine stopped." The ecstatic Alesi took the reminder of his victory lap riding on Schumacher's Benetton.

Prior to the Hungarian Grand Prix Damon Hill trailed Schumacher by 21 points. Hill desperately needed a win, if he was to secure himself the Williams seat for the 1996 season. The Gods of fortune were on his side at the right moment. Schumacher made

STANDINGS

102	Michael Schumacher (benetton renault)
69	Damon Hill (williams renault)
49	David Coulthard (williams renault)
45	Johnny Herbert (benetton renault)
42	Jean Alesi (ferrari)
31	Gerhard Berger (ferrari)
17	Mika Häkkinen (mclaren mercedes)
16	Olivier Panis (ligier mugen-honda)
15	Heinz-Harald Frentzen (sauber ford)
13	Mark Blundell (mclaren mercedes)
11	Rubens Barrichello (jordan peugeot)
10	Eddie Irvine (jordan peugeot)
7	Martin Brundle (ligier mugen-honda)
5	Gianni Morbidelli (footwork hart)
	Mika Salo (tyrrell yamaha)
3	Jean-Christophe Bouillion (sauber ford)
1	Aguri Suzuki (ligier mugen-honda)
	Pedro Lamy (minardi ford)

TEAMS

147	Benetton Renault
118	Williams Renault
73	Ferrari
30	McLaren Mercedes
24	Ligier Mugen-Honda
21	Jordan Peugeot
18	Sauber Ford
5	Footwork Hart
	Tyrrell Yamaha
1	Minardi Ford

a mistake in his last qualifying attempt to win pole position. Coming out of the last corner the German lost the back end of the car and made a '360' – but still managed to finish the lap only 2 seconds behind Hill! The German failed to finish the race while Hill showed an excellent performance, won a persuaded Frank Williams to sign him for 1996.

The Belgian Grand Prix followed and it was raining throughout the whole weekend. Schumacher used the rain to his advantage and won ahead of Hill. They touched wheels. Michael Schumacher said he was only

defending his position. But the FIA gave him a warning. After the Italian Grand Prix in Monza Damon Hill got one as well. The Brit misjudged the distance between him and Schumacher and put them both out of the race at the second chicane. It was the third collision between the rivals in less than a year or better yet a third in only 13 races! Prior to Monza they got tangled up in Silverstone.

Schumacher became champion at the Pacific Grand Prix, and in Suzuka the fight for the World Cup for Constructors ended as well. It was all decided going

into the last race of the season, but the competition in Adelaide wasn't dull. During Friday's practice Mika Häkkinen crashed heavily into the wall. He suffered serious head trauma. Sid Watkins recalled: "I was at the scene of the accident in less than two minutes. Mika was unconscious and he was obviously having major problems with breathing. The next day I told him I had good news for him. I said Ron (Dennis) gave the rest of the weekend off, so he didn't have to worry if he was to race or not. I knew he was going to be all right because he recognized my joke." Häkkinen's accident

Race	Pole	Winner
GP BRAZIL	Hill	Schumacher (2)
GP ARGENTINA	Coulthard	Hill (2)
GP SAN MARINO	Schumacher	Hill (4)
GP SPAIN	Schumacher	Schumacher
GP MONACO	Hill	Schumacher (2)
GP CANADA	Schumacher	Alesi (5)
GP FRANCE	Hill	Schumacher (2)
GP GREAT BRITAIN	Hill	Herbert (5)
GP GERMANY	Hill	Schumacher (2)
GP HUNGARY	Hill	Hill
GP BELGIUM	Berger	Schumacher (16)
GP ITALY	Coulthard	Herbert (8)
GP PORTUGAL	Coulthard	Coulthard
GP EUROPE	Coulthard	Schumacher (3)
GP PACIFIC*	Coulthard	Schumacher (3)
GP JAPAN	Schumacher	Schumacher
GP AUSTRALIA	Hill	Hill

»Does Ron Dennis forget, he was once in a small team?
Does he forget that you must have losers to have winners?«

ROBERTO MORENO



was a result of a puncture. Schumacher and Hill were so worried, they decided to inspect the track themselves. They went to the scene of Häkkinen's accident and looked for cracks on the surface of the track. On race day Hill, who was determined to end the season on a high, showed a great performance. After retirements of Michael Schumacher, Jean Alesi (the two collided with each other) and David Coulthard (the Scot managed to crash his Williams entering the pit lane!) the Brit even managed to win in style. He beat Olivier Panis and Gianni Morbidelli by two laps. During the victory lap he was giving the fans something to cheer about, for he was 'dancing' with the back of his Williams all over the Adelaide track. Michael Schumacher: "Given the fact Damon Hill started to race relatively late in life I have to say that his racing performances have come as a surprise to a lot of people. Despite the lack of experiences he did a hell of a job this year."

Most wins	Most pole positions
9 Schumacher	7 Hill
4 Hill	5 Coulthard
2 Herbert	4 Schumacher
1 Coulthard	1 Berger
Alesi	
11 Benetton	12 Williams
5 Williams	4 Benetton
1 Ferrari	1 Ferrari

1996

DAMON HILL (Williams Renault)

FIA decided to change the qualifying format. Drivers would no longer have 2 days of qualifying. Only a one hour session on Saturday counted for grid positions. There were 12 laps available to set a good time, usually that meant 4 tries.

Jacques Villeneuve, son of the Ferrari legend Gilles Villeneuve, was entering Formula 1 in this year and what an entry it was. The Canadian won the American IndyCar series in 1995 and he even managed to win the famous Indy 500 race in that year. Villeneuve had done 3500 kilometres in winter testing, making him the best prepared F1 rookie in history. He impressed the world of motor racing in his first Grand Prix already (the Australian race was moved from Adelaide to Melbourne). On Saturday, when he celebrated his 25th birthday, he took pole position, and on Sunday he led the race in front of Hill for a long time but had to slow down due to an oil leak. Many doubted if Villeneuve's car was truly in trouble but one look on Hill's car said everything – it was full of oil stains. Everybody was impressed with Villeneuve – even Hill gave him a friendly hug right after the race.

The Brazilian Grand Prix followed, and at first, the conditions were rainy. Hill managed to beat Schumacher by a full lap. Hill was first again at the next race, the Argentine Grand Prix, where drivers complained about the track surface. Hill's good start to the season was a result of his special simulator in which he trained for hours and hours. Weights were attached to his helmet in this device, and this allowed him to simulate driving through high speed corners where the



neck muscles are exposed to almost extreme G-forces.

The European Grand Prix was next. Hill had troubles with his clutch at the start, lost a lot of places, and finished the race in fourth place. What might be interesting is that he was still using a classic foot pedal clutch while Schumacher had his in a form of a button on his steering wheel. Villeneuve managed to fend off all attacks from Schumacher and won his first race. Jacques Villeneuve: "Even when you win, you're strongest desire is to leave the circuit and go home. You've done your job, the climax is over. But you have to go up on the podium and then the press conferences. To this point, you haven't seen anybody from the team, and you're left feeling that something is missing from

the human side of racing. It may seem strange to feel isolated from humanity when you're surrounded by so much of it, but that's often the way it is."

On a wet track at Monaco the pole sitter Michael Schumacher made a mistake in the first lap and crashed out of the race. Hill, who counted on a win in Monte Carlo, for he brought his tuxedo with him, built up an apparently unassailable lead, only to be halted by a rare Renault engine failure. Out of nowhere came a surprise winner in the form of Ligier's Olivier Panis who won his only Grand Prix race. Olivier Panis: "Someone gave me a big flag of France in the victory lap. I realised I could have been penalised by the FIA but I didn't care about that. The flag was so big I had difficulty holding it while driving back to the pits. But I was happy!" He was less happy when he learned he had to be dressed nicely for the gala dinner with the royal family. Hill came to the rescue and gave him his tuxedo.

Hill was motivated in Germany after his failure at his home Grand Prix. In the dying moments of qualifying he set the quickest time and he was so happy with this result he put his arm with a squeezed fist out of the cockpit. But Berger was right behind him and the Austrian almost spoiled the fun for the Englishman. The two later gave the German spectators a memorable fight on race day. Hill was desperately trying to pass Berger in the last laps of the race but the Benetton driver always found a way to defend his position. If Hill tried on the right side then that's where you'd find Berger. It was the same on the left side of the track. For a while it seemed the two cars

STANDINGS

97	Damon Hill (williams renault)
78	Jacques Villeneuve (williams renault)
59	Michael Schumacher (ferrari)
47	Jean Alesi (benetton renault)
31	Mika Häkkinen (mclaren mercedes)
21	Gerhard Berger (benetton renault)
18	David Coulthard (mclaren mercedes)
14	Rubens Barrichello (jordan peugeot)
13	Olivier Panis (ligier mugen-honda)
11	Eddie Irvine (ferrari)
8	Martin Brundle (jordan peugeot)
7	Heinz-Harald Frentzen (sauber ford)
5	Mika Salo (tyrell yamaha)
4	Johnny Herbert (sauber ford)
2	Pedro Diniz (ligier mugen-honda)
1	Jos Verstappen (footwork hart)

TEAMS

175	Williams Renault
70	Ferrari
68	Benetton Renault
49	McLaren Mercedes
22	Jordan Peugeot
15	Ligier Mugen-Honda
11	Sauber Ford
5	Tyrrell Yamaha
1	Footwork Hart

simultaneously went from left to right, and many thought that Hill would never have won that race had the Renault engine in Berger's car not failed. The Austrian defended his position marvellously, and the white smoke coming from the back of his car when his engine exploded was seen miles away.

The organisers of the Italian Grand Prix were fed up with drivers cutting the chicane, so they decided to put tyres at each side of the track. On race day drivers were hitting those tyres one by one, and even Schumacher who won the race managed to graze them

– fortunately without consequences. The Ferrari fans went mad! Michael Schumacher: "Seeing all those Scuderia flags in front of me gave me goose bumps all over my body."

Prior to the Portuguese Grand Prix Damon Hill still had a significant advantage in the points standings. His only rival left was his teammate Jacques Villeneuve. Damon had to stay in front of the Canadian on race day and he would win the title. He managed to get a slight advantage on Saturday when he clinched his eighth pole position of the season. But Villeneuve

was just 9 thousands of a second behind! Jacques Villeneuve: "That's nothing. It would be better if someone just flipped a coin for pole position." The Canadian was optimistic, and he showed his optimism on race day when he won and managed to give the F1 fans an overtaking manoeuvre of the season. He passed the two time champion Michael Schumacher on the outside of the difficult last corner. Jacques Villeneuve: "Before the race, the guys in the team said that, if I tried passing anybody at the last corner, they would have to scrape me off the wall. But it worked."

Race	Pole	Winner
GP AUSTRALIA	Villeneuve	Hill (2)
GP BRAZIL	Hill	Hill
GP ARGENTINA	Hill	Hill
GP EUROPE	Hill	Villeneuve (2)
GP SAN MARINO	Schumacher	Hill (2)
GP MONACO	Schumacher	Panis (14)
GP SPAIN	Hill	Schumacher (3)
GP CANADA	Hill	Hill
GP FRANCE	Schumacher	Hill (2)
GP GREAT BRITAIN	Hill	Villeneuve (2)
GP GERMANY	Hill	Hill
GP HUNGARY	Schumacher	Villeneuve (3)
GP BELGIUM	Villeneuve	Schumacher (3)
GP ITALY	Hill	Schumacher (3)
GP PORTUGAL	Hill	Villeneuve (2)
GP JAPAN*	Villeneuve	Hill (2)

Most wins	Most pole positions
8 Hill	9 Hill
4 Villeneuve	4 Schumacher
3 Schumacher	3 Villeneuve
1 Panis	
12 Williams	12 Williams
3 Ferrari	4 Ferrari
1 Ligier	

»Even when you win, you're strongest desire is to leave the circuit and go home. You've done your job, the climax is over.«

JACQUES VILLENEUVE



In Japan Hill qualified second, but this time it was he who didn't worry about Villeneuve being ahead. "I'm expecting tomorrow's start with great optimism," said Hill on Saturday. Indeed, on Sunday he did have the better start of the two, and to make things even easier, Villeneuve retired soon after his pit-stop where his mechanics poorly screwed on one of his tyres that later fell off. Still, after the race Jacques showed up at a post-race party where he, Salo and Coulthard turned up with their heads shaved. It turned out the Canadian convinced the two to celebrate the end of the season this way. Jacques Villeneuve: "Before I came here, I heard about all the back-stabbing and how everybody in Formula 1 hated each other's guts. But it's not true. There are a few guys that you can party with. It's important that you can do that once in a while, that you can be competitors on the race track, and then share a laugh."

1997

JACQUES VILLENEUVE (Williams Renault)

STANDINGS

81	Jacques Villeneuve (williams renault)
42	Heinz-Harald Frentzen (williams renault)
36	David Coulthard (mclaren mercedes)
	Jean Alesi (benetton renault)
27	Gerhard Berger (benetton renault)
	Mika Häkkinen (mclaren mercedes)
24	Eddie Irvine (ferrari)
20	Giancarlo Fisichella (jordan peugeot)
16	Olivier Panis (prost mugen-honda)
15	Johnny Herbert (sauber petronas)
13	Ralf Schumacher (jordan peugeot)
7	Damon Hill (arrows yamaha)
6	Rubens Barrichello (stewart ford)
4	Alexander Wurz (benetton renault)
3	Jarno Trulli (minardi hart, prost mugen-honda)
2	Pedro Diniz (arrows yamaha)
	Mika Salo (tyrrell ford)
	Shinji Nakano (prost mugen-honda)
1	Nicola Larini (sauber petronas)

TEAMS

123	Williams Renault
102	Ferrari
67	Benetton Renault
63	McLaren Mercedes
33	Jordan Peugeot
21	Prost Mugen-Honda
16	Sauber Petronas
9	Arrows Yamaha
6	Stewart Ford
2	Tyrrell Ford

“Has he lost his mind?” was the main question prior to the 1997 season. The reigning world champion Damon Hill signed a contract with Arrows, a team which finished the 1996 season in 9th place (as Team Footwork). It was believed Williams hadn’t signed Hill because the Englishman demanded too much money while McLaren were offering him 3 million dollars plus a million for every win, but Hill refused the offer. The then 36-year-old barely qualified for the season opener in Australia, and he was noticed only at the Hungarian Grand Prix. But there he managed to show the motor racing world a textbook drive! He surprised everybody on Saturday already when he qualified third. On race day on Sunday he overtook Schumacher in the opening laps, and then with 2 laps to go he led the race with more than half a minute ahead of Villeneuve. It seemed it was going to be a first win for Arrows in 299 races, first for Yamaha as an engine supplier, and first for the Japanese tyre manufacturer Bridgestone. “But every time you start thinking about winning, something happens,” said Hill after the race in which he had problems with hydraulics. He had to slow down, and eventually he finished the race in second place. But he didn’t give up his lead that easily. Villeneuve even had to put his car halfway on grass while overtaking his former teammate!

The former champions became entrants in 1997. Alain Prost acquired control of the Ligier team and renamed it for himself, while Jackie Stewart and his son, Paul, graduated from Formula 3000 with their



Stewart Grand Prix team – landing the works Ford engine deal. Both planned to use the new Bridgestone tyres, which heralded the start of a tyre war with Goodyear.

Prost’s team had an excellent start to the season, its driver Olivier Panis was starting to threaten the frontrunners. Panis was fifth in Australia, third in Brazil, and in Argentina he was a contender for the win when his engine failed. The Frenchman was racing like reborn, and in 2004 he admitted to me: “When a driver has a car in which he is able to win, he races faster, better. He’s willing to take more risks, pushes the gas pedal a little bit more, and this is immediately shown on lap times.” Maybe he pushed a little bit

too much or maybe he was just unlucky. After the Spanish Grand Prix where he was second and with this result third in the overall standings right behind Villeneuve and Schumacher, the Canadian Grand Prix followed where he lost control of his car, crashed into wall and broke his legs. This was a big blow for both Panis and the team which later wasn’t able to show such competitiveness as it did with him. Villeneuve spun out early in this race, perhaps distracted by an enforced detour to Paris a few days before. He was summoned there by the FIA because he used a common slang expression for excrement to describe his distaste for the new rules that would come into effect in 1998. Schumacher won, and the German was first in France as well. Eddie Irvine: “They might as well give Michael the crown now. The season is only half over but Jacques has no chance. The truth is, Jacques is not good enough to beat Michael in a straight fight – no one is.” Jacques Villeneuve: “In Formula 1, there’s a game within a game which goes on – a game of words – and it’s dangerous. There are psychological battles and Irvine is better at them than driving. I’m not there to beat a guy off the track. I’m there to beat him on it.”

At the German Grand Prix Gerhard Berger managed to do what he failed the year before. The 37-year-old Austrian missed three races with a sinus ailment. Then he lost his father in a plane crash three weeks prior to this race. On Saturday he put his Benetton on pole position ahead of a surprisingly fast Giancarlo Fisichella who was just two hundredths of

a second slower. Gerhard Berger: “For sure I had big emotions today and the last lap is one I will always remember. Although I am not at peak fitness I felt strong throughout the race. I really felt I was getting some special power out there and I think I know where it was coming from.”

At the Luxemburg Grand Prix held at the German track Nürburgring team McLaren got their first pole position since 1993, but later Villeneuve won the race. Both drivers of Ron Dennis’s team had engine failures, and Schumacher was out – how ironic – because of a collision with his brother Ralf right after the start. Villeneuve now had the upper

hand in the championship standings (before that he only led on three occasions). But he was overtaking under yellow flags at the Japanese Grand Prix which happened for the second time in a season, so he wasn’t allowed to race. Team Williams appealed, and he was allowed to start. He finished fifth. Jacques Villeneuve: “I would have driven differently if I didn’t have the disqualification in my mind.” Villeneuve later lost those 2 points for fifth place because his team withdrew their appeal. He was trailing Schumacher by a point going into the season finale at Jerez.

One of the biggest dramas unfolded. It started in qualifying where Villeneuve, Schumacher and

Frentzen set the exact same time of 1:21.072. This wasn’t new in Formula 1, it happened 13 times before (at the 1961 British Grand Prix even four drivers shared the same time), but it has to be underlined that in all of those cases only tenths of a second were measured and not thousands. Schumacher launched himself into the lead at the start of the race but Villeneuve caught him after his pit-stop and tried to overtake the German on the inside of the longest straight. Jacques was already by a full nose of the car in front when Schumacher rammed into the Williams driver. Michael was out immediately but Villeneuve continued with a damaged car. Everybody was

Race	Pole	Winner
GP AUSTRALIA	Villeneuve	Coulthard (4)
GP BRAZIL	Villeneuve	Villeneuve
GP ARGENTINA	Villeneuve	Villeneuve
GP SAN MARINO	Villeneuve	Frentzen (2)
GP MONACO	Frentzen	Schumacher (2)
GP SPAIN	Villeneuve	Villeneuve
GP CANADA	Schumacher	Schumacher
GP FRANCE	Schumacher	Schumacher
GP GREAT BRITAIN	Villeneuve	Villeneuve
GP GERMANY	Berger	Berger
GP HUNGARY	Schumacher	Villeneuve (2)
GP BELGIUM	Villeneuve	Schumacher (3)
GP ITALY	Alesi	Coulthard (6)
GP AUSTRIA	Villeneuve	Villeneuve
GP LUXEMBURG	Häkkinen	Villeneuve (2)
GP JAPAN	Villeneuve	Schumacher (2)
GP EUROPE*	Villeneuve	Häkkinen (5)

»The season is only half over but Villeneuve has no chance.«

EDDIE IRVINE



wondering if the Williams would last until the end of the race. Jacques Villeneuve: “He hit me really, really hard and I was sure the crash had broken something. It was lucky he went off the road, because afterwards my car felt really weird.” Villeneuve slowed down intentionally, letting the two McLaren drivers take the lead. With a third place the Canadian secured himself the World Championship.

FIA erased Schumacher’s points (78), and with this action let everybody know that nobody will ever be able to win the title with an intentional collision. Bernie Ecclestone: “Good for Villeneuve, and good for Formula 1. He’s a real racer and he put on a great show. In the end, Michael was a little bit stupid and made things easier for him.”

In the shadow of these events the Finn Mika Häkkinen took his first victory of what was to be many to come.

Most wins		Most pole positions	
7	Villeneuve	10	Villeneuve
5	Schumacher	3	Schumacher
2	Coulthard	1	Frentzen
1	Frentzen		Alesi
	Berger		Berger
	Häkkinen		Häkkinen
8	Williams	11	Williams
5	Ferrari	3	Ferrari
3	McLaren	2	Benetton
1	Benetton	1	McLaren

1998

MIKA HÄKKINEN (McLaren Mercedes)

In 1998 the FIA 'introduced' grooved tyres to replace slicks: the front tyres had three grooves, with four on the rear tyres. Grooved tyres would remain in Formula One until the reintroduction of slicks in 2009. During winter tests lots of critics flew at this decision by the FIA but it all fell into place prior to the first race of the season. Racing cars were now narrower by 20 cm (they went from 200 to 180 cm), and Team Williams had an awful time adapting to this. Patrick Head, technical director of the British team, admitted he alone was to blame for a poor competitiveness in 1998, for just as like at the end of 1995 he accepted a decision of making an evolution of the car instead of a whole new package. Another blow to Williams was its designer Adrian Newey leaving for McLaren. Also, Renault decided to pull out of Formula 1, so in 1998 Williams and Benetton basically raced with modified engines designed in 1997.

FIA had to intervene during the season, for Team Tyrrell mounted huge wings on each side of their racing cars, and when Ferrari copied the invention and put even bigger ones on theirs, they simply banned the innovation with an explanation that the wings were too dangerous in case of head on collisions. Many, though, thought they were banned simply because the cars looked too ugly!

The McLaren team dominated during winter testing. Drivers from other teams were convinced that Mika Häkkinen and David Coulthard would beat everybody else by a full lap at the start of the season



in Melbourne. The Australian Grand Prix began with an affair. Häkkinen got to the first corner first but the Finn had a problem hearing the team over his radio connection. He pulled into the pits when he shouldn't have, thus handing the lead to Coulthard. But the latter let Häkkinen back in front and the Finn won. The two had an agreement prior to the start that he who gets to the first corner first is allowed to win no matter what. Ron Dennis: "I'm pleased they stuck to the agreement. McLaren competes in a championship with 16 races and not just one. We'd look silly if they crashed each other out and failed to score a single point." Bernie Ecclestone: "The whole thing is disgusting. McLaren could've handled the

thing better and still have a good result. The boys are here to race." The press was outraged, and while the FIA didn't intervene, it clearly sent a message to the teams that these sorts of 'arrangements' wouldn't be welcome in the future.

The reason for such a good start by the McLaren team was hidden in the form of a controversial rear braking system, so prior to the Brazilian Grand Prix Ferrari filed a complaint. McLaren had to remove the system but the outcome was the same – Häkkinen and Coulthard were again on the highest podium steps. The season started to look like 1988 when McLaren won 15 out of 16 races but Michael Schumacher in a Ferrari struck back. In Argentina the German beat Häkkinen fair and square and went on to take the wins in Canada and France as well.

In Britain Schumacher won the race while crossing the finish line in the pits! This was due to a 10 second stop-and-go penalty he got, but the German was clever and decided to serve it on his last lap – all of this happened despite a very important fact that the Ferrari garage was located after the start-finish line! Michael later managed to keep his win because the commissars of the race made a mistake. They should have notified the Ferrari team of the penalty within 25 minutes but they did after half an hour.

At the Hungarian Grand Prix, Schumacher, masterminded by Ross Brawn's brilliant tactics that required him to make an extra pitstop, won superbly. Michael Schumacher: "Absolutely outstanding! There

STANDINGS

100	Mika Häkkinen (mclaren mercedes)
86	Michael Schumacher (ferrari)
56	David Coulthard (mclaren mercedes)
47	Eddie Irvine (ferrari)
21	Jacques Villeneuve (williams mecachrome)
20	Damon Hill (jordan mugen-honda)
17	Heinz-Harald Frentzen (williams mecachrome)
	Alexander Wurz (benetton playlife)
16	Giancarlo Fisichella (benetton playlife)
14	Ralf Schumacher (jordan mugen-honda)
9	Jean Alesi (sauber petronas)
4	Rubens Barrichello (stewart ford)
3	Mika Salo (arrows)
	Pedro Diniz (arrows)
1	Johnny Herbert (sauber petronas)
	Jarno Trulli (prost peugeot)
	Jan Magnussen (stewart ford)

TEAMS

156	McLaren Mercedes
133	Ferrari
38	Williams Mecachrome
34	Jordan Mugen-Honda
33	Benetton Playlife
10	Sauber Petronas
6	Arrows
5	Stewart Ford
1	Prost Peugeot

was an amazing amount of emotion, standing on the podium and facing so many German and Ferrari fans. This is one of the best wins of all!”

Two nasty accidents heralded a shambolic weekend at Spa. In Friday practice, Villeneuve’s car flew out of control in the awesome Eau Rouge corner. The Williams slewed sideways, skipped over a gravel trap, and slammed backwards into a tyre wall. The violent impact ripped off both rear wheels, and tore the tyre wall to shreds. All the other drivers were relieved to see him clamber unhurt from the wreckage. On Saturday, Mika Salo suffered an equally heavy accident in the same place. Damon Hill:

“Jacques is fortunate because that was a big hit. It’s very difficult to take Eau Rouge flat and you saw what happened when he tried it. I know he is pleased with the spectacular outcome, because he’s that sort of a bloke.” Jacques Villeneuve: “It was my best accident in Formula 1. I just bruised my knee a bit, nothing major.” Come race day, the track was wet, and there was massive pile-up in the first corner. Thirteen of the 22 starters were involved in the melee, which sent wheels and debris flying in all directions. Several of those who restarted the race were later involved in yet more collisions and the final tally stopped at 23 damaged cars. Schumacher was on his way to win

and take over the championship lead as well but along came David Coulthard who was down by one lap. The Scott slowed down on one of the straights and the Ferrari driver crashed into the back of the McLaren. Both drivers were out of the race. Did Coulthard slow down deliberately? Michael Schumacher: “Obviously, lifting on the straight, like he did when I hit him, was very dangerous. He has the experience to know you shouldn’t do that, so one could think he did it deliberately.” Coulthard was repeatedly telling the press he didn’t do anything wrong but years later he finally admitted he deliberately slowed down.

Race	Pole	Winner
GP AUSTRALIA	Häkkinen	Häkkinen
GP BRAZIL	Häkkinen	Häkkinen
GP ARGENTINA	Coulthard	Schumacher (2)
GP SAN MARINO	Coulthard	Coulthard
GP SPAIN	Häkkinen	Häkkinen
GP MONACO	Häkkinen	Häkkinen
GP CANADA	Coulthard	Schumacher (3)
GP FRANCE	Häkkinen	Schumacher (2)
GP GREAT BRITAIN	Häkkinen	Schumacher (2)
GP AUSTRIA	Fisichella	Häkkinen (3)
GP GERMANY	Häkkinen	Häkkinen
GP HUNGARY	Häkkinen	Schumacher (3)
GP BELGIUM	Häkkinen	Hill (3)
GP ITALY	Schumacher	Schumacher
GP LUXEMBURG	Schumacher	Häkkinen (3)
GP JAPAN*	Schumacher	Häkkinen (2)

»I guess everybody back home in Finland is upside-down.«

MIKA HÄKKINEN



Mika Häkkinen had a 4 points advantage over Michael Schumacher going into the season finale in Japan. The German secured himself pole position on Saturday but only by a tenth of a second ahead of the Finn. It seemed an interesting race was going to unfold on Sunday but Schumacher stalled on the line and had to start from the back of the grid. His futile recovery drive was ended by a puncture after he had climbed back to third. Mika Häkkinen: “When I saw Michael’s Ferrari parked beside the track, I knew it was over. I started whistling to myself in the car, and slowed down a bit. The team came on the radio and told me to speed up, go for the win. But there was no rush. I’m very happy. We’re all very happy. And I guess everybody in Finland is upside-down.” David Coulthard: “Mika is an unusual character, very reserved and, because of that, hard to get to know. But he’s a good person.”

Most wins	Most pole positions
8 Häkkinen	9 Häkkinen
6 Schumacher	3 Schumacher
1 Coulthard	Coulthard
Hill	1 Fisichella
9 McLaren	12 McLaren
6 Ferrari	3 Ferrari
1 Jordan	1 Benetton

1999

MIKA HÄKKINEN (McLaren Mercedes)

Goodyear's withdrawal left Bridgestone with a tyre monopoly in 1999, so now it would be much easier to judge Ferrari's performance against that of McLaren. There were no driver changes in the two top teams but, at Williams, Ralf Schumacher joined from Jordan and Alex Zanardi returned to Formula 1 from a successful American foray in ChampCar racing. Heinz-Harald Frentzen went to Jordan alongside Damon Hill, but the biggest development was the appearance of a brand new team. After a year as the low-key owner at Tyrell, British-American Racing hit the scene with a huge media splash. Ricardo Zonta, a Brazilian who won Formula 3000 ahead of the Columbian Juan Pablo Montoya in 1997, joined Villeneuve at BAR but the team's season was a disaster. Not only had they failed to score a point, Villeneuve failed to finish the first 11 races!

The first race of the season saw an unexpected win from Eddie Irvine due to bad luck from the main title contenders which were Häkkinen and Schumacher.

In Canada where the world champions Michael Schumacher, Jacques Villeneuve and Damon Hill all crashed their cars at the same place (into the wall on the exit of the last corner) only the reigning world champion Mika Häkkinen managed to escape the traps of the Montreal circuit and eventually won the race. The French Grand Prix followed and it came as a fountain in the desert for those who were tired of McLaren and Ferrari wins. It started on Saturday when Rubens Barrichello took advantage of rainy conditions in qualifying and came first ahead of the French duo



Jean Alesi and Olivier Panis. There was more rain on Sunday and Heinz-Harald Frentzen managed to win the race with brilliant tactics.

The British Grand Prix was next and it turned the championship upside down. Soon after the start Michael Schumacher flew off track, hit a tyre wall, and it was immediately clear he was hurt. Professor Sid Watkins: "I was with Michael within 85 seconds of the accident. When I arrived, he said 'Hello Sid, it's just my leg, not a big problem.' So we got him out of the car and laid him down. I checked his neck, and it was OK. I splinted his right leg, because it was obviously broken – you could see the angle of deformation in the shin." The race was stopped, and after the restart

Coulthard won ahead of Irvine while a lost wheel proved expensive for Häkkinen. After an operation for a broken tibia and fibula in his right leg, Schumacher was expected to be out of action for at least six weeks. He was replaced by a Finn. Mika Salo: "On Sunday I was at London Heathrow, just leaving for Helsinki. I saw the start of the race on TV in the departure lounge, and then I had to go to the plane. On Monday morning my manager called me and said, 'Pick up your stuff, go to the airport. You have a flight to Bologna in one hour.' I didn't have time to pack anything! I just took a pair of jeans and T-shirt and left. I didn't really believe it. When I landed, somebody from Ferrari was there to meet me, and it was only then I was sure it wasn't a joke." Salo was instructed to help Irvine score as many points as possible and he did that. He was in the lead at the German Grand Prix when he let Irvine pass him, and suddenly the 33-year-old Eddie found himself in the championship lead. That same Eddie who had a permanent residence on his yacht named Anaconda – a yacht, full of girls in bikinis. Ross Brawn, Ferrari's technical director: "People get the impression that Eddie is a playboy driver, but he is actually very serious and it is no surprise to see how far he has come along. When he joined us he wasn't as fast as Michael, but he has learned Michael's sense of commitment and how to get the best out of his car. He has a marvellous way of divorcing himself from everything and getting on with the job."

After the Italian Grand Prix another candidate emerged in the title chase. Heinz-Harald Frentzen

STANDINGS

76	Mika Häkkinen (mclaren mercedes)
74	Eddie Irvine (ferrari)
54	Heinz-Harald Frentzen (jordan mugen-honda)
48	David Coulthard (mclaren mercedes)
44	Michael Schumacher (ferrari)
35	Ralf Schumacher (williams supertec)
21	Rubens Barrichello (stewart ford)
15	Johnny Herbert (stewart ford)
13	Giancarlo Fisichella (benetton playlife)
10	Mika Salo (BAR supertec, ferrari)
7	Jarno Trulli (prost peugeot)
	Damon Hill (jordan mugen-honda)
3	Alexander Wurz (benetton playlife)
	Pedro Diniz (sauber petronas)
2	Jean Alesi (sauber petronas)
	Olivier Panis (prost peugeot)
1	Marc Gené (minardi ford)
	Pedro de la Rosa (arrows)

TEAMS

128	Ferrari
124	McLaren Mercedes
61	Jordan Mugen-Honda
36	Stewart Ford
35	Williams Supertec
16	Benetton Playlife
9	Prost Peugeot
5	Sauber Petronas
1	Minardi Ford
	Arrows

won that race, and with 3 competitions to go the German trailed Irvine and Häkkinen only by 10 points. La Gazzetta Dello Sport named him 'Driver of the year'. At the press conference soon after his win in Monza Frentzen had been asked if he thought he had a chance. The German asked back 'A chance of what?' so the surprised journalist added: "A chance of

winning the championship?" Frentzen only laughed, started the sentence with 'Well...' and continued it was unlikely. But it was he who secured himself pole position at the next race, the European Grand Prix at the German Nürburgring. He even led the race, but had to retire with car failure. Häkkinen was fifth there while Irvine failed to pass the Spanish driver

Marc Gene in a Minardi and finished seventh. Had he overtaken him, he'd celebrate his first title at the end of the year.

Michael Schumacher had a comeback at the Malaysian Grand Prix and what a comeback it was. He beat everybody by almost a second in qualifying and then led the race comfortably, only to slow

»I was with Michael within 85 seconds of the accident.

When I arrived, he said 'Hello Sid, it's just my leg, not a big problem.' I splinted his leg, because it was obviously broken - you could see the angle of deformations in the shin.«

SID WATKINS



down later and let his teammate win. Irvine had a 4 points advantage going into the season finale in Japan, and there Schumacher, again, beat everybody in qualifying. But Häkkinen overtook Michael at the start of the race, and even if the German, again, let Irvine in front, the title would go to the Finn because Mika had more wins than Eddie. If Schumacher had let Irvine finish in front, it would have been the first time in history that two drivers would have the same amount of championship points. Michael Schumacher: "Yes, but this wouldn't help him now, would it?" Ferrari did, though, win the World Cup for Constructors – it was their first since 1983. Bernie Ecclestone: "The beautiful thing about Formula 1 is its unpredictability." Eddie Irvine: "When I started racing, there were guys mouthing off that I would never make it as long as I had a hole in my arse. Well, they got that bit wrong."

Race	Pole	Winner
GP AUSTRALIA	Häkkinen	Irvine (6)
GP BRAZIL	Häkkinen	Häkkinen
GP SAN MARINO	Häkkinen	Schumacher (3)
GP MONACO	Häkkinen	Schumacher (2)
GP SPAIN	Häkkinen	Häkkinen
GP CANADA	Schumacher	Häkkinen (2)
GP FRANCE	Barrichello	Frentzen (5)
GP GREAT BRITAIN	Häkkinen	Coulthard (3)
GP AUSTRIA	Häkkinen	Irvine (3)
GP GERMANY	Häkkinen	Irvine (5)
GP HUNGARY	Häkkinen	Häkkinen
GP BELGIUM	Häkkinen	Coulthard (2)
GP ITALY	Häkkinen	Frentzen (2)
GP EUROPE	Frentzen	Herbert (14)
GP MALAYSIA	Schumacher	Irvine (2)
GP JAPAN*	Schumacher	Häkkinen (2)

Most wins	Most pole positions
5 Häkkinen	11 Häkkinen
4 Irvine	3 Schumacher
2 Frentzen	1 Frentzen
Coulthard	Barrichello
Schumacher	
1 Herbert	
7 McLaren	11 McLaren
6 Ferrari	3 Ferrari
2 Jordan	1 Jordan
1 Stewart	Stewart

2000 MICHAEL SCHUMACHER (Ferrari)

This season was entirely in the colours of teams McLaren and Ferrari. Never before had 2 teams dominated the season so much. Their drivers took 43 out of 51 possible podium positions! BMW was back in Formula 1 while Ford bought Team Stewart and renamed it into Jaguar. It was the debut year of the 2009 World Champion Jenson Button.

The first two races saw the domination of McLaren drivers in qualifying but Mika and David failed to score points on either of the two Grand Prix events due to engine failures and a disqualification. Both races were won by Michael Schumacher who basically secured himself an important advantage in his fight for the championship.

Coulthard won in Britain but his post-race joy was short-lived. The following week, he was in a horrific private plane crash in France, in which the two pilots were killed. Along with his girlfriend, Heidi Wichlinski, and his trainer, Andy Mathews, he had a miraculous escape. David Coulthard: "We had time to prepare ourselves in the brace position prior to landing. On impact, the wing tanks ruptured and there was a fire on the right-hand side of the aircraft. When it finally came to rest, the front of the cockpit had broken free from the main fuselage. The only way out was through the front of the aircraft. Andy led the way through the debris and, as part of the plane was now three feet off the ground, I followed Andy so we could help Heidi out. Once we were all clear, I returned to the wreckage to see if there was anything I could do for the poor old pilots. But there was nothing to be done."



In Barcelona, Häkkinen won and Coulthard, remarkably, was second, despite the trauma of the plane crash and the pain from cracked ribs. In Spain, those of a literary bent recalled that Ernest Hemingway, a noted aficionado of all things Spanish, had written that there were only three real sports – bullfighting, mountaineering and motor racing – and that all the rest were merely games. The author's romantic view was not shared by everyone. Eddie Irvine: "I'm not really into the romance of it all. A car is a steering wheel, four wheels, two wings and an engine. Formula 1 is about physics. It's all about the amount of load on the car, the amount of grip from the tyres, the amount of fuel in it. Driver ability comes into the equation

as well, but it's an exercise in physics which takes the mystery and spontaneity out of the sport." In the paddock in Barcelona, Irvine's Jaguar Racing lost its mascot. An enormous, chrome-plated, carbonfibre replica of a jungle cat, which had adorned the top of Jaguar's monstrous motorhome, suddenly disappeared. The person who was responsible for its banishment explained why it had to go. Bernie Ecclestone: "Jaguar would have started a silly trend. First thing you'd know, Peugeot would be wanting a lion. Then you'd get Ferrari wanting a donkey or whatever that thing is on the side of their cars. Before long, the paddock would be looking like a bloody zoo."

After a nightmare experience in Canada, where it rained, Coulthard emerged triumphant in France in a torrid struggle with Michael Schumacher in exceptionally high temperatures. Controversial starting tactics, which were now increasingly being used from pole position by Schumacher, raised extra heat in the McLaren cockpit. Thus fired-up, Coulthard channelled his ire into impressive aggression. First he decisively overtook Barrichello, who had slipped into second place when Coulthard backed off. Then he disposed of the race-leading Ferrari with a pass in which the wheels of their cars were briefly intertwined. As he completed the move, he aimed an impolite one-finger salute in his adversary's direction. David Coulthard: "I have to apologize for the gesture which was not at all in keeping with the sport. But my emotions were running high. I was very angry."

The driver's story of changing direction repeated in

STANDINGS

108	Michael Schumacher (ferrari)
89	Mika Häkkinen (mclaren mercedes)
73	David Coulthard (mclaren mercedes)
62	Rubens Barrichello (ferrari)
24	Ralf Schumacher (williams BMW)
18	Giancarlo Fisichella (benetton playlife)
17	Jacques Villeneuve (BAR honda)
12	Jenson Button (williams BMW)
11	Heinz-Harald Frentzen (jordan mugen-honda)
6	Jarno Trulli (jordan mugen-honda)
	Mika Salo (sauber petronas)
5	Jos Verstappen (arrows supertec)
4	Eddie Irvine (jaguar ford)
3	Ricardo Zonta (BAR honda)
2	Alexander Wurz (benetton playlife)
	Pedro de la Rosa (arrows supertec)

TEAMS

170	Ferrari
152	McLaren Mercedes
36	Williams BMW
20	Benetton Playlife
	BAR Honda
17	Jordan Mugen-Honda
7	Arrows Supertec
6	Sauber Petronas
4	Jaguar Cosworth

Germany, only this time it was Coulthard's McLaren that appeared to zig-zag in front of the Ferrari. Jacques Villeneuve: "David's start was not acceptable. He only did it to repay Michael. If this is acceptable, we're all going to start doing it." Schumacher was promptly rammed out of the race by Fisichella's Benetton. Michael Schumacher: "I'm a tough racing driver, but I'm no Rambo. This is two races in a row that I was pushed off the track." More drama ensued. First, a spectator invaded the track, wielding a protest banner and triggering a Safety Car. Then it rained. Hockenheim statement: "The person who invaded and crossed the track is a 47-year-old Frenchman. The

police reported the person had cut his way through the fence near Jim Clark chicane. According to his own words, he wanted to protest against his dismissal by Mercedes-Benz. The man is in custody." The person's sign said: "They knew at Mercedes-Benz about my health problems. They offered me a working place where I couldn't work. Then they fired me because of physical incompetence – after 20 years of work."

The Hungarian weekend began with an escalation of the controversy over swerving at the starts. Jean Alesi: "These disagreements belong in kindergarten. I remember when Ayrton Senna went to see Eddie Irvine (Japan 1993). Irvine cut him off in the race.

They argued. Ayrton punched him in the nose. That was more like real motor racing." After the Hungarian Grand Prix Häkkinen took over the lead in the championship from Schumacher for the first time in the season but the first three drivers were very close, for Coulthard in third place trailed the Finn only by 6 points.

The Belgian Grand Prix followed and it was remembered by a superb battle between Häkkinen and Schumacher, who was beaten by a brilliant overtaking manoeuvre. Häkkinen's first passing attempt was rudely chopped but, on the next lap, he cleverly used Ricardo Zonta's lapped BAR to outwit his rival: the

Race	Pole	Winner
GP AUSTRALIA	Häkkinen	Schumacher (3)
GP BRAZIL	Häkkinen	Schumacher (3)
GP SAN MARINO	Häkkinen	Schumacher (2)
GP GREAT BRITAIN	Barrichello	Coulthard (4)
GP SPAIN	Schumacher	Häkkinen (2)
GP EUROPE	Coulthard	Schumacher (2)
GP MONACO	Schumacher	Coulthard (3)
GP CANADA	Schumacher	Schumacher
GP FRANCE	Schumacher	Coulthard (2)
GP AUSTRIA	Häkkinen	Häkkinen
GP GERMANY	Coulthard	Barrichello (18)
GP HUNGARY	Schumacher	Häkkinen (3)
GP BELGIUM	Häkkinen	Häkkinen
GP ITALY	Schumacher	Schumacher
GP USA	Schumacher	Schumacher
GP JAPAN*	Schumacher	Schumacher
GP MALAYSIA	Schumacher	Schumacher

Most wins	Most pole positions
9 Schumacher	9 Schumacher
4 Häkkinen	5 Häkkinen
3 Coulthard	2 Coulthard
1 Barrichello	1 Barrichello
10 Ferrari	10 Ferrari
7 McLaren	7 McLaren

»Ayrton punched Eddie in the nose. Now that's motor racing!«

JEAN ALESI



most exciting moment of the year. Ricardo Zonta: "I saw them coming up fast in my mirrors, so I stayed in the middle of the track to give them room. It was an amazing view."

The race at Monza in 2000 will be remembered for a tragic, multi-car accident on the first lap at the second chicane, which killed a track marshal, Paolo Ghislimberti. Much of what happened was obscured by smoke and dust, but everyone involved had a harrowing tale to tell. Rubens Barrichello: "Frentzen braked too late and hit me, provoking an incident which involved a large number of cars."

The championship was decided in Japan. Häkkinen's engine blew while chasing Schumacher at the US Grand Prix, so the Finn was in a tough position, for he was trailing the German by 8 points. He desperately needed to win but, at the end, lost the race by a mere second and the title as well.

2001 MICHAEL SCHUMACHER (Ferrari)

STANDINGS

123	Michael Schumacher (ferrari)
65	David Coulthard (mclaren mercedes)
56	Rubens Barrichello (ferrari)
49	Ralf Schumacher (williams BMW)
37	Mika Häkkinen (mclaren mercedes)
31	Juan Pablo Montoya (williams BMW)
12	Jacques Villeneuve (BAR honda)
	Nick Heidfeld (sauber petronas)
	Jarno Trulli (jordan honda)
9	Kimi Räikkönen (sauber petronas)
8	Giancarlo Fisichella (benetton renault)
6	Eddie Irvine (jaguar ford)
	Heinz-Harald Frentzen (jordan honda, prost acer)
5	Olivier Panis (BAR honda)
	Jean Alesi (prost acer, jordan honda)
3	Pedro de la Rosa (jaguar ford)
2	Jenson Button (benetton renault)
1	Jos Verstappen (arrows asiatic)

TEAMS

179	Ferrari
102	McLaren Mercedes
80	Williams BMW
21	Sauber Petronas
19	Jordan Honda
17	BAR Honda
10	Benetton Renault
9	Jaguar Cosworth
4	Prost Acer
1	Arrows Asiatic

Two drivers who would later become champions had their debuts in 2001. The first one was Kimi Räikkönen from Finland and the second Fernando Alonso from Spain. There was a lot of media attention around the first one, for prior to Formula 1 he only had a minor number of races in single sitters. Many thought he shouldn't have received the superlicence for racing at the highest level but he silenced the critics with an excellent drive in his first Grand Prix in Australia, where he even scored points. He secured himself a seat at McLaren for the 2002 season. Alonso, too, delighted the motor racing world – although it has to be written that racing in the back left the majority of F1 fans scratching their heads when even mentioning his name. He had by far the worst car on the grid but despite this he only once qualified as last. He was actually eighteenth on six occasions, once (at the US Grand Prix) even seventeenth!

The Colombian Juan Pablo Montoya entered Formula 1 as another rookie. Montoya was the reigning CART champion and the winner of the Indy 500 race. The Colombian surprised everybody at his third race already when he managed to overtake Schumacher in a memorable way and led the Brazilian Grand Prix comfortably, only to be taken out of the race by Jos Verstappen who was a lap down.

Michelin was back in the sport for the first time since 1984. Teams to race with French tyres were Williams, Benetton, Jaguar, Prost and Minardi. The



little Italian team was taken over by Australian-born businessman Paul Stoddart shortly before the start of the season. Paul Stoddart: "Teams with budgets of hundreds of millions of dollars will beat us. But we'll be one of the most motivated teams in Formula 1. We'll also be the friendliest."

Among other changes, Prost split with Peugeot and joined Sauber in paying for Ferrari 'customer' engines, while Peugeot sold off its race engine operation to Asiatic, which joined forces with Arrows.

The season began in Melbourne and there was another first lap incident which took a life of a track marshal – this time it was Graham Baveridge who was struck by Villeneuve's wheel. Schumacher won from

pole position and with this result he let everybody know that 2001 was going to be even a better year than 2000. The highest podium place was soon visited by his younger brother Ralf, the first time at the San Marino Grand Prix. David Coulthard who was second recalled: "In the first few laps, I thought Ralf must be on a five-stop strategy – he couldn't be that quick. Then reality started to sink in and I realised there was no way I was going to catch him." Michael Schumacher: "It is the first time in Formula 1 that two brothers managed to visit the highest podium position. Our parents will be very happy with this news."

The Spanish race was notable for the return of traction and launch control systems – 'driving aids' that had been banned since 1993 because it was felt that drivers, not computers, should be in control of the cars. It had been widely suspected that some teams had continued to use these illegal electronics devices, and the FIA admitted that it was powerless to stop them. Niki Lauda: "A monkey could drive these cars now. Maybe not quickly, but it would be possible."

David Coulthard who trailed Michael Schumacher by 4 points prior to the Monaco Grand Prix won an important pole position there, but come race day he had another launch control glitch, and from this race onwards the German never felt a real threat from his rivals.

The race in Germany began with a heart-stopping accident at the start. Michael Schumacher's Ferrari slowed with a transmission malfunction and was struck by Luciano Burti's Prost, which cart-wheeled to the

first corner. The race was red-flagged, and Michael got another chance – only to suffer a fuel pump failure. This was the last race all the way to Bahrain 2005 that Schumacher failed to finish because of a car problem. Montoya from the pole was well set for victory when an engine failure let in his teammate.

It was all over in Hungary. Schumacher won the race and secured both titles for the team. David Coulthard: “Today is all about Michael. I congratulate him on his achievement and recommend he takes a holiday for the last four Grand Prix races.”

Five days prior to the Italian Grand Prix the world witnessed an alleged terrorist attack in USA where

two airplanes crashed into the WTC buildings. Each Formula 1 team responded in a different way to this event. Ferrari painted the nose of the car in the colour of black while some other teams chose to have an American flag on the side of their four-wheelers. The racing weekend didn't begin well. Häkkinen emerged unhurt from a frightening accident in qualifying. The same afternoon a Slovenian photographer Bor Dobrin stood at the German Lausitzring circuit where a race of the Champ Car competition was well underway. Bor had just moved from his position when it happened. Alessandro Zanardi got tangled up into a horrifying crash in which he lost both of

his legs. And the photographer who replaced Bor took a series of photographs in which even parts of Alessandro's legs could be seen. The atmosphere on Sunday at Autodromo Monza was intense but luckily there were no further tragedies. And Zanardi, too, recovered. In fact, he even started racing again. The Italian joined the World Touring Car Championship and he wasn't just on the sidelines there, he managed to climb to the highest podium position.

Back to 2001! The race in USA was a classic. After a penalty for an infringement in the warm-up had dropped him from second to fourth on the grid, Häkkinen drove beautifully to win from Michael

Race	Pole	Winner
GP AUSTRALIA	Schumacher	Schumacher
GP MALAYSIA	Schumacher	Schumacher
GP BRAZIL	Schumacher	Coulthard (5)
GP SAN MARINO	Coulthard	R. Schumacher (3)
GP SPAIN	Schumacher	Schumacher
GP AUSTRIA	Schumacher	Coulthard (7)
GP MONACO	Coulthard	Schumacher (2)
GP CANADA	Schumacher	R. Schumacher (2)
GP EUROPE	Schumacher	Schumacher
GP FRANCE	R. Schumacher	Schumacher (2)
GP GREAT BRITAIN	Schumacher	Häkkinen (2)
GP GERMANY	Montoya	R. Schumacher (2)
GP HUNGARY*	Schumacher	Schumacher
GP BELGIUM	Montoya	Schumacher (3)
GP ITALY	Montoya	Montoya
GP USA	Schumacher	Häkkinen (4)
GP JAPAN	Schumacher	Schumacher

»I'm telling you, a monkey could drive these racing cars now.«

NIKI LAUDA



Schumacher. Mika Häkkinen: “One more race and it is Hasta La Vista for me!” The Finn was to take a sabbatical in 2002, having been feeling negatively about his profession for some time. It later turned out that he wasn't just taking a sabbatical, for he retired from Formula 1, but not from racing. A couple of years later he joined the Mercedes team in the DTM championship where he managed to win 3 races in the space of 3 seasons. Veteran driver Jean Alesi scored a point at the US Grand Prix for Jordan in his landmark 200th Grand Prix – and would announce his retirement shortly before starting his 201st race.

In Japan Schumacher took pole position by a massive margin with the qualifying performance of the season. He then made more history by dominating the race from lights to flag, thus extending the record for the total career points to 801, and his own record for points scored in a single season to 123.

Most wins	Most pole positions
9 Schumacher	11 Schumacher
3 R. Schumacher	3 Montoya
2 Coulthard	2 Coulthard
Häkkinen	1 R. Schumacher
1 Montoya	
9 Ferrari	11 Ferrari
4 McLaren	4 Williams
Williams	2 McLaren

2002

MICHAEL SCHUMACHER (Ferrari)

The German driver Michael Schumacher made his and Ferrari's fans happy one more time, but he also put Formula 1 into one of its most monotone periods. The championship fight was over at the French Grand Prix, 6 races before the end of the season.

Schumacher equalled Fangio's almost half a century old record of five titles. The World Cup for Constructors was won at the Hungarian Grand Prix, and Scuderia summed up more points than all the other teams combined!

McLaren decided to change its tyre supplier from Bridgestone to Michelin. Meanwhile, Renault bought the Benetton team, for the French tried to do what they failed in the 70's and 80's, that is: win the championship with their own car.

Toyota was in Formula 1 for the first time and the Japanese team had by far the biggest budget at their disposal. FIA changed the penalty rule for drivers. A drive-through penalty replaced the 10 second stop-and-go penalty.

The beginning of the season didn't give an indication that Schumacher was to dominate the year, and for his biggest rival the media marked Juan Pablo Montoya. The Colombian summed up the same amount of pole positions as Schumacher (7), but despite this failed to win a single race. He was unfortunate a couple of times, his car broke on three occasions and with some of his own mistakes like bad starts Montoya missed out on some good results. At the Malaysian Grand Prix (second race of the season) he and Schumacher got tangled up soon after the start. The FIA gave the Colombian a



drive-through penalty and the Williams driver wasn't happy. He said some 'juicy stuff' over the radio of what he thought about the penalty. Many underlined that Juan Pablo Montoya would've had better results had he not raced with the Michelin tyres which were good only for a few laps.

The rookies of the season were: Allan McNish (Toyota) from Scotland, the Australian Mark Webber, Takuma Sato from Japan and the Brazilian Felipe Massa. Webber is still (that is: up to 2017 when these lines are being written down) the driver with most races before first win (130). Sato who was soon nicknamed Kamikaze for his foolishness on track became one of a few Japanese drivers to reach the podium. And Massa

missed out on the 2008 title due to an unfair points scoring system.

The Ferrari team used the old car at the first two races, the new one (F2002) had its debut at the Brazilian Grand Prix. Schumacher felt comfortable in it and started winning like a man gone crazy. After the Spanish Grand Prix he already had a 21 points advantage ahead of his nearest rival in the overall standings. It was this big margin that mostly outraged the F1 fans while watching the Austrian Grand Prix, for there the Ferrari team ordered the leader of the race Rubens Barrichello to give way for Michael Schumacher. A year before it was for second place, but this time it was for the win, and the public went mad. A concert of whistles was heard from the main grandstand, some people even raised their middle finger. To make things worse, the drivers themselves added fuel to the fire, for Michael pulled Rubens to the highest step while the German stepped on the one for second place. Jacques Villeneuve (a year before the incident!): "The team is built around Schumacher. Barrichello's contract clearly states that the Brazilian has to help Michael at every race. Everyone knows that – Rubens, Michael, the fans, the press... Why are you surprised?" Media reported that the team rules were totally unnecessary. In their opinion Ferrari had a significant supremacy over their rivals and could've avoided such a scandal. Many wondered how the Scuderia would regain its reputation and two races later the motor racing world got its answer. At the European Grand Prix on a German track Nürburgring Barrichello, again, found himself ahead of Schumacher,

STANDINGS

144	Michael Schumacher (ferrari)
77	Rubens Barrichello (ferrari)
50	Juan Pablo Montoya (williams BMW)
42	Ralf Schumacher (williams BMW)
41	David Coulthard (mclaren mercedes)
24	Kimi Räikkönen (mclaren mercedes)
14	Jenson Button (renault)
9	Jarno Trulli (renault)
8	Eddie Irvine (jaguar ford)
7	Nick Heidfeld (sauber petronas)
	Giancarlo Fisichella (jordan honda)
4	Jacques Villeneuve (BAR honda)
	Felipe Massa (sauber petronas)
3	Olivier Panis (BAR honda)
2	Takuma Sato (jordan honda)
	Mark Webber (minardi asiatch)
	Mika Salo (toyota)
	Heinz-Harald Frentzen (arrows ford, sauber petronas)

TEAMS

221	Ferrari
92	Williams BMW
65	McLaren Mercedes
23	Renault
11	Sauber Petronas
9	Jordan Honda
8	Jaguar Cosworth
7	BAR Honda
2	Minardi Asiatch
	Toyota
	Arrows Cosworth

but was allowed to win. But what might be interesting about this race is that Schumacher was actually in the lead and spun. Some suggested that the German ace did that deliberately, for at Ferrari they didn't want to wait too long to 'ease' the media. The Italian team couldn't do that at Monaco, for there Schumacher was second and Barrichello seventh. In Canada the pair also wasn't close enough to pull off such a thing because Coulthard raced well and managed to split the Ferrari duo. Nürburgring

then! But let's look at some circumstances first.

Schumacher had a staggering 44 points advantage ahead of the nearest rival in the overall standings (that was the Columbian Juan Pablo Montoya in the Williams). To simply let Barrichello in front wouldn't be wise because the FIA clearly sent a signal to all the teams that it was not going to tolerate such a scandal which happened in Austria. And to wait that Barrichello would find himself ahead of Schumacher on his own

would take too long. Michael's spin at Nürburgring seemed strange because of another reason: rarely did the German make a mistake while leading. When the chief of logistics at Ferrari Miodrag Kotur (born in the former Yugoslavia) was later asked did Michael Schumacher spin at the European Grand Prix on purpose, the charismatic Bosnian simply answered: "I do not remember that race." And this statement might give the majority of Formula 1 fans something to think about ...

»Barrichello's contract clearly states that the Brazilian has to help Michael at every race. Everyone knows that - Rubens, Michael, the fans, the press... Why are you surprised?«

JACQUES VILLENEUVE

Race	Pole	Winner
GP AUSTRALIA	Barrichello	Schumacher (2)
GP MALAYSIA	Schumacher	R. Schumacher (4)
GP BRAZIL	Montoya	Schumacher (2)
GP SAN MARINO	Schumacher	Schumacher
GP SPAIN	Schumacher	Schumacher
GP AUSTRIA	Barrichello	Schumacher (2)
GP MONACO	Montoya	Coulthard (2)
GP CANADA	Montoya	Schumacher (2)
GP EUROPE	Montoya	Barrichello (4)
GP GREAT BRITAIN	Montoya	Schumacher (3)
GP FRANCE*	Montoya	Schumacher (2)
GP GERMANY	Schumacher	Schumacher
GP HUNGARY	Barrichello	Barrichello
GP BELGIUM	Schumacher	Schumacher
GP ITALY	Montoya	Barrichello (4)
GP USA	Schumacher	Barrichello (2)
GP JAPAN	Schumacher	Schumacher

Most wins	Most pole positions
11 Schumacher	7 Schumacher
4 Barrichello	Montoya
1 R. Schumacher Coulthard	3 Barrichello
15 Ferrari	10 Ferrari
1 Williams McLaren	7 Williams



After they had won the World Cup for Constructors at the Hungarian Grand Prix the Ferrari duo managed to celebrate not one, not two and not even three, but four double victories by the end of the season, but again with a small scandal on one of those races. At the US Grand Prix held on the Indianapolis circuit the leading Schumacher surprised the fans and especially his superiors by slowing down in the last couple of metres. He waited for Barrichello who overtook him and eventually won, but only by 0.01 of a second at the finish line. Michael Schumacher: "We set numerous records this year. I wanted to break the one with the smallest margin in history. I had a good chance to try to cross the line with Rubens simultaneously, but at the end it didn't quite turn out the way I planned." Michael won a then-record 11 Grand Prix races, surpassing the previous record of 9 wins, jointly held by himself (1995, 2000 and 2001) and Nigel Mansell (1992).

2003

MICHAEL SCHUMACHER (Ferrari)

Even though the 2003 season didn't give a new world champion it wasn't as 'one-sided' as the year 2002. It was full of new records, interesting stories from the background and mostly it had lots of amazing fights on track. Well, at least for the ones that liked this sport. For the first time since 1985 eight different drivers managed to win a race, and both titles weren't won until the last Grand Prix of the season.

The FIA decided to change some rules. A new points scoring system 10-8-6-5-4-3-2-1 was emplaced instead of the 10-6-4-3-2-1. Ferrari complained the most with this new change. Luca Di Montezemolo, Chairman of Ferrari: "For Räikkönen to have a theoretical chance to clinch the title at the last race when he only managed to win one race compared to Michael's six is totally unacceptable."

Ferrari lost two titles in the coming years because of this rule. The first one was the World Cup for Constructors in 2006 and then Massa missed out on the crown for the best driver in 2008. The calculation was staggering: in 2005 when the calendar had 19 races the driver with 15 wins still wouldn't have the maximum amount of points!

The FIA also changed rules concerning qualifying, and for a couple of years the Saturday session lost its entire meaning. Drivers only had one lap to their disposal to set a good time, and to make things worse, the cars had to have the amount of fuel ready for the race in them. The drivers went on track one after another according to an order in the championship standings which meant if it rained at the end of the



session then you really didn't have a good chance to put yourself onto a good grid position.

Traction control and launch control were banned again. To transfer information from the pit-wall onto a car and radio connection was also forbidden.

Michael Schumacher had a stressful start to the season. He was fourth in Australian due to false strategy. In Malaysia he bumped into Trulli right after the start and finished sixth. In Brazil where it was raining he ran over a stream and crashed out like several other drivers. Then further bad things started to happen to him. Prior to the San Marino Grand Prix his mother died, in Spain the new Ferrari F2003GA didn't seem to be as fast as expected, in short, the early part

of the year 2003 didn't start too well for the reigning world champion.

Prior to the Austrian Grand Prix a Slovenian reporter Miran Ališič invited Michael Schumacher to a charity soccer match. The game was held in Nova Gorica near the border between Italy and Slovenia, and the money raised went to the children of Bosnia and Herzegovina, victims of mines that weren't removed after the war in the former Yugoslav republic.

Schumacher didn't lead the championship until after the Canadian Grand Prix, and as it turned out later, he got the best of his rivals due to the 100 percent reliability of his Ferrari. Both Räikkönen and Montoya who were also championship contenders weren't that lucky. The Finn failed to win at the European Grand Prix and the Columbian failed to win the races in Austria and Japan, both due to car problems. To make things worse for them they were both 'knocked out' of the race on one occasion by foolishness of their rivals – it happened soon after the start of those two races.

What would happen, had it not been for this and this was the main question after the British Grand Prix. Irishman Cornelius Horan invaded the track with a sign where it said 'The Bible is always right' and drivers who were flying on Hangar straight with 300kph didn't have such an easy time avoiding the fellow as it looked on the TV monitors. Horan was later involved in another incident. At the 2004 Summer Olympics he managed to push the leading marathon runner Vanderlei de Lima into the crowd, thus holding up the Brazilian for almost half a minute with 6 kilometres to

STANDINGS

93	Michael Schumacher (ferrari)
91	Kimi Räikkönen (mclaren mercedes)
82	Juan Pablo Montoya (williams BMW)
65	Rubens Barrichello (ferrari)
58	Ralf Schumacher (williams BMW)
55	Fernando Alonso (renault)
51	David Coulthard (mclaren mercedes)
33	Jarno Trulli (renault)
17	Jenson Button (BAR honda)
	Mark Webber (jaguar ford)
13	Heinz-Harald Frentzen (sauber petronas)
12	Giancarlo Fisichella (jordan ford)
10	Cristiano da Matta (toyota)
6	Nick Heidfeld (sauber petronas)
	Olivier Panis (toyota)
	Jacques Villeneuve (BAR honda)
4	Marc Gené (williams BMW)
3	Takuma Sato (BAR honda)
1	Ralph Firman (jordan ford)
	Justin Wilson (minardi ford, jaguar ford)

TEAMS

158	Ferrari
144	Williams BMW
142	McLaren Mercedes
88	Renault
26	BAR Honda
19	Sauber Petronas
18	Jaguar Cosworth
16	Toyota
13	Jordan Ford

go. Lima was third in the end while Horan got a fine in the amount of 3000 Euros and a twelve months' suspended sentence by the Greek court.

Three teams were in the fight for the championship titles, but occasionally Renault steeped into the 'game' for the highest podium steps. Their Fernando Alonso was a test driver a year before, and although the Spaniard hated the idea of not racing, he later admitted that it was an important period in his life. Alonso won in Hungary where he beat Michael Schumacher by a whole lap. He would've done better at other tracks had the Renault engine produced more power. The French developed a 10-valve engine with an angle

between pistons at 110-degrees instead of the usual 90-degrees. The revolutionary idea came under the pen of the French engineer Jean-Jacques His who was the chief of the engine department and contributed to the Renault successes in the 90's. But after the failure with the new idea His had to leave the team very soon. When I was in Monza the same year I noticed that the Renault engine didn't have that distinctive loud noise which other engines had. Alonso made a mistake while qualifying for the Italian Grand Prix, and soon after the start he crashed into the British driver Justin Wilson. The Spaniard's car flew over the Jaguar, but to the amazement of everybody Alonso continued. After he

changed the nose of the Renault he even managed to finish the race amongst the points scoring drivers. An important win was celebrated by Michael Schumacher who beat a 32-years old record of the fastest race. Michael won with an average speed of 247,585kph, thus surpassing Peter Gethin's achievement from 1971. Schumacher also managed to beat the record of the highest recorded top speed. On one of the straights he drove with 368,8kph or more than 100 metres per second!

Prior to the United States Grand Prix at Indianapolis the first three drivers in the overall standings (Schumacher, Räikkönen and Montoya)

Race	Pole	Winner
GP AUSTRALIA	Schumacher	Coulthard (11)
GP MALAYSIA	Alonso	Räikkönen (7)
GP BRAZIL	Barrichello	Fisichella (8)
GP SAN MARINO	Schumacher	Schumacher
GP SPAIN	Schumacher	Schumacher
GP AUSTRIA	Schumacher	Schumacher
GP MONACO	R. Schumacher	Montoya (3)
GP CANADA	R. Schumacher	Schumacher (3)
GP EUROPE	Räikkönen	R. Schumacher (3)
GP FRANCE	R. Schumacher	R. Schumacher
GP GREAT BRITAIN	Barrichello	Barrichello
GP GERMANY	Montoya	Montoya
GP HUNGARY	Alonso	Alonso
GP ITALY	Schumacher	Schumacher
GP USA	Räikkönen	Schumacher (7)
GP JAPAN*	Barrichello	Barrichello

»Fangio's achievements are impossible to compare with mine.«

MICHAEL SCHUMACHER



weren't far apart, only seven points separated the trio. They were in a good mood at the press conference where they even managed to hug and pose for the photographers (Alonso in the back tried to ruin the moment with a hand wave). But the trio didn't want to pose for the second time. Michael Schumacher: "Should I give each one a kiss too?" The German driver won and at the last race – where Montoya was already out of the game – only needed to finish eighth if he was to achieve a record in the amount of titles. It was an intense race, but Schumacher managed to crawl up to eighth and surpass Juan Manuel Fangio. Michael Schumacher: "Despite my record I believe that the Argentine is the greatest Formula 1 driver of all time. His achievements are impossible to compare with mine, because he raced in a time where you had to risk much more than today. I don't think I would've been able to accept those risks."

Most wins	Most pole positions
6 Schumacher	5 Schumacher
2 Montoya	3 Barrichello
Barrichello	R. Schumacher
R. Schumacher	2 Räikkönen
1 Räikkönen	Alonso
Alonso	1 Montoya
Coulthard	
Fisichella	
8 Ferrari	8 Ferrari
4 Williams	4 Williams
2 McLaren	2 McLaren
1 Renault	Renault
Jordan	

2004

MICHAEL SCHUMACHER (Ferrari)

After a fearsome fight in 2003 many expected that Michael Schumacher will be thrown from the number 1 spot in 2004. But it didn't happen. On the contrary, the German literary destroyed his rivals and had by far the best season of his career. He won his seventh title and fifth in a row, thus beating Fangio's record of four in a row from the 50's. Michael won a record amount of wins (13 in a season) and also beat Ascari's 6 wins in a row from the year 1952 (Schumacher managed to win 7 times in a row). He did, however, fail to finish all the races of the season as he did in 2002 when he beat Olivier Panis's record from 1994.

Williams and McLaren as the toughest opponents to Ferrari failed entirely. Williams played with a revolutionary new wide nose of the car, but the idea turned out to be a bad one. The British team replaced the nose with a conventional one at the Hungarian Grand Prix. McLaren was having other problems. Their car, which had a narrow nose, was braking down constantly, and only when the B-spec car came out during the mid-season, did the team start getting better results. The surprise of the season was British-American Racing (BAR), mainly due to the Honda engine which was light and powerful. Jenson Button managed to step on one of the podium steps 10 times!

FIA put two new races into the calendar, the Bahrain and Chinese Grand Prix. This increased the percentage of races outside Europe. Two years later it reached 47-percent. Tobacco advertising was slowly disappearing from this sport.

After Schumacher's dominance at the first five



races the Monaco Grand Prix provided a little more action to those who were starting to miss it. Trulli was the fastest driver of the whole weekend, but with all those problems that other drivers had, he did have an easier job of winning. Alonso tried to overtake Ralf Schumacher on the dirty outside line of the Tunnel, lost control of his Renault and crashed-out. He was so angry with the German he even showed him the middle finger – he did that during his pirouette! Then Schumacher was out when Montoya braked too late and crashed into the German – during driving behind the safety car!

The European Grand Prix followed and Michael Schumacher was extremely motivated there – this

motivation had much to do with what happened at Monaco. He beat Takuma Sato in qualifying (the BAR driver became the first from Japan to put himself onto the front row of the grid!) by more than half a second, and dominated the race a day later.

The races in Canada and USA were remembered by serious crashes of Felipe Massa and Ralf Schumacher. The Brazilian was lucky to escape only with neck pain, but the German had to miss the following 6 races! A few races later Massa told me that something had to be done to improve the safety. I also remembered another thing about the Brazilian. When I asked him if the new points scoring system, which provided a smaller advantage margin for the race winner (compared to the year before), bothered him, the Sauber driver answered: "Unfortunately I'm not in a position to win races, so I don't think about it." The calculation showed that Massa would've won the title in 2008 by two points had the FIA stayed with 10-6-4-3-2-1.

The Canadian Grand Prix was especially a very dramatic race. First, Timo Glock from Germany replaced the Italian Giorgio Pantano in this race, due to personal circumstances for Pantano. Then, Williams and Toyota were excluded from the race due to an irregularity in the brake ducts. That meant the Jordan team was the main beneficiary of the disqualifications, with Germans Nick Heidfeld and Timo Glock both scoring points, Glock in his debut Formula 1 race. Immediately before the 2004 Chinese Grand Prix, Giorgio Pantano was dropped by the Jordan team and Timo Glock replaced him for the last three races.

STANDINGS

148	Michael Schumacher (ferrari)
114	Rubens Barrichello (ferrari)
85	Jenson Button (BAR honda)
59	Fernando Alonso (renault)
58	Juan Pablo Montoya (williams BMW)
46	Jarno Trulli (renault, toyota)
45	Kimi Räikkönen (mclaren mercedes)
34	Takuma Sato (BAR honda)
24	Ralf Schumacher (williams BMW)
	David Coulthard (mclaren mercedes)
22	Giancarlo Fisichella (sauber petronas)
12	Felipe Massa (sauber petronas)
7	Mark Webber (jaguar ford)
6	Olivier Panis (toyota)
	Antonio Pizzonia (williams BMW)
3	Christian Klien (jaguar ford)
	Cristiano da Matta (toyota)
	Nick Heidfeld (jordan ford)
2	Timo Glock (jordan ford)
1	Zsolt Baumgartner (minardi ford)

TEAMS

262	Ferrari
119	BAR Honda
105	Renault
88	Williams BMW
69	McLaren Mercedes
34	Sauber Petronas
10	Jaguar Cosworth
9	Toyota
5	Jordan Ford
1	Minardi Cosworth

Takuma Sato had a tough time overtaking Oliver Panis for third place at the US Grand Prix, but the BAR member eventually passed the Frenchman to become only the second Japanese driver to put himself onto the podium. The rivals almost collided. Oliver Panis: "I admit it was close. But when you are racing, you don't like somebody to overtake you!"

Bob McKenzie, one of the English journalists, accepted Räikkönen's win in Belgium with mixed emotions. A few races before he said he was to run naked around Silverstone next year if McLaren

managed to get a win in a season which was so dominated by Ferrari. He kept his word, but they were merciful at McLaren and allowed him to cover the most intimate part of his body. The name of the Belgium race was, however, Toyota's Ricardo Zonta who managed to crawl up from twentieth place to fourth, only to retire with car problems 3 laps from the end. Zonta was even holding up the Ferrari of Rubens Barrichello for a while. The Toyota driver spoke about Formula 1 in general. Ricardo Zonta: "In Formula 1 the technology and not the driver represent the

difference on the grid. Every other championship in which I raced in, I came out on top, and that is because the cars there are exactly the same. As for the Belgium race, I don't think I learned anything with retiring 3 laps from the end."

At the Italian Grand Prix another Brazilian made news. Antonio Pizzonia was replacing Ralf Schumacher and he did a good job to finish seventh (just a second behind Montoya in fifth!) in his first race at a track where he never raced with a Formula 1 car. The Brazilian driver was called 'The Jungle Boy'

»We used to swim in rivers that ran through the jungle, but we were never scared of piranhas. They only bite if you're bleeding.«

ANTONIO PIZZONIA



and not without a reason. Antonio Pizzonia: "The place where I'm coming from can be called a town, but in less than 10 minutes you're practically in the jungle. As boys we used to swim in rivers that ran through it, but we never got scared of piranhas. They only bite if you're bleeding."

The Japanese Grand Prix weekend was somewhat spoiled by a typhoon that caused widespread damage to parts of Japan and which saw the postponement of qualifying to the morning of race day. Michael Schumacher took his 13th race win in a dry race that saw the rain hold off. The Brazilian Grand Prix was won by Juan Pablo Montoya on his last outing for the Williams team scoring their last victory until the 2012 Spanish Grand Prix. In the end Schumacher was on top with 148 points followed by Barrichello on 114 points and Ferrari on top in the Constructors' Championship with 262 points.

Race	Pole	Winner
GP AUSTRALIA	Schumacher	Schumacher
GP MALAYSIA	Schumacher	Schumacher
GP BAHRAIN	Schumacher	Schumacher
GP SAN MARINO	Button	Schumacher (2)
GP SPAIN	Schumacher	Schumacher
GP MONACO	Trulli	Trulli
GP EUROPE	Schumacher	Schumacher
GP CANADA	R. Schumacher	Schumacher (6)
GP USA	Barrichello	Schumacher (2)
GP FRANCE	Alonso	Schumacher (2)
GP GREAT BRITAIN	Räikkönen	Schumacher (4)
GP GERMANY	Schumacher	Schumacher
GP HUNGARY	Schumacher	Schumacher
GP BELGIUM*	Trulli	Räikkönen (10)
GP ITALY	Barrichello	Barrichello
GP CHINA	Barrichello	Barrichello
GP JAPAN	Schumacher	Schumacher
GP BRAZIL	Barrichello	Montoya (2)

Most wins

13	Schumacher
2	Barrichello
1	Montoya
	Trulli
	Räikkönen

Most pole positions

8	Schumacher
4	Barrichello
2	Trulli
1	Button
	Alonso
	Räikkönen
	R. Schumacher

15 Ferrari

1	Renault
	Williams
	McLaren

12 Ferrari

3	Renault
1	Williams
	McLaren
	BAR

2005

FERNANDO ALONSO (Renault)

STANDINGS

133	Fernando Alonso (renault)
112	Kimi Räikkönen (mclaren mercedes)
62	Michael Schumacher (ferrari)
60	Juan Pablo Montoya (mclaren mercedes)
58	Giancarlo Fisichella (renault)
45	Ralf Schumacher (toyota)
43	Jarno Trulli (toyota)
38	Rubens Barrichello (ferrari)
37	Jenson Button (BAR honda)
36	Mark Webber (williams BMW)
28	Nick Heidfeld (williams BMW)
24	David Coulthard (red bull cosworth)
11	Felipe Massa (sauber petronas)
9	Jacques Villeneuve (sauber petronas)
	Christian Klien (red bull cosworth)
7	Tiago Monteiro (jordan toyota)
6	Alexander Wurz (mclaren mercedes)
5	Narain Karthikeyan (jordan toyota)
4	Christijan Albers (minardi cosworth)
	Pedro de la Rosa (mclaren mercedes)
3	Patrick Friesacher (minardi cosworth)
2	Antonio Pizzonia (williams BMW)
1	Takuma Sato (BAR honda)
	Vitantonio Liuzzi (red bull cosworth)

TEAMS

191	Renault
182	McLaren Mercedes
100	Ferrari
88	Toyota
66	Williams BMW
38	BAR Honda
34	Red Bull Cosworth
20	Sauber Petronas
12	Jordan Toyota
7	Minardi Cosworth

Kimi Räikkönen: “If you have to start every race from 10 placed down on the grid because of an engine change, you can only dream of winning the championship.” That was the Finn’s statement during the mid-season. Drivers who’s engine had to be changed, automatically lost 10 places on the grid and this rule was now on for the second year running. Up to the Brazilian Grand Prix where the Drivers’ Championship was decided, it happened three times to Räikkönen. He also had three car failures while Fernando Alonso only once didn’t make it to the end of the race (it was in Canada). The World Cup for Constructors was decided at the last race.

Ferrari’s domination was over. Michael Schumacher won only one race, the US Grand Prix where only teams with Bridgestone tyres participated (Ferrari, Jordan, Minardi). The Michelin teams were advised not to run because of several accidents and these were caused by tyre failures. It was a shameful win for Michael but the German drove superbly with the underpowered Ferrari on couple of occasions – the first time at the beginning of the season. It was the San Marino Grand Prix where he made a mistake in qualifying and had to start the race from the back. But he crawled his way back to the front with a brilliant tactic. He even managed to threaten the leader Fernando Alonso, but the Spaniard, who won only by couple of car lengths from the German, managed to hold on. That was seen by all TV viewers. What about the incident that the cameras didn’t catch? Not from the corner Variante Alta one of the spectators watched the race from a nearby tree outside



the track. That same tree to which a marshal strictly forbid climbing on a year before but then climbed on himself! The track at Variante Alta was separated from the road by a concrete wall and not a fence as usual, so a Formula 1 fan couldn’t see what was happening in the race just 10 metres from him. The spectator on the tree was accompanied by a local fan to which he was trying to explain (in bad Italian language, of course!) that he was to invade the track if Schumacher wasn’t able to climb up the order as fast as he wanted. The local fan stared at this stranger and smiled while trying to explain to his friend on another tree what this ‘crazy’ spectator is planning to do. The stranger had to be a huge Ferrari fan, for soon he was holding a medium big Scuderia

flag in his hand. Schumacher was gaining positions rapidly, so the stranger changed his plan. He was still intending to climb over the wall, but in the victory lap to hand out the flag to the Ferrari driver. The Italians who were beside him were thrilled. And satisfied as well, for the stranger knew exactly in which place the Ferrari drivers were during the race – and this despite the fact there were no big screens nearby. When only one Ferrari was left in the race he barely persuaded them it was Barrichello who retired and not Schumacher... The unknown spectator prepared himself well towards the end of the race. He rolled the flag during Fernando’s victory lap because he didn’t want it to get torn off of one the spikes on top of the wall. When Schumacher was at the corner about 100 metres away from him he jumped off the wall and started running towards the track. He raised his right arm in which he held the Ferrari flag rapidly but noticed he forgot to unroll the fabrics attached to the stick. Therefore, only half of the Ferrari emblem was seen. Schumacher noticed the fan coming ever nearer, leaned forward from his cockpit and pointed his index finger on his right arm towards the stranger, letting him know that he, too, was thrilled. But the German didn’t stop to take the flag. While he was driving inches from the grass he even might have accelerated a bit. Or maybe the stranger just thought he accelerated having a thundering Formula 1 engine so close to him. It looked like the roaring loud sound frightened him. When Schumacher was disappearing in the distance the uninvited spectator quickly had a marshal beside him. The stranger managed to sneak

away and run back to the wall. He threw the flag to the ground in the process and tried to climb over again. But he slipped on the slippery grass which was still a little bit wet because of the overnight rain and the marshal managed to grab him and take him to the policeman. The latter took the stranger to his superior officer, but the spectator quickly thought of how he was going to get away with trespassing without a fine. He put up his fists and started screaming: "Ferrari, Ferrari!" The tall

captain, who had his hands behind his back, took a brief moment then shook his head as if: "Get out of my sight."

When I asked Michael Schumacher later why he didn't take the flag at the San Marino Grand Prix he answered: "The rules forbid us to take any kind of objects into the cockpit during the victory lap." But in 2006 at the European Grand Prix in Nürburgring he did take the flag. Evil tongues were mean and said

that it was because it was the German and not Ferrari flag. I asked Michael one more thing. A day or two prior to the 2005 European Grand Prix the managing director of the Nürburgring circuit Dr. Walter Kalfitz from Germany organised a show for the F1 fans and he did this with the help of his compatriot Patrick Gottesleben. The drivers were supposed to take the fans one lap around the circuit in road vehicles. Every driver confirmed its attendance, only Ferrari's

»If you have to start almost every Grand Prix race from ten places down on the grid because of an engine change, you can only dream of winning the World Championship.«

KIMI RÄIKKÖNEN

Race	Pole	Winner
GP AUSTRALIA	Fisichella	Fisichella
GP MALAYSIA	Alonso	Alonso
GP BAHRAIN	Alonso	Alonso
GP SAN MARINO	Räikkönen	Alonso (2)
GP SPAIN	Räikkönen	Räikkönen
GP MONACO	Räikkönen	Räikkönen
GP EUROPE	Heidfeld	Alonso (6)
GP CANADA	Button	Räikkönen (7)
GP USA	Trulli	Schumacher (5)
GP FRANCE	Alonso	Alonso
GP GREAT BRITAIN	Alonso	Montoya (3)
GP GERMANY	Räikkönen	Alonso (3)
GP HUNGARY	Schumacher	Räikkönen (4)
GP TURKEY	Räikkönen	Räikkönen
GP ITALY	Montoya	Montoya
GP BELGIUM	Montoya	Räikkönen (2)
GP BRAZIL*	Alonso	Montoya (2)
GP JAPAN	R. Schumacher	Räikkönen (17)
GP CHINA	Alonso	Alonso



Barrichello and Schumacher were to miss this show. Michael Schumacher: "Why will I miss the show? I really don't know the details of this event to be honest." The question upset Ferrari's PR Luca Colajanni who threatened me with a pointing finger. Luca Colajanni: "Be careful with words. Ferrari will be attending this show like all other teams, but we will send our test driver (Marc Gené) there." A day later I went further. I asked Ferrari's team leader Jean Todt from France who in Scuderia decides which driver will attend certain events and which won't. Jean Todt: "I came to the track only yesterday in the evening. Why don't you come to Colajanni later this afternoon and he will give you all the necessary information." So I came. Luca Colajanni: "Unfortunately, both Barrichello and Schumacher will have team meetings at that time." I saw Schumacher chatting with his wife in the Ferrari motorhome when the event was ongoing. Some much for team meetings...

Most wins

7	Alonso
	Räikkönen
3	Montoya
1	Schumacher
	Fisichella
10	McLaren
8	Renault
1	Ferrari

Most pole positions

6	Alonso
5	Räikkönen
2	Montoya
1	Schumacher
	Fisichella
	R. Schumacher
	Trulli
	Button
	Heidfeld
7	Renault
	McLaren
2	Toyota
1	Ferrari
	Williams
	BAR

2006

FERNANDO ALONSO (Renault)

STANDINGS

134	Fernando Alonso (renault)
121	Michael Schumacher (ferrari)
80	Felipe Massa (ferrari)
72	Giancarlo Fisichella (renault)
65	Kimi Räikkönen (mclaren mercedes)
56	Jenson Button (honda)
30	Rubens Barrichello (honda)
26	Juan Pablo Montoya (mclaren mercedes)
23	Nick Heidfeld (BMW sauber)
20	Ralf Schumacher (toyota)
19	Pedro de la Rosa (mclaren mercedes)
15	Jarno Trulli (toyota)
14	David Coulthard (red bull ferrari)
7	Mark Webber (williams cosworth)
	Jacques Villeneuve (BMW sauber)
6	Robert Kubica (BMW sauber)
4	Nico Rosberg (williams cosworth)
2	Christian Klien (red bull ferrari)
1	Vitantonio Liuzzi (toro rosso cosworth)

TEAMS

206	Renault
201	Ferrari
110	McLaren Mercedes
86	Honda
36	BMW Sauber
35	Toyota
16	Red Bull Ferrari
11	Williams Cosworth
1	Toro Rosso Cosworth

I remember an article of my former journalist colleague Borut Šauta who wrote about how Ferrari had a good chance to clinch the titles in 2006 and how Michael Schumacher could've finished his Formula 1 career with another Drivers' Championship. The German was to stop racing after the last race of the season and the media was informed of this at the Italian Grand Prix. Šauta also wrote about how the team from Maranello could've added the tiny mistakes they made throughout the season and asked themselves if those were the reason for their loss. Schumacher retired in Australian due to his own mistake. Then at Monaco the Ferrari driver ruined Alonso's qualifying attempt and was therefore given a penalty of starting from the back of the grid. And in Hungary he stayed too long on wet tyres and finished only eighth. To make things impossible for him his car broke down at the worst possible moment – at the Japanese Grand Prix where he was leading the race. At the last race in Brazil he had to win and also count on Alonso staying out of the points if he was to secure himself the title. But that didn't happen. While overtaking Fisichella he ran across the Italian's wing, puncturing his right rear tyre and despite a wonderful drive from the back of the grid he only managed to finish fourth.

Juan Pablo Montoya was out of Formula 1 after the race in USA. Juan Pablo Montoya: "Here in Formula 1 you slightly touch someone's wheels and already you're called an animal." The Columbian went to NASCAR and later IndyCar where in 2015 (just like in 1999) he



and another driver summed up maximum amount of points but this time it was he who lost out on the title due to a smaller number of wins. 2006 was also the last season for Jacques Villeneuve. The Canadian was replaced by the Polish driver Robert Kubica after the race in Germany. In 2004 Villeneuve told me: "In the Sauber team we talk to each other in private and not through a third person as it was a habit at Team BAR. I don't think I'm a hard person to work with. Some of the negativity came from BAR's team leader David Richards in the form of lies, mainly because he was trying to get rid of me."

Serious guessing of whether Michael Schumacher would continue racing in 2007 or retire began in

Hungary. Mark Webber announced he was to leave the Williams team, so this guessing became even bigger. Webber's manager was Flavio Briatore who was then Renault's team leader, so Mark was automatically seen in the French team. Alonso would therefore go from Renault to McLaren, Räikkönen from McLaren to Ferrari, and Schumacher from Ferrari to retirement. That was the theory of some journalists who after qualifying in Hungary gathered at the Williams motorhome to find out more about Webber's future. And therefore Michael's as well! But Mark only explained why he was leaving the Williams team and said nothing about where he was going. Mark Webber: "This might turn out as a bad decision, but I lost 25 points this year completely unnecessary. I'm 30 years old, getting uglier each day, so I had to act." This was on Saturday. On Tuesday he announced he was going to Red Bull and that was quite a surprise. This gave a possibility of Schumacher continuing his career as a Grand Prix driver. But the world of motorsports didn't have to wait for an answer a long time, for prior to the Italian Grand Prix the Ferrari sent out a press release that Michael was to inform the media about his future after the race in Monza.

Monza, then! In the morning of the race day I went to the paddock through the Lesmo corner. I stopped by the chicane Variante della Roggia and saw a couple of men cutting down trees with a chainsaw. This unusual scene wasn't new to me, for a year before I saw the same thing during a GP2 event, only this time I had time to investigate. The men seemed familiar and when I saw

the one with the bald head, I realised they were the ones from the previous season. I took a few more steps through the forest, getting ever closer to the track, and saw a wooden grandstand getting higher and higher by the minutes. These guys were making themselves a tribune to get a better look at the track. I mumbled 'Only in Italy' and continued towards the paddock. As I passed Serraglio, a mild left-hand corner, I quickly found myself at Parabolica where in 2005 I saw the

only 'live' overtaking manoeuvre. These are a rare thing for spectators at the track, for you have to stand in the right position. I saw Kimi Räikkönen pass Jarno Trulli for fourth place there and when that happened the two guys standing next to me just looked at each other with amazement and excitement on their faces. Räikkönen's move on Trulli passed so quickly, that you just couldn't relate the manoeuvre with the ones watching on the TV screens. From a comfortable sofa such a pass

looks like slow motion, but watching the race live with the cars running at 360kph (which is 100 metres per second), the whole thing lasts only a fraction of a second. Ricardo Zonta told me in 2004 that drivers in Monza start braking 50 metres from the Parabolica corner which means you can gain 10 metres by braking just a tenth of a second later. But that also means you have less road available to go round the corner safely! It was Schumacher who won in Monza and that made

»In the Sauber team we talk to each other in private and not through a third person as it was a habit at Team BAR. I don't think I'm a hard person to work with.«

JACQUES VILLENEUVE



the Italian fans go berserk – especially because of the fact that Schumacher's main rival in the title race (Alonso) retired with a car failure. The Spaniard now had only 2 points more than the German in the overall standings. Immediately after the race Ferrari's PR Stefania Bocchi notified the media that Felipe Massa and Kimi Räikkönen represented Scuderia's driver lineup for 2007. The conference room was instantly packed with journalists. Schumacher gave a long speech of why he was to retire from Formula 1, then the 'hyenas' bombarded him with questions. The German had a completely different expression on his face compared to the one seen when he was on the podium watching the sea of red flags bellow him. The question before last was asked by James Robert (Motorsport Aktuell). James asked the Ferrari driver what he will miss the most, but Schumacher was understandably tired (in a way!) and gave just a short 'I apologize'.

Race	Pole	Winner
GP BAHRAIN	Schumacher	Alonso (4)
GP MALAYSIA	Fisichella	Fisichella
GP AUSTRALIA	Button	Alonso (3)
GP SAN MARINO	Schumacher	Schumacher
GP EUROPE	Alonso	Schumacher (2)
GP SPAIN	Alonso	Alonso
GP MONACO	Alonso	Alonso
GP GREAT BRITAIN	Alonso	Alonso
GP CANADA	Alonso	Alonso
GP USA	Schumacher	Schumacher
GP FRANCE	Schumacher	Schumacher
GP GERMANY	Räikkönen	Schumacher (2)
GP HUNGARY	Räikkönen	Button (14)
GP TURKEY	Massa	Massa
GP ITALY	Räikkönen	Schumacher (2)
GP CHINA	Alonso	Schumacher (6)
GP JAPAN	Massa	Alonso (5)
GP BRAZIL*	Massa	Massa

Most wins

7	Alonso
	Schumacher
2	Massa
1	Fisichella
	Button
9	Ferrari
8	Renault
1	Honda

Most pole positions

6	Alonso
4	Schumacher
3	Massa
	Räikkönen
1	Fisichella
	Button
7	Renault
	Ferrari
3	McLaren
1	Honda

2007

KIMI RÄIKKÖNEN (Ferrari)

STANDINGS

110	Kimi Räikkönen (ferrari)
109	Lewis Hamilton (mclaren mercedes)
	Fernando Alonso (mclaren mercedes)
94	Felipe Massa (ferrari)
61	Nick Heidfeld (BMW sauber)
39	Robert Kubica (BMW sauber)
30	Heikki Kovalainen (renault)
21	Giancarlo Fisichella (renault)
20	Nico Rosberg (williams toyota)
14	David Coulthard (red bull renault)
13	Alexander Wurz (williams toyota)
10	Mark Webber (red bull renault)
8	Jarno Trulli (toyota)
6	Sebastian Vettel (BMW sauber, toro rosso ferrari)
	Jenson Button (honda)
5	Ralf Schumacher (toyota)
4	Takuma Sato (super aguri honda)
3	Vitantonio Liuzzi (toro rosso ferrari)
1	Adrian Sutil (spyker ferrari)

TEAMS

204	Ferrari
101	BMW Sauber
51	Renault
33	Williams Toyota
24	Red Bull Renault
13	Toyota
8	Toro Rosso Ferrari
6	Honda
4	Super Aguri Honda
1	Spyker Ferrari

It was hard to believe Schumacher's words in Monza 2006 when he said he got tired of racing and that he didn't see himself at the same kind of level in the near future. At the age of 37 he wasn't that old, for seven drivers won titles being even older than the German – Michael Andretti (USA), Alain Prost (France), Nigel Mansell (Great Britain), Graham Hill (Great Britain), Jack Brabham (Australia), Nino Farina (Italy) and the Argentine Juan Manuel Fangio (the latter at the age of 46!). Michael said he knew for a long time which driver would race for Ferrari in 2007. Bob McKenzie from the Daily Express therefore gave him a question if he gave a chance to the thought of competing with Kimi Räikkönen, for the German showed no signs of getting weaker. Michael Schumacher: "You all saw what I am able to do. No, I never gave time to that thought. Racing at the highest level requires a lot of energy and motivation, but aging doesn't help you do the work any easier. I don't think I could be competitive throughout the whole year. I think it's better to retire from the top than from the other end." If Michael knew all that, why did he say that the decision to retire was hard? Michael Schmidt from Auto Motor und Sport had quite an interesting question for the seven time world champion. He asked him which thing took away the most energy out of him. Michael Schumacher: "I don't know and I really don't want to think about that too much. You'll have to excuse me, but this is not a good time for me, explaining every little detail about my decision to retire and answering to these kinds of questions. I hope you'll understand that at this moment the most important



thing for me is concentrating on the championship." A rumour emerged that Schumacher was actually squeezed into a corner. Ferrari wanted to keep him, but only next to Kimi Räikkönen. Michael was supposedly trying to buy out Räikkönen's contract, but that was out of the question for the Ferrari leadership. The Italian team could get five Räikkönens' for the amount that Scuderia had to give the German. And the Finn was Michaels' equal in the minds of experts. So after 11 years Schumacher no longer had the right to choose his teammate. Bernie Ecclestone feared that Schumacher's retirement would have a big impact on Formula 1, especially on TV ratings, but the 2007 season had lots of 'material' to write about and the Brit was happy.

It started with a sensational 'novelty'. Formula One was to get its first black driver – Lewis Hamilton. The Brit won the GP2 series the year before and with this result secured himself a seat at McLaren for the 2007 Formula 1 season. But Lewis wasn't the first Hamilton on the Grand Prix scene. Back in the 30's when the championship wasn't established yet a Hugh Hamilton raced, but with no noticeable results. And then in the 50's Duncan Hamilton tried his luck as a racing driver, and while he failed to score points for the championship he managed to win the famous 24 Hours Le Mans race in 1953. Hugh and Duncan weren't related.

Lewis became a big star in his first season, an even brighter one because of the fact he took over the championship lead after the race in Spain. He gave it away to another driver only twice: the first time to Alonso after the European Grand Prix and the second time to Räikkönen after the season finale at Interlagos (Brazil). Lewis quickly experienced the negative side of having a world champion as his teammate. He soon stopped talking with him...

Ah, yes, Fernando Alonso! I almost forgot about him. Winning the second title and becoming the second youngest to do so put Spain upside down. The 2005 Brazilian Grand Prix at which he clinched his first title was watched by 10 million Spanish viewers – this was more than any soccer game of the Spanish national team or derby between Real Madrid and Barcelona. Antonio Labato (Tele 5): "Alonso's success changed the Spanish people entirely. People in coffee shops

talk of nothing else than Formula 1 and explain about team tactics like a not given penalty in soccer.” Alonso enjoyed the Number 1 status while he was driving for Flavio Briatore at Renault, but all that changed for him with the arrival to McLaren. The first signs that Hamilton and Alonso would soon jump into each others hair were seen at the Monaco Grand Prix. Ron Dennis ordered his drivers racing in first and second place not to fight each other, and Hamilton wasn’t pleased. McLaren found itself under investigation. Ron Dennis: “We didn’t use team orders, we used team

tactics. If they crashed each other out we’d look like idiots.” All good if they tossed the coin of who would run with a lighter fuel load in qualifying. Let’s recap: from 2003 the drivers had to qualify with cars already filled with the amount of fuel ready for the race; two drivers couldn’t have the same load because that would mean that they would have to make their pit-stops at the same time.

The peace at McLaren was finally over at the Hungarian Grand Prix. Alonso deliberately held up Hamilton in the pits in the dying moments of

qualifying and ruined Lewis’s last attempt to set a good time. Ron Dennis was enraged and wanted to speak to Alonso immediately after qualifying. But the Spaniard was deaf for Dennis’s words and just kept waving to fans, for he was on pole. Well, at least that’s what he thought. The commissars gave him a penalty, putting him five places lower on the grid, and the McLaren driver finished the race in fourth position. Alonso later explained he held up Hamilton because prior to that the Brit ignored team orders of moving aside for the Spaniard. As it turned out, Alonso lost the

Race	Pole	Winner
GP AUSTRALIA	Räikkönen	Räikkönen
GP MALAYSIA	Massa	Alonso (2)
GP BAHRAIN	Massa	Massa
GP SPAIN	Massa	Massa
GP MONACO	Alonso	Alonso
GP CANADA	Hamilton	Hamilton
GP USA	Hamilton	Hamilton
GP FRANCE	Massa	Räikkönen (3)
GP GREAT BRITAIN	Hamilton	Räikkönen (2)
GP GERMANY	Räikkönen	Alonso (2)
GP HUNGARY	Hamilton	Hamilton
GP TURKEY	Massa	Massa
GP ITALY	Alonso	Alonso
GP BELGIUM	Räikkönen	Räikkönen
GP JAPAN	Hamilton	Hamilton
GP CHINA	Hamilton	Räikkönen (2)
GP BRAZIL*	Massa	Räikkönen (3)

»Racing at the highest lever requires a lot of energy and motivation, but aging doesn’t help you do the work any easier.«

MICHAEL SCHUMACHER



championship due to this race. It was the second blow for the British team, for during the summer it had an affair because of which they lost the World Cup for Constructors as well. Mike Coughlan, chief designer at McLaren, received valuable technical data about Ferrari’s racing car from Nigel Stepney who was once Michael Schumacher’s main engineer. The FIA took away all of McLaren’s 218 points, but the team was allowed to retain Hamilton’s and Alonso’s wins.

The first three drivers in the championship standings were split by 7 points going into the season finale in Brazil. Lewis Hamilton had 107 points, followed by Fernando Alonso (104) and Kimi Räikkönen (100). The latter won with the help of Felipe Massa who let the Finn in front. And because the McLaren drivers only managed a third and seventh place, the Finn – somewhat surprisingly – won the championship.

Most wins		Most pole positions	
6	Räikkönen	6	Hamilton
4	Hamilton		Massa
	Alonso	3	Räikkönen
3	Massa	2	Alonso
9	Ferrari	9	Ferrari
8	McLaren	8	McLaren

2008

LEWIS HAMILTON (McLaren Mercedes)

The forecast before the start of the 2008 season was that Felipe Massa from Brazil will be the new Formula 1 champion. It almost came true. But if we took into consideration the old points scoring system (10-6-4-3-2-1) then Felipe would've had 3 points more than the Brit Lewis Hamilton (83:80) and become champion. Massa had more wins than Hamilton (the latter became the then youngest champion), but prior to 2008 this happened 10 times! The Brazilian was less unfortunate with car failures compared to 2007, but he was still much more unlucky than the Brit.

The FIA banned traction control and launch control. Every team had to use standard electronics. The FIA president Max Mosley came up with an idea to freeze engine development for 10 years, but in the end they settled for 5 years. An engine change no longer meant that a driver had to start from 10 places further on the starting grid, and the fuel had to have 5.75 percent of biological material. Gearbox had to withstand the length of four Grand Prix events, changing it would mean a worse starting position (plus 5 places!). Testing was limited to 30 thousand kilometres per team. Teams weren't allowed to have spare cars anymore. The only tyre supplier Bridgestone prolonged its contract to the year 2010.

David Coulthard retired from Formula 1 at the end of the season after 14 years and 247 races – up to that point only Schumacher, Patrese and Barrichello raced in more Grand Prix events. The rookies were Nelsinho Piquet (son of the former Formula 1 champion Nelson) and Sebastian Bourdais from France



(he was the multiple Champ Car champion).

Ferrari and McLaren were again the teams to beat while BMW-Sauber and Renault threatened the frontrunners much more than in 2007. The overall standings saw no less than 6 changes on top, and Hamilton basically secured himself the title at the first race – for from 1996 to 2008 it only once happened that a driver without a pole position or a win at the first race of the season didn't become a world champion at the end of the year.

During the race in Spain the Finn Heikki Kovalainen flew off track and crashed his McLaren. He had to be checked in the hospital, but luckily Heikki returned behind a wheel of a racing car at the next

race. It was in Spain that Jenson Button scored his only points of the season. Only 4 drivers (and the latter were from teams Force India and Super Aguri) finished worse than the Brit (both of these teams failed to score points).

In Canada, where Coulthard stood on the podium for the last time in his career, team BMW-Sauber celebrated its first win. It was also the first 1-2 for the Bavarian-Swiss partnership, for Robert Kubica was joined by Nick Heidfeld. Kubica also took over the championship lead, becoming the third one after Hamilton and Räikkönen. Not for long though. After the next competition Massa was on top, and from then on the Brazilian became Hamilton's strongest rival.

After Hungary, where the favourites retired from the race one by one and Kovalainen celebrated his first win, Formula 1 found itself at a new venue. The European Grand Prix was organised on the streets of Valencia, but the race wasn't filled with excitement as many said it would be. Even worse, the local hero Fernando Alonso retired from the race soon after the start, so Spanish spectators didn't get the same thrills they experienced in Barcelona.

In Belgium the first to cross the finish line was Lewis Hamilton, but he got a time penalty and was third in the end. A few laps before the chequered flag he cut the chicane while overtaking Kimi Räikkönen. Hamilton's father and the British public were outraged, for Lewis let Kimi in front again on the straight (and this was within the rules), only to pass him immediately at the next corner. Well, the rules stated

STANDINGS

98	Lewis Hamilton (mclaren mercedes)
97	Felipe Massa (ferrari)
75	Kimi Räikkönen (ferrari)
	Robert Kubica (BMW sauber)
61	Fernando Alonso (renault)
60	Nick Heidfeld (BMW sauber)
53	Heikki Kovalainen (mclaren mercedes)
35	Sebastian Vettel (toro rosso ferrari)
31	Jarno Trulli (toyota)
25	Timo Glock (toyota)
21	Mark Webber (red bull renault)
19	Nelsinho Piquet (renault)
17	Nico Rosberg (williams toyota)
11	Rubens Barrichello (honda)
9	Kazuki Nakajima (williams toyota)
8	David Coulthard (red bull renault)
4	Sebastien Bourdais (toro rosso ferrari)
3	Jenson Button (honda)

TEAMS

172	Ferrari
151	McLaren Mercedes
135	BMW Sauber
80	Renault
56	Toyota
39	Toro Rosso Ferrari
29	Red Bull Renault
26	Williams Toyota
14	Honda

that a driver immediately had to let the other one in front, while Lewis drove 5 seconds alongside the Ferrari driver and put himself behind Kimi at the last moment. The FIA made an end to the interpretation of this rule. From the next race onwards a driver who let his rival in front on the straight wasn't allowed to overtake until they were past the next corner.

It was raining throughout the whole weekend of the Italian Grand Prix which was won by the German racing driver Sebastian Vettel (Toro Rosso Ferrari) who became the youngest winner in Formula One history.

On the streets of Singapore Formula 1 World Championship celebrated its 800th Grand Prix. It was also the first night race in this sport. The arrival of

the safety car was best used by the Spaniard Fernando Alonso who also won the Japanese Grand Prix two weeks later. During the Singapore Grand Prix Ferrari's team made a mistake in the pits, letting Massa drive away before the fuel rig was detached and the Brazilian driver finished thirteenth. As it turned out later it was this mistake that cost him the championship title.

Race	Pole	Winner
VN AUSTRALIA	Hamilton	Hamilton
VN MALAYSIA	Massa	Räikkönen (2)
VN BAHRAIN	Kubica	Massa (2)
VN SPAIN	Räikkönen	Räikkönen
VN TURKEY	Massa	Massa
VN MONACO	Massa	Hamilton (3)
VN CANADA	Hamilton	Kubica (2)
VN FRANCE	Räikkönen	Massa (2)
VN GREAT BRITAIN	Kovalainen	Hamilton (4)
VN GERMANY	Hamilton	Hamilton
VN HUNGARY	Hamilton	Kovalainen (2)
VN EUROPE	Massa	Massa
VN BELGIUM	Hamilton	Massa (2)
VN ITALY	Vettel	Vettel
VN SINGAPORE	Massa	Alonso (15)
VN JAPAN	Hamilton	Alonso (4)
VN CHINA	Hamilton	Hamilton
VN BRAZIL*	Massa	Massa

»I was already at the third corner, when they told me Hamilton passed Glock and became champion. Lewis deserved this championship because he was the driver with most points. We at least clinched the World Cup for Constructors.«

FELIPE MASSA



Massa trailed Hamilton by 7 points going into the season finale at Brazil. To win the title the Ferrari driver had to win and hope that Hamilton wouldn't finish higher than sixth. But just a few 100 metres from the chequered flag the McLaren driver found himself in that place! It was raining heavily towards the end and some of the commentators were confused by the German Timo Glock who decided not to pit for wet tyres. The Toyota driver wanted to finish on slicks and going into the last lap he was driving in fifth place 18 seconds ahead of Hamilton. But he was getting slower and slower by the seconds. When Massa crossed the finish line the people in the Ferrari garage went berserk with joy, but they were shocked when they looked at the TV screen again. In that moment Hamilton passed Glock going up the start-finish line. The coverage director switched the cameras to the McLaren garage where the team started celebrating.

Most wins	Most pole positions
6 Massa	7 Hamilton
5 Hamilton	6 Massa
2 Räikkönen	2 Räikkönen
Alonso	1 Kubica
1 Kubica	Kovalainen
Kovalainen	Vettel
Vettel	
8 Ferrari	8 Ferrari
6 McLaren	McLaren
2 Renault	1 BMW-Sauber
1 BMW-Sauber	Toro Rosso
Toro Rosso	

2009

JENSON BUTTON (Brawn Mercedes)

It was in the BAR motorhome at the San Marino Grand in 2005 when I had my only interview with Jenson Button. After a successful 2004 season 2005 proved to be a difficult year for the young Brit. Button failed to score points at the first three races. I asked him if this was due to the affair in 2004 when he signed a contract with Team Williams and the BAR team manager David Richards found it to be illegal. I made a mistake when pronouncing the names. I said the Richard-Williams affair instead of Richards-Williams. Tracy Novak, BAR's PR, quickly intervened and said I should stick to racing questions only. There was a misunderstanding and while I was trying to solve it with her, Jenson calmly and quietly added: "I got a friend called Richard Williams." Yes, Button was one of 'those' Englishman – those with an amazing sense of humour.

Jenson started racing relatively late in his life, at the age of 14. "But it was clear from the start he was a natural," said Franci Jerančič, the only Slovenian to ever test a Formula 1 car. Back in 2000 when Button raced in his debut season the young Brit scored points in his second Grand Prix race. He was sixth and with this result he became the then youngest driver to score championship points. This was in Brazil where six years later he pulled off one of his best overtaking manoeuvres. Going up the start finish line Jenson started to catch up Kimi Räikkönen. He was way back, but still he decided to pass the Finn on the inside going into the first corner. Drivers can gain up to 50 metres with braking half



a second later, but it has to be underlined that TV viewers do not know in what kind of condition are their tyres, brakes, etc. He finished third in the end.

Jenson Button and Rubens Barrichello didn't even know if they would be racing in 2009. Honda withdrew from the sport at the end of 2008 and the team was bought in the last minute by Ross Brawn. And even though Brawn co-created all of Schumacher's successes, nobody counted on his team literally destroying its rivals at the first couple of races. Ross's team used the same engines as McLaren, but still Mercedes decided not to market their brand on Brawn's racing cars.

One of the reasons for such a good start to the

season by Team BrawnGP was hidden in the form of a controversial diffuser which allowed more down-force for Button and Barrichello. Other teams quickly appealed. Ross Brawn: "Before the season started I invited all team leaders to a meeting concerning our novelty, but nobody even believed we would be on the grid at the first race. But now that we are winning, all of them complain!" The FIA overruled Ferrari's, Renault's and BMW-Sauber's appeal during winter testing.

The novelty of the 2009 season was the KERS system (Kinetic Energy Recovery System), a device which stored energy released under braking. A driver simply pushed a button on his steering wheel and a few extra horsepower came from a special electromotor to give him more speed while overtaking his competitor on a straight.

After Button's and Brawn's runaway at the first seven races Team Red Bull woke up and started the rundown. Had it not been for Vettel's engine failures then the season might have ended in a different way. Then McLaren pulled itself out the crisis (Hamilton and Kovalainen raced with a B-spec car from the Hungarian Grand Prix onwards), soon followed by Ferrari which won in Belgium with Kimi Räikkönen. But it wasn't easy for the Finn! Giancarlo Fisichella in the Force India had a race of his career, getting a sensational pole position on Saturday, and finishing just a couple of car lengths behind the Ferrari driver on Sunday. Giancarlo's best qualifying result until then was a thirteenth place, so the team rushed

STANDINGS

95	Jenson Button (brawn mercedes)
84	Sebastian Vettel (red bull renault)
77	Rubens Barrichello (brawn mercedes)
69,5	Mark Webber (red bull renault)
49	Lewis Hamilton (mclaren mercedes)
48	Kimi Räikkönen (ferrari)
34,5	Nico Rosberg (williams toyota)
32,5	Jarno Trulli (toyota)
26	Fernando Alonso (renault)
24	Timo Glock (toyota)
22	Felipe Massa (ferrari)
	Heikki Kovalainen (mclaren mercedes)
19	Nick Heidfeld (BMW sauber)
17	Robert Kubica (BMW sauber)
8	Giancarlo Fisichella (force india mercedes, ferrari)
6	Sebastien Buemi (toro rosso ferrari)
5	Adrian Sutil (force india mercedes)
3	Kamui Kobayashi (toyota)
2	Sebastien Bourdais (toro rosso ferrari)

TEAMS

172	Brawn Mercedes
153,5	Red Bull Renault
71	McLaren Mercedes
70	Ferrari
59,5	Toyota
36	BMW Sauber
34,5	Williams Toyota
26	Renault
13	Force India Mercedes
8	Toro Rosso Ferrari

to explain that in Belgium Fisichella raced with a modified version of the car which surprised even them let alone the world's public.

At the Hungarian Grand Prix Formula 1 fans witnessed the worst accident in almost 15 years – basically since Häkkinen's crash in Australia back in 1995. Felipe Massa was hit at the helmet by a spring

from Rubens Barrichello's car in front of him. This happened at more than 200kph! Massa suffered a skull fracture and after being operated in the hospital he had to be put in an artificial coma for 24 hours. It was the end of the season for the Ferrari driver, but he did recover to the point that he waved the chequered flag at the Brazilian Grand Prix and drove a couple

of trial laps in the Ferrari. It was rumoured he would be replaced by Michael Schumacher, but the German refused this possibility due to neck pain which was a consequence of a motorcycling accident back in February. So Ferrari decided to finally give a chance to their long time test driver Luca Badoer. The latter competed in two races, but prior to the Italian Grand

»Before the season started I invited all team leaders to a meeting concerning our novelty but nobody even believed we would be on the grid at the first race. But now that we are winning, all of them complain.«

ROSS BRAWN

Race	Pole	Winner
GP AUSTRALIA	Button	Button
GP MALAYSIA	Button	Button
GP CHINA	Vettel	Vettel
GP BAHRAIN	Trulli	Button (4)
GP SPAIN	Button	Button
GP MONACO	Button	Button
GP TURKEY	Vettel	Button (2)
GP GREAT BRITAIN	Vettel	Vettel
GP GERMANY	Webber	Webber
GP HUNGARY	Alonso	Hamilton (4)
GP EUROPE	Hamilton	Barrichello (3)
GP BELGIUM	Fisichella	Räikkönen (6)
GP ITALY	Hamilton	Barrichello (5)
GP SINGAPORE	Hamilton	Hamilton
GP JAPAN	Vettel	Vettel
GP BRAZIL*	Barrichello	Webber (2)
GP ABU DHABI	Hamilton	Vettel (2)

Most wins

6	Button
4	Vettel
2	Barrichello
	Webber
	Hamilton
1	Räikkönen

Most pole positions

4	Button
	Vettel
	Hamilton
1	Barrichello
	Webber
	Trulli
	Alonso
	Fisichella

8 Brawn

6	Red Bull
2	McLaren
1	Ferrari

5 Brawn

	Red Bull
4	McLaren
1	Toyota
	Renault
	Force India



Prix the Italian had to give way to Giancarlo Fisichella who raced alongside Kimi Räikkönen until the end of the season. In the meantime Formula 1 was shaken with another affair. The media found out that at the 2008 Singapore Grand Prix Nelsinho Piquet (Renault) deliberately crashed at a part of the track where there were no cranes to lift the wreckage, consequently bringing the safety car out of the pits and all of this was cleverly used by Fernando Alonso. Piquet was ordered to do that and the order came from Renault's team leadership (its managing director, Flavio Briatore and its executive director of engineering, Pat Symonds, soon left the team).

The last race of the championship was in Abu Dhabi. United Arab Emirates became the 30th country to host a Grand Prix event. The track became an architectural masterpiece, its most beautiful feature was a hotel in the shape of a whale.

2010

SEBASTIAN VETTEL (Red Bull Renault)

At the last race of the season in Abu Dhabi four drivers still counted on winning the championship – this happened for the first time in Formula 1 history. Fernando Alonso had the most points going into the season finale (246), followed by Mark Webber (238), Sebastian Vettel (231) and Lewis Hamilton (222). There were numerous calculations of which driver needed this or that result to crown himself as the new world champion. Alonso needed only a fourth place in case of Vettel's win, but during the race the Spaniard got stuck behind the Russian Vitaly Petrov. "We are aware you are driving at the limit, but it is crucial to pass Petrov," was the radio message that Fernando heard from Ferrari's pit-wall. Alonso finished behind the Russian who was sixth, and seventh place was Spaniard's worst result in the second part of the season, for before that he managed to get 3 wins and 2 third places. The Ferrari driver was critical of Petrov (in Alonso's opinion the Renault driver should've moved), but the TV commentators kept repeating that Fernando should've blamed himself.

The season began without Kimi Räikkönen. The Finn decided to race in the World Rally Championship where he stayed for two years. The surprise of the century was Michael Schumacher's decision to return to Formula 1 at the age of 41. The German joined Mercedes which was basically formed out of the winning Brawn team, so expectations were high. Michael Schumacher: "I signed my first racing contract with Mercedes 20 years ago when I was racing with their sports cars. Of course, for 14 years I



was with Ferrari and we still have a good relationship. But now we'll be rivals, and as you know, there is no friendship on track. I'm glad I have the same support from the fans as before. The combination Mercedes-Ross Brawn seems strong and I think it will be fun." The seven time world champion signed a three-year contract with Mercedes and his best result during those three years was a third place at the 2012 European Grand Prix in Valencia. During those three seasons with the Stuttgart based team Schumacher always found himself behind his teammate Nico Rosberg in the overall standings. Despite many remarks that he shouldn't have returned to the sport experts believed the German didn't race as bad as

the majority thought. At the end of the 2012 season Michael even received a T-shirt with a sign 'Not bad for a 43-yearold' on it.

The reigning world champion Jenson Button moved from Brawn to McLaren and this was the right decision. The Brit managed to get some remarkable results in the next couple of years. Button was even second in the overall standings in 2011 while at his former team (now Mercedes) the drivers rarely stood on the podium.

The Japanese tyre manufacturer Bridgestone announced it was to withdraw from the sport at the end of the season, for Pirelli from Italy was coming into Formula 1 in 2011. Franci Jerančič: "Formula 1 will miss Bridgestone badly." The Slovenian TV commentator was right, for complaints flew at Pirelli from all sides. Even the fans were unhappy with the Italian supplier, for in their minds they watched too many pit-stops.

A new points scoring system was to replace the old 10-8-6-5-4-3-2-1. The new one had two more drivers amongst the points which were now distributed as followed: 25-18-15-12-10-8-6-4-2-1. The winner was much happier with his points tally than before because the margin between him and the second placed man was now much bigger. Vettel would win the championship even with the old points scoring system – he would have 84 points. Alonso would've finished second (78), only Webber (75) and Hamilton (76) would swap places.

For the first time in Formula One's history the

STANDINGS

256	Sebastian Vettel (red bull renault)
252	Fernando Alonso (ferrari)
242	Mark Webber (red bull renault)
240	Lewis Hamilton (mclaren mercedes)
214	Jenson Button (mclaren mercedes)
144	Felipe Massa (ferrari)
142	Nico Rosberg (mercedes)
136	Robert Kubica (renault)
72	Michael Schumacher (mercedes)
47	Rubens Barrichello (williams cosworth)
	Adrian Sutil (force india mercedes)
32	Kamui Kobayashi (sauber ferrari)
27	Vitalij Petrov (renault)
22	Nico Hülkenberg (williams cosworth)
21	Vitantonio Liuzzi (force india mercedes)
8	Sebastien Buemi (toro rosso ferrari)
6	Pedro de la Rosa (sauber ferrari)
	Nick Heidfeld (sauber ferrari)
5	Jaime Alguersuari (toro rosso ferrari)

TEAMS

498	Red Bull Renault
454	McLaren Mercedes
396	Ferrari
214	Mercedes
163	Renault
69	Williams Cosworth
68	Force India Mercedes
44	Sauber Ferrari
13	Toro Rosso Ferrari

percentage of non-European races was bigger than that of Grand Prix events held in Europe, and for the first time South Korea hosted a Grand Prix event. The latter was almost cancelled due to political tensions with the neighbouring North Korea. Then work on the track fell behind schedule. A FIA permit was given out only two weeks prior to the event. Meanwhile the designer of the track Hermann Tilke forecasted lots of car handling by the drivers because the asphalt had been fully laid down only a few days before the start of the competition. He was right, drivers went off track

one by one, even Bernd Mayländer who drove the safety car failed to stay on the slippery surface on one occasion.

Sebastian Vettel who debuted in 2007 became the youngest Formula 1 champion – he was 23 years old. In this ‘category’ he beat Lewis Hamilton (the Brit held the record for 2 years) by 166 days. But at first it didn’t look all that good for Vettel. After the race in Australia (and this was the second race he led and had to retire because of a car failure) he threw his helmet to the ground and yelled out:

“Why does this always happen to me?” To make things worse, he crashed with his teammate Mark Webber in Turkey and had to retire once more. He actually led the championship only after the last race of the season – even Keke Rosberg and Mike Hawthorn who won the championships in 1982 and 1958 (with only one Grand Prix win in the entire season!) managed to lead in the overall standings more times than Sebastian. It was Alonso that initially led the 2010 season. Then Felipe Massa (the Brazilian recovered well

»I woke up in the morning trying not to think too much. Usually something goes wrong if you do that. I focused on my work.«

SEBASTIAN VETTEL

Race	Pole	Winner
GP BAHRAIN	Vettel	Alonso (3)
GP AUSTRALIA	Vettel	Button (4)
GP MALAYSIA	Webber	Vettel (3)
GP CHINA	Vettel	Button (5)
GP SPAIN	Webber	Webber
GP MONACO	Webber	Webber
GP TURKEY	Webber	Hamilton (2)
GP CANADA	Hamilton	Hamilton
GP EUROPE	Vettel	Vettel
GP GREAT BRITAIN	Vettel	Webber (2)
GP GERMANY	Vettel	Alonso (2)
GP HUNGARY	Vettel	Webber (2)
GP BELGIUM	Webber	Hamilton (2)
GP ITALY	Alonso	Alonso
GP SINGAPORE	Alonso	Alonso
GP JAPAN	Vettel	Vettel
GP SOUTH KOREA	Vettel	Alonso (3)
GP BRAZIL	Hülkenberg	Vettel (2)
GP ABU DHABI*	Vettel	Vettel



after his accident in Hungary the year before) took over after race 3. Then Button was first, followed by Webber, Hamilton and Webber again. And so on. Vettel barely managed to thank his team in his victory lap in Abu Dhabi, for he was crying his heart out. Sebastian Vettel: “I’m speechless. I don’t really know what to say in these sorts of moments. The season was long and hard, both for me and the team. We always believed in ourselves. Today is a special day. I woke up in the morning trying not to think too much because usually something goes wrong if you do that. I focused on my work, avoided unnecessary conversations and it worked. When I crossed the finish line I got a radio message that everything looks good, but that I would have to wait for everybody to finish the race. I thought: ‘What does that mean?’ I wasn’t paying attention to the big screens. Then I heard: ‘You are World Champion!’”

Most wins	Most pole positions
5 Vettel	10 Vettel
Alonso	5 Webber
4 Webber	2 Alonso
3 Hamilton	1 Hamilton
2 Button	Hülkenberg
9 Red Bull	15 Red Bull
5 McLaren	2 Ferrari
Ferrari	1 McLaren
	Williams

2011

SEBASTIAN VETTEL (Red Bull Renault)

The German ace Sebastian Vettel won his 2011 title in a much easier way than the one from the previous year. It was all over a couple of races before the end of the season. He wasn't the first one with such a story. Jack Brabham from Australia had the same one in 1959-1960, Germany's Michael Schumacher in 1994-1995, and so on. Schumacher even repeated the thing while driving at Ferrari, for in 2000 it was really tough for him whereas in 2001 he became champion with 4 races to go. So, some drivers get far more relaxed after winning the first title and become even faster, tougher opponents next year.

Sebastian's margin of 122 points in the overall standings became the highest in Formula 1 history. But it has to be underlined that with the old points scoring system 10-6-4-3-2-1 Jenson Button would've trailed the German 'only' by 58 points – and this is less than Schumacher's over Barrichello in 2002 (67 points). Vettel set a new record in the category of most pole positions in a season previously held by Nigel Mansell. The German got one more than the Brit (15:14) and celebrated this achievement in a quite funny way: sticking an artificial mustache under his nose (this was Mansell's trademark look in the time of his racing career). But it has to be written that Vettel's record was set in a season of 19 races while Mansell raced in a year which only had 16 Grand Prix events.

Just like Team McLaren back in 1988 the Red Bull team only once failed to win the qualifying



session, but the Austrians got a better percentage because of a higher number of races.

In the overall standings the first seven names stayed the same as in 2010. Fernando Alonso and Lewis Hamilton had a slightly worse season than in 2010 while Jenson advanced by three places.

The Polish driver Robert Kubica failed to start the season due to serious injuries sustained in a horrifying accident in the World Rally Championship. He was replaced by the German ace Nick Heidfeld, one of the best drivers without a win according to some Formula 1 experts. Then Heidfeld himself was replaced at the Belgian Grand Prix, and by what a name – Bruno Senna, the nephew of the

three time world champion Ayrton Senna. Bruno had worse results than his teammate Vitaly Petrov, yet Frank Williams believed he was the better driver and offered the Brazilian a seat for the 2012 season. Frank Williams: "Of course, the story has a romantic touch to it, for we all wonder if he is as good as his uncle. It would be grand, if he is, for we need the results. But firstly, I would like to see him surprise us all."

Rubens Barrichello retired at the end of the season as a record holder in the number of Grand Prix starts (320). Despite a long career he didn't stop racing, for in then next season he was already a member of the American series IndyCar. Barrichello was the first driver in the '300' club (that was in 2010), the second one was Michael Schumacher at the end of 2012, and the third Jenson Button at the end of 2016 (with Fernando Alonso in fourth place having 274 starts at the same time as Button).

At the Australian Grand Prix in Melbourne Red Bull's Sebastian Vettel beat Lewis Hamilton in qualifying by 8 tenths of a second and later won the race. These 8 tenths are 'important' because of a study made two years later by one of the many journalist of this sport. The latter found out that 10 kilograms of extra fuel meant up to 0.4 seconds slower times. And because Vettel had 15 kilograms less than his tall teammate Mark Webber, the ambitious journalist sent out a following question to all the teams: should Formula 1, like boxing, have different categories or better yet rules which would have some restrictions for the lighter and smaller drivers? The journalist didn't get

STANDINGS

392	Sebastian Vettel (red bull renault)
270	Jenson Button (mclaren mercedes)
258	Mark Webber (red bull renault)
257	Fernando Alonso (ferrari)
227	Lewis Hamilton (mclaren mercedes)
118	Felipe Massa (ferrari)
89	Nico Rosberg (mercedes)
76	Michael Schumacher (mercedes)
42	Adrian Sutil (force india mercedes)
37	Vitalij Petrov (renault)
34	Nick Heidfeld (renault)
30	Kamui Kobajashi (sauber ferrari)
27	Paul di Resta (force india mercedes)
26	Jaime Alguersuari (toro rosso ferrari)
15	Sebastien Buemi (toro rosso ferrari)
14	Sergio Perez (sauber ferrari)
4	Rubens Barrichello (williams cosworth)
2	Bruno Senna (renault)
1	Pastor Maldonado (williams cosworth)

TEAMS

650	Red Bull Renault
497	McLaren Mercedes
375	Ferrari
165	Mercedes
73	Renault
69	Force India Mercedes
44	Sauber Ferrari
41	Toro Rosso Ferrari
5	Williams Cosworth

a single answer. It was clear to him that in this sport it was the drivers who barely managed 160 cm in height and 60 kilograms in weight that were in a significant advantage. Vettel, Alonso, Villeneuve, Prost, Lauda, Andretti ... all of them short and light!

One of the more dangerous Grand Prix races took place at Monaco where they had to hospitalize two drivers. First Sergio Perez crashed heavily at the Nouvelle chicane during qualifying, sustaining a brain concussion in the process. The Mexican driver wasn't cleared for the race, even at the next event in Canada

he felt too weak during practice sessions, and had to be replaced by Pedro de la Rosa. Then on Sunday Vitaly Petrov got hurt in a pile-up of five racing cars, the Russian was even unconscious for a while.

An equally dangerous race, but luckily without injuries, took place at Montreal where it was raining heavily. In the opening laps teammates Jenson Button and Lewis Hamilton crashed into each other, and to make things worse for the McLaren team Jenson got a drive-through penalty for driving too fast behind the safety car during the removal of Lewis's car. The race

was stopped due to heavy rain for 2 hours on lap 25, and after the restart only a narrow line on which the drivers raced dried out. After his penalty Button raced in lower than twentieth place, but he gained positions rapidly. Four laps from the end he overtook Mark Webber and Michael Schumacher, and only the leading Vettel stayed ahead of him. Button's times suggested he would catch the German in the last lap and funny enough it was in the last lap that Vettel made a mistake, skid off the dried out line and lost the win to Button. Jenson Button: "I couldn't see anything when Lewis

Race	Pole	Winner
GP AUSTRALIA	Vettel	Vettel
GP MALAYSIA	Vettel	Vettel
GP CHINA	Vettel	Hamilton (3)
GP TURKEY	Vettel	Vettel
GP SPAIN	Webber	Vettel (2)
GP MONACO	Vettel	Vettel
GP CANADA	Vettel	Button (7)
GP EUROPE	Vettel	Vettel
GP GREAT BRITAIN	Webber	Alonso (3)
GP GERMANY	Webber	Hamilton (2)
GP HUNGARY	Vettel	Button (3)
GP BELGIUM	Vettel	Vettel
GP ITALY	Vettel	Vettel
GP SINGAPORE	Vettel	Vettel
GP JAPAN*	Vettel	Button (2)
GP SOUTH KOREA	Hamilton	Vettel (2)
GP INDIA	Vettel	Vettel
GP ABU DHABI	Vettel	Hamilton (2)
GP BRAZIL	Vettel	Webber (2)

»The reliability of the car was amazing this season. With the exception of the race in Italy we basically didn't have a failure.«

MARK WEBBER



was right next to me. I could only see a cloud of water spray in my rear view mirrors, and this is why we got tangled up. But these things happen and I have already apologized to him. It was an incredible race, and even if I wouldn't have won, I wouldn't have been disappointed, for I enjoyed every second of it. This is probably my best win ever."

Red Bull won the World Cup for Constructors at the South Korean Grand Prix. Mark Webber: "This day belongs to the team. The title ... it's a big thing – especially if you win it two years in a row. The reliability of the car was amazing this season. With the exception of the Italian Grand Prix in Monza we basically didn't have a failure. It has really been an incredible year."

Team Red Bull proved to everybody that 2010 wasn't just a 'one hit wonder' and that in the future it would take a lot to beat the Austrians.

Most wins	Most pole positions
11 Vettel	15 Vettel
3 Button	3 Webber
Hamilton	1 Hamilton
1 Webber	
Alonso	
12 Red Bull	18 Red Bull
6 McLaren	1 McLaren
1 Ferrari	

2012

SEBASTIAN VETTEL (Red Bull Renault)

“Okay, Kimi, the driver behind you is Alonso who is down by 5 seconds. I will inform you about the gap between you and him and let you know what times he is setting.” This was the radio message to Kimi Räikkönen during the Abu Dhabi Grand Prix. Kimi Räikkönen replied: “Just leave me alone, I know what I’m doing!” The Finn was then asked to worm his tyres while he was driving behind the safety car. Kimi Räikkönen: “Yes, yes, yes, yes, I’ve been doing that already, you don’t have to remind me every 10 seconds.” The story continued on the podium where the interviews with the first three drivers were conducted (this was a novelty in 2012). David Coulthard was put to run the interviews in Abu Dhabi and the Scot asked Kimi how he felt to win for the first time since 2009. The Finn answered: “It was nothing special.” The fans immediately reacted, so David persisted he should explain them the emotions that drivers have while winning a Grand Prix race. Kimi Räikkönen added: “Well, the last time you were giving me sh*t for not smiling enough, so...” The Lotus driver made the fans smile.

Räikkönen’s number of fans probably rose after this race, but he certainly made some people laugh in this, for many too sterile, motor racing category. His return to Formula 1 with Team Lotus (the latter didn’t have anything in common with the Lotus team from the previous century) was a very successful one. In Great Britain Kimi surpassed Michael Schumacher’s number of consecutive race finishes amongst the points (24 from 2001 to



2003) and was third in the overall standings. This consequently pushed Nico Rosberg out of the ‘top 7’ to which F1 got used to in 2010 and 2011 (Vettel, Hamilton, Button, Alonso, Webber and Massa ‘accompanied’ Rosberg).

The 2012 season began with no less than six world champions: Sebastian Vettel, Jenson Button, Lewis Hamilton, Kimi Räikkönen, Fernando Alonso and Michael Schumacher. This was a new record since 1970 when 5 took part: Jackie Stewart, Graham Hill, Denny Hulme, John Surtees and Jack Brabham. Compared to 1970 the champions in 2012 later found themselves in the ‘top 5’ of the overall standings – except for Michael Schumacher who was thirteenth.

Adrian Sutil was back in Formula 1. Sutil was involved in an incident with Genii Capital CEO and owner of the Lotus F1 team Eric Lux in a nightclub in Shanghai in 2011. Sutil struck Lux with a champagne glass, causing a wound in his neck which required 24 stitches. Adrian was convicted of the charge on 31st January 2012, and received an 18-month suspended prison sentence, along with a €200,000 fine.

The championship had a record number of races (20). The US Grand Prix was back, this time on a new track in Texas. Also, the Bahrain Grand Prix was back after a year of absence from the calendar, but the race was again threatened by the protests there. The people of Bahrain were protesting against their government.

Williams announced that they would be using Renault engines for the 2012 and 2013 seasons, with an option to use Renault engines again in 2014 under the next generation of engine regulations. Renault had previously supplied engines to Williams from 1989 to 1997, when the team won four World Drivers' Championships and five World Constructors' Championships. Following their worst season in their thirty-year history in which they finished ninth in the World Constructors' Championship with just five points the team underwent a technical review, employing former McLaren designer Mike Coughlan (having served his suspension for his role in the 2007 Formula One espionage controversy) as Chief Designer, and

STANDINGS

281	Sebastian Vettel (red bull renault)
278	Fernando Alonso (ferrari)
207	Kimi Räikkönen (lotus renault)
190	Lewis Hamilton (mclaren mercedes)
188	Jenson Button (mclaren mercedes)
179	Mark Webber (red bull renault)
122	Felipe Massa (ferrari)
96	Romain Grosjean (lotus renault)
93	Nico Rosberg (mercedes)
66	Sergio Perez (sauber ferrari)
63	Nico Hülkenberg (force india mercedes)
60	Kamui Kobayashi (sauber ferrari)
49	Michael Schumacher (mercedes)
46	Paul di Resta (force india mercedes)
45	Pastor Maldonado (williams renault)
31	Bruno Senna (williams renault)
16	Jean-Eric Vergne (toro rosso ferrari)
10	Daniel Ricciardo (toro rosso ferrari)

TEAMS

460	Red Bull Renault
400	Ferrari
378	McLaren Mercedes
303	Lotus Renault
142	Mercedes
126	Sauber Ferrari
109	Force India Mercedes
76	Williams Renault
26	Toro Rosso Ferrari

promoting Jason Somerville to Head of Aerodynamics.

The first seven races of the 2012 season were won by seven different drivers. This was a new record in Formula 1. The old one dated back to 1983 when the season began with 5 different winners.

At the third race of the season in Shanghai Nico Rosberg from Germany celebrated his first ever Grand Prix win. His father Keke therefore became the first father to witness his son repeat the same achievement.

The Spanish Grand Prix was won by Pastor Maldonado from Venezuela, a country which had the cheapest gas in the world. In times when Italians had to pay 2 Euros per litre, the people of Venezuela filled the same amount for a couple of cents. Maldonado was thought to be connected with the president of Venezuela Hugo Chávez, but Pastor assured me during our interview in Monza that this was not true. Venezuela became only the fourth South American

country with a Grand Prix winner (after Argentina, Brazil and Columbia).

Only at the European Grand Prix in June did one of the winners of those first seven races manage to win again. It was to be Fernando Alonso who was first in the overall standings for the next seven races. Alonso won in Germany and got a podium placing at the British, Italian and Singapore Grand Prix. Retirements in the first laps of the Belgian and Japanese Grand

»Maybe we didn't win the title, but we certainly gained respect from others. Besides, my fans and friends agree who was the best driver in Formula 1 this year.«

FERNANDO ALONSO



Prix gave the opponents an opportunity to close the gap behind him and they did – especially Sebastian Vettel who took over the championship lead after the sixteenth race of the season. Vettel too was having somewhat of a stressful season. In Malaysia he collided with a backmarker and failed to score points. In Abu Dhabi he had to start the race out of the pits. And so on. Prior to the last race of the season Vettel lead the championship by 13 points ahead of Alonso. The Spaniard had to finish third in case of Vettel's troubles, but Vettel had none. The German finished sixth while Alonso was second, and the title went to Germany. Vettel became the first driver to immediately add two more titles to his first one. Fernando Alonso: "We certainly didn't lose the title today as we did in Belgium and Japan. Maybe we didn't win the title, but we gained respect from others. Besides, my fans and friends agree who was the best driver this year."

Race	Pole	Winner
GP AUSTRALIA	Hamilton	Button (2)
GP MALAYSIA	Hamilton	Alonso (8)
GP CHINA	Rosberg	Rosberg
GP BAHRAIN	Vettel	Vettel
GP SPAIN	Maldonado	Maldonado
GP MONACO	Webber	Webber
GP CANADA	Vettel	Hamilton (2)
GP EUROPE	Vettel	Alonso (11)
GP GREAT BRITAIN	Alonso	Webber (2)
GP GERMANY	Alonso	Alonso
GP HUNGARY	Hamilton	Hamilton
GP BELGIUM	Button	Button
GP ITALY	Hamilton	Hamilton
GP SINGAPORE	Hamilton	Vettel (3)
GP JAPAN	Vettel	Vettel
GP SOUTH KOREA	Webber	Vettel (2)
GP INDIA	Vettel	Vettel
GP ABU DHABI	Hamilton	Räikkönen (4)
GP USA	Vettel	Hamilton (2)
GP BRAZIL*	Hamilton	Button (2)

Most wins

5	Vettel
4	Hamilton
3	Alonso
	Button
2	Webber
1	Rosberg
	Maldonado
	Räikkönen
7	Red Bull
	McLaren
3	Ferrari
1	Mercedes
	Lotus
	Williams

Most pole positions

7	Hamilton
6	Vettel
2	Alonso
	Webber
1	Button
	Rosberg
	Maldonado
8	Red Bull
	McLaren
2	Ferrari
1	Mercedes
	Williams

2013

SEBASTIAN VETTEL (Red Bull Renault)

Winter testing in Barcelona suggested that Red Bull's era would come to an end. The fastest times belonged to teams Mercedes and Ferrari. The Stuttgart based team was later the only one to beat Red Bull in qualifying.

The 2013 season had a lot of accidents. The first one was at the Canadian Grand Prix. One of the marshals (Graham Beveridge) tried to pick up his radio receiver off the ground when a mobile crane ran him over. The crane was used to remove the wreckage of Esteban Guterrez who flew off track moments before. The marshal succumbed to his injuries. Then in Germany a loose wheel during Mark Webber's pit-stop flew off of the Red Bull and into Paul Allen, a FOM cameraman. Paul luckily sustained only minor injuries. FIA immediately intervened and limited the pit access only to marshals and team members. By the end of the year Maria de Villota from Spain died due to cardiac arrest. This was probably a consequence of a serious accident during testing a Formula 1 car for Marussia in 2012 when she even lost her right eye. Team Marussia (just like Team Caterham) failed to score points in 2013.

It started with the Australian Grand Prix. It was calculated that the winner or the driver who would get pole position in Melbourne had more than 90-percent chance to win the title. From 1996 onwards only two seasons (2005 and 2012) didn't have a champion who won or got a pole position in Australia. And even in these two seasons the driver with the title got at least a podium finish at the Australian Grand Prix. In 2013



Kimi Räikkönen won from seventh place on the grid – but the Finn was lucky, for it was raining almost the whole weekend. Much was written about Räikkönen in 2013, but this time not because of his funny radio comments. During the midseason he signed a contract with Ferrari and then missed out the last two races of 2013 due to back surgery. There were rumours that the surgery was only an official reason of missing at the last two races, an unofficial was supposedly Räikkönen's revenge for not getting his salary from Lotus on time. Kimi claimed this wasn't true at all. Financial problems were also found in teams Sauber and Williams.

The first part of the season was 'coloured' with different winners, then Sebastian Vettel took over the

initiative. The German was basically undefeated in qualifying (and races!) from the Belgian Grand Prix onwards. In Abu Dhabi he equalled Schumacher's 7 wins in a row during a single season, and then surpassed this record from 2004 at the US Grand Prix. He won the title at the Indian Grand Prix where he became only the fourth driver with the fourth title and after Fangio and Schumacher only the third with a fourth in a row! After his victory lap he didn't drive into the garage. He chose the start-finish line instead and he made the fans happy there with a couple of pirouettes. He then stepped out of the car, knelt before it, and to close up the celebration threw his gloves into the crowd. The commissars gave him a fine of 25 thousand Euros and he also received a warning. Despite his amazing successes the winning season proved to be a bit difficult one. Vettel received a concert of whistles in Italy, which was maybe understandable, but in Singapore many raised their eyebrows – even Lewis Hamilton who said: "We shouldn't insult anybody for their successes, even if they got them in an easier way. Sebastian is on the verge of becoming world champion for the fourth time running and he deserves only praise." Former driver Martin Brundle who conducted the interviews in Singapore politely asked the fans not to whistle. Sebastian calmly said: "They are on a world tour. They travel round the world with a bus."

During the midseason it became clear that Mark Webber was to leave Formula 1 at the end of the year. The Aussie announced he would be racing with

STANDINGS

397	Sebastian Vettel (red bull renault)
242	Fernando Alonso (ferrari)
199	Mark Webber (red bull renault)
189	Lewis Hamilton (mercedes)
183	Kimi Räikkönen (lotus renault)
171	Nico Rosberg (mercedes)
132	Romain Grosjean (lotus renault)
112	Felipe Massa (ferrari)
73	Jenson Button (mclaren mercedes)
51	Nico Hülkenberg (sauber ferrari)
49	Sergio Perez (mclaren mercedes)
48	Paul di Resta (force india mercedes)
29	Adrian Sutil (force india mercedes)
20	Daniel Ricciardo (toro rosso ferrari)
13	Jean-Eric Vergne (toro rosso ferrari)
6	Esteban Guterrez (sauber ferrari)
4	Valtteri Bottas (williams renault)
1	Pastor Maldonado (williams renault)

TEAMS

596	Red Bull Renault
360	Mercedes
354	Ferrari
315	Lotus Renault
122	McLaren Mercedes
77	Force India Mercedes
57	Sauber Ferrari
33	Toro Rosso Ferrari
5	Williams Renault

Porsche's sports cars in 2014 while at Red Bull his place was reserved for another Aussie – Daniel Ricciardo. In the meantime Felipe Massa signed a contract with Team Williams for the 2014 season while at McLaren they decided upon the rookie Kevin Magnussen, the son of a former Formula 1 driver Jan Magnussen.

Of the records one stood out: Ferrari had no less than 65 consecutive races amongst the points (in Abu Dhabi), thus braking McLaren's 64 which the British

team managed to sum up at the Monaco Grand Prix.

During this time the FIA announced changes in the calendar for the 2014 season. They added the first Russian Grand Prix which was to be held at Sochi, the winter Olympics venue. Also, the Austrian Grand Prix in Zeltweg was back after 11 years and this delighted the Slovenians again, for the track was close to the Austrian-Slovene border. Bernie Ecclestone, who assembled the calendar and gave it

to the FIA every year, told me (in Monza that same year): "This year I visited the track in Zeltweg which is, as you know, renovated. They did a good job there. I'm surprised that people accepted the return of the race to the calendar with such enthusiasm. I'm glad they feel this way about it." The interview with Bernie Ecclestone in Monza was published at the Slovenian website Dnevnik.si in Slovenian language and also at Autoracing1.com in English language. Bernie's PR

»I visited the track in Zeltweg which is, as you know, renovated. They did a good job there. I'm surprised that people accepted the return of the race with such enthusiasm.«

BERNIE ECCLESTONE

Race	Pole	Winner
GP AUSTRALIA	Vettel	Räikkönen (7)
GP MALAYSIA	Vettel	Vettel
GP CHINA	Hamilton	Alonso (3)
GP BAHRAIN	Rosberg	Vettel (2)
GP SPAIN	Rosberg	Alonso (5)
GP MONACO	Rosberg	Rosberg
GP CANADA	Vettel	Vettel
GP GREAT BRITAIN	Hamilton	Rosberg (2)
GP GERMANY	Hamilton	Vettel (2)
GP HUNGARY	Hamilton	Hamilton
GP BELGIUM	Hamilton	Vettel (2)
GP ITALY	Vettel	Vettel
GP SINGAPORE	Vettel	Vettel
GP SOUTH KOREA	Vettel	Vettel
GP JAPAN	Webber	Vettel (2)
GP INDIA*	Vettel	Vettel
GP ABU DHABI	Webber	Vettel (2)
GP USA	Vettel	Vettel
GP BRAZIL	Vettel	Vettel



Chiho Kai took care of this meeting of ours. Chiho told me that Enrica Marengi would wait for me at Monza and Enrica sometimes exchanged with Lucy at the Grand Prix venues. When Bernie Ecclestone politely referred me to turn to Patsy Heavey for the use of the name Formula 1 in my book and then Patsy referred me to turn to Karen Minier, I politely said to Enrica that it is no wonder the 'Old man' looks so good at the age of 82. Enrica smiled and added: "Oh, there's much more of us." This too is Formula 1!

The last race in Brazil was important because of the overall standings in the World Cup for Constructors. A better place meant more money and there were millions of Euros in stake. Team Mercedes, Ferrari and Lotus were separated by 33 points but none of them managed to gain a place. Heikki Kovalainen replaced Kimi Räikkönen at the last two races but failed to finish these events amongst the points scorers.

Most wins	Most pole positions
13 Vettel	9 Vettel
2 Alonso	5 Hamilton
Rosberg	3 Rosberg
1 Hamilton	2 Webber
Räikkönen	
13 Red Bull	11 Red Bull
3 Mercedes	8 Mercedes
2 Ferrari	
1 Lotus	

2014

LEWIS HAMILTON (Mercedes)

The 2014 season marked the end of Red Bull's supremacy. The new team to beat was to become Mercedes which was even more dominant than Red Bull in previous years. The Stuttgart based team set numerous records and in the next three seasons won 51 races out of possible 59! Their driving pair Lewis Hamilton – Nico Rosberg fought relentlessly for every inch of the track.

Prior to the last race in Abu Dhabi the leading driver of the championship Lewis Hamilton enjoyed an advantage of 17 points over his teammate Nico Rosberg. Even with the novelty in the FIA rule book (drivers would get double the amount of points at the last race; the winner 50, the second placed man 36, the third 30, and so on) it seemed that Nico was in a very difficult position. In case of his victory Lewis Hamilton needed only a second place. And since it rarely happened that a driver of some other team split the Mercedes pair... Mercedes already had eleven 1-2 finishes going into the season finale in the United Arab Emirates. This was a new record (the old one dated back to 1988). Rosberg knew he had a very difficult task ahead of him. Nico Rosberg: "I'm nonetheless optimistic. Hamilton spun while I was leading the Brazilian Grand Prix and I hope he repeats the mistake. He surely has a lot more to lose than I do." But it was all in vain for the German. Rosberg made a mistake at the start already, handing out the lead to Hamilton. He later had car trouble as well and only managed to finish the competition in fourteenth place (without crossing the finish line!). Lewis became only the fourth



British driver with more than one title (after Jim Clark, Graham Hill and Jackie Stewart). Lewis Hamilton: "This is the best day of my life. I am happier now than I was in 2008 when I won my first title. Nico fought like a lion, he was a tough rival to beat. I'm really sad he couldn't finish the race. Yes, he congratulated me sincerely and I have to thank him for that." Rosberg's consolation prize was the trophy for most pole positions in a season (handed out for the first time in Formula 1 history). Nico's 11 pole positions in 2014 became the second highest number of a driver who failed to win the championship in that same year. The record holder was Ayrton Senna, having 13 in 1989 – but losing the championship to teammate Prost.

The World Cup for Constructors – the first for Mercedes in the long history of this sport – was won in Sochi.

Prior to the beginning of the 2014 season the fans of the seven time world champion Michael Schumacher were saddened by news that the German had an accident during skiing in the French Alps in December. Schumacher hit a rock with his head, cracking his helmet in the process. He suffered severe head trauma and was put into an artificial coma from which he didn't fully wake up for 6 months. He was released from the hospital in September but he remained paralyzed, couldn't talk and had problems with his memory. Predictions about his recovery were different, it was rumoured that it would be up to 3 years until he recovers. It is less known that one of the journalists didn't even believe he was injured. In his opinion the whole thing was staged by Schumacher himself. A few months prior to Schumacher's accident an article titled 'Did Schumacher cry because of revenge' circled round the reporters. The article was about Schumacher's tears at the 2001 Italian Grand Prix where the German equalled Senna's number of wins. Was Schumacher's accident merely revenge to the media because of this article?

If someone doubted about Schumacher's coma, nobody doubted about the one the Frenchman Jules Bianchi was put in after his horrifying accident at the Japanese Grand Prix. It was raining heavily there and one of the spectators caught the moment of impact with his cell phone. Bianchi crashed into a mobile

STANDINGS

384	Lewis Hamilton (mercedes)
317	Nico Rosberg (mercedes)
238	Daniel Ricciardo (red bull renault)
186	Valtteri Bottas (williams mercedes)
167	Sebastian Vettel (red bull renault)
161	Fernando Alonso (ferrari)
134	Felipe Massa (williams mercedes)
126	Jenson Button (mclaren mercedes)
96	Nico Hülkenberg (force india mercedes)
59	Sergio Perez (force india mercedes)
55	Kevin Magnussen (mclaren mercedes)
	Kimi Räikkönen (ferrari)
47	Sergio Perez (force india mercedes)
22	Jean-Éric Vergne (toro rosso renault)
8	Romain Grosjean (lotus renault)
	Daniil Kvyat (toro rosso renault)
2	Pastor Maldonado (lotus renault)
	Jules Bianchi (marussia ferrari)

TEAMS

701	Mercedes
405	Red Bull Renault
320	Williams Mercedes
216	Ferrari
181	McLaren Mercedes
155	Force India Mercedes
30	Toro Rosso Renault
10	Lotus Renault
2	Marussia Ferrari

crane which was removing the wreckage of Adrian Sutil. Jules hit the crane so hard the air intake or better yet the whole upper part of his Marussia was torn away. The accident could have been prevented. After the death of Graham Beveridge at the Canadian Grand Prix a year before I wrote to the FIA (and some other people from Formula 1) about the safety of these mobile cranes coming onto the track while the race was still on. But nobody answered. I knew that even

with the yellow flags drivers rarely put their foot off the throttle in case of an accident. I added a video from 2003 when similar problems were seen in the Curva Do Sol corner at the Brazilian track Interlagos. Prior to the 2014 Brazilian Grand Prix the FIA changed the position of the mobile crane in the Senna 'S' chicane (Curva Do Sol comes after the Senna 'S' chicane). At that time the Swiss paper Blick wrote about an idea which was presented to the FIA by a company called

Air Zermatt. The latter proposed removing the crashed cars with a helicopter, thus preventing the dangerous mobile cranes coming onto the track during the race. The thing was tested for the first time at one of the 2005 races in the A1 Grand Prix series.

One of the biggest if not the biggest change of the whole 2014 season was the arrival of 1.6-litre six-valve turbo engines which replaced the 2.4-litre normally aspirated V8's. The change was as noticeable as it was

»This is the best day of my life. I am much happier now than I was when I won my first World Championship back in 2008. Nico fought like a lion. He was a tough competitor.«

LEWIS HAMILTON

Race	Pole	Winner
GP AUSTRALIA	Hamilton	Rosberg (3)
GP MALAYSIA	Hamilton	Hamilton
GP BAHRAIN	Rosberg	Hamilton (2)
GP CHINA	Hamilton	Hamilton
GP SPAIN	Hamilton	Hamilton
GP MONACO	Rosberg	Rosberg
GP CANADA	Rosberg	Ricciardo (6)
GP AUSTRIA	Massa	Rosberg (3)
GP GREAT BRITAIN	Rosberg	Hamilton (6)
GP GERMANY	Rosberg	Rosberg
GP HUNGARY	Rosberg	Ricciardo (3)
GP BELGIUM	Rosberg	Ricciardo (4)
GP ITALY	Hamilton	Hamilton
GP SINGAPORE	Hamilton	Hamilton
GP JAPAN	Rosberg	Hamilton (2)
GP RUSSIA	Hamilton	Hamilton
GP USA	Rosberg	Hamilton (2)
GP BRAZIL	Rosberg	Rosberg
GP ABU DHABI*	Rosberg	Hamilton (2)



heard, for the new engines were far less noisy than the old ones. And a lot of people were not happy with this. Probably sellers of earplugs too, for these were a necessary item while watching races up to 2014. An interesting data might be that by the end of the 2014 season the racing cars weren't much slower than in 2013. In fact, at the Brazilian Grand Prix Nico Rosberg set a new track record!

The surprise of the season was Daniel Ricciardo. The young Australian had a far better season than his teammate. In the meantime Sebastian Vettel signed a three year contract with Ferrari where he would replace Fernando Alonso.

For the first time in many years Team Sauber failed to score points and was having financial problems as well. Team Marussia Ferrari also had troubles with surviving and had to announce bankruptcy before the end of the season.

Most wins	Most pole positions
11 Hamilton	11 Rosberg
5 Rosberg	7 Hamilton
3 Ricciardo	1 Massa
16 Mercedes	18 Mercedes
3 Red Bull	1 Williams

2015

LEWIS HAMILTON (Mercedes)

Quite a few records were broken in 2015. Lewis Hamilton and Sebastian Vettel got ahead of Ayrton Senna in the number of wins (the Brazilian was third prior to 2015), Kimi Räikkönen beat Alain Prost's number of fastest laps (Michael Schumacher stayed first in that category), and the Dutch driver Max Verstappen from the Netherlands became the youngest Grand Prix winner (at the age of 17).

Just like the year before Lewis Hamilton and Nico Rosberg fought it out for the championship. Meanwhile Sebastian Vettel in the Ferrari proved to be a serious threat to the Mercedes pair. The German did trail Hamilton and Rosberg by more than 30 seconds in Australia, but at the next race he was already ahead of them. It has to be underlined that at the Malaysian Grand Prix the safety car period helped Vettel quite a lot, but the Ferrari car was quick and even if it trailed the Mercedes by a second in qualifying, Hamilton and Rosberg couldn't afford to relax and take races easily – Scuderia's race pace always seemed to be fearsome.

In the previous season Nico Rosberg made tiny mistakes which ultimately cost him the championship. From a psychological point of view the 2014 Bahrain Grand Prix proved to be the one that affected the whole season. Hamilton was 'closing the doors' too aggressively there, but Rosberg (despite his obvious dissatisfaction in the cockpit) strangely stepped out of the car happy. Maybe he didn't realise himself that despite a good 'dogfight' which everybody enjoys and carries the mass of people into a far bigger passion towards this sport, holding off the throttle to prevent



an accident ultimately costs you the championship. In 2015 Nico Rosberg lost out mainly because of worse qualifying positions compared to those in 2014 and because of bad starts. Also, he was unluckier than in 2014. In Bahrain he received the team's apology for brake failure which cost him (at least) a second place (he finished third!). In Hungary Daniel Ricciardo punctured his right rear tyre while the German was driving behind race leader Vettel (Nico finished eighth). In Italy his engine blew when he was about to overtake Vettel for second place and the Mercedes driver had to retire. In Russia, where he was leading, his throttle jammed and he also had to retire. In USA, leading the race again, he made a mistake (he later claimed the

mistake was a consequence of a sudden gust of wind) and lost the lead (and consequently the championship as well) to Hamilton. In the meantime Lewis showed strong performances throughout the season and despite securing the title early the Brit decided to win the last three races too and therefore equal the record amount of wins in one season. He failed at the first of those races already.

The Mexican Grand Prix where Rosberg beat Hamilton was the first in that country after 23 years and the Mexicans rightly so prepared a real spectacle. The whole racing weekend was visited by 360 thousand spectators, and the specialty of the circuit Autódromo

Hermanos Rodríguez became a former baseball field with a huge grand stand through which the drivers drove. Also, highest speeds of the season were being set in Mexico. Lewis Hamilton managed 362.3kph which was just 10kph off the record set by Juan Pablo Montoya at the 2005 Italian Grand Prix (372.6kph). It might be interesting that drivers in 2015 won races only from the first three grid positions which hadn't happen since 2007.

Rosberg secured himself the second place in the overall standings at the Brazilian Grand Prix where, again, he didn't shake hands with his teammate. Ever since the US Grand Prix where Hamilton supposedly pushed Rosberg off the track at the first corner, the relationship between the two deteriorated. Mercedes's team leader Toto Wolff: "We had the same problem last year when Rosberg unintentionally punctured Hamilton's tyre in Belgium. And, again, we'll have quite

STANDINGS

381	Lewis Hamilton (Mercedes)
322	Nico Rosberg (Mercedes)
278	Sebastian Vettel (Ferrari)
150	Kimi Räikkönen (Ferrari)
136	Valtteri Bottas (Williams Mercedes)
121	Felipe Massa (Williams Mercedes)
95	Daniil Kvyat (Red Bull Renault)
92	Daniel Ricciardo (Red Bull Renault)
78	Sergio Pérez (Force India Mercedes)
58	Nico Hülkenberg (Force India Mercedes)
51	Romain Grosjean (Lotus Mercedes)
49	Max Verstappen (Toro Rosso Renault)
27	Felipe Nasr (Sauber Ferrari)
	Pastor Maldonado (Lotus Mercedes)
18	Carlos Sainz ml. (Toro Rosso Renault)
16	Jenson Button (McLaren Honda)
11	Fernando Alonso (McLaren Honda)
9	Marcus Ericsson (Sauber Ferrari)

TEAMS

703	Mercedes
428	Ferrari
257	Williams Mercedes
187	Red Bull Renault
136	Force India Mercedes
78	Lotus Mercedes
67	Toro Rosso Renault
36	Sauber Ferrari
27	McLaren Honda

some difficulties getting their relationship back to its 'original' state. Fortunately, we have some experiences with this already." Mercedes won the World Cup for Constructors in Russia while Hamilton commented on his third title with these words: "It's hard to find the right words. I owe it all to my father and family who supported me all these years. I'm particularly happy of equalling the amount of titles with my great idol Ayrton Senna. It's crazy to think I am a three time

world champion. Hamilton's percentage of wins against the number of starts became better than Senna's. So did Vettel's. Sebastian's actually became slightly better than Lewis's, but despite this fact the German found himself only in sixth place in that category, behind Juan Manuel Fangio, Alberto Ascari, Jim Clark, Michael Schumacher and Jackie Stewart.

The season was saddened by news that parents of Jules Bianchi decided to unplug their son from life

supporting systems. Philippe Bianchi (Jules's father): "Even before entering into Formula 1 we spoke about whether or not he would've liked this sort of life after an accident. Despite knowing his wishes it wasn't an easy decision."

Jules became the first fatality amongst the drivers in 20 years, but despite his accident dangerous places remained unseen by leading men of Formula 1. Nico Hülkenberg had a frightening accident at the 2015

»I owe it all to my father and family who supported me all these years. I am particularly happy of equalling the amount of titles with my great idol Ayrton Senna.«

LEWIS HAMILTON

Race	Pole	Winner
GP AUSTRALIA	Hamilton	Hamilton
GP MALAYSIA	Hamilton	Vettel (2)
GP CHINA	Hamilton	Hamilton
GP BAHRAIN	Hamilton	Hamilton
GP SPAIN	Rosberg	Rosberg
GP MONACO	Hamilton	Rosberg (2)
GP CANADA	Hamilton	Hamilton
GP AUSTRIA	Hamilton	Rosberg (2)
GP GREAT BRITAIN	Hamilton	Hamilton
GP HUNGARY	Hamilton	Vettel (3)
GP BELGIUM	Hamilton	Hamilton
GP ITALY	Hamilton	Hamilton
GP SINGAPORE	Vettel	Vettel
GP JAPAN	Rosberg	Hamilton (2)
GP RUSSIA	Rosberg	Hamilton (2)
GP USA*	Rosberg	Hamilton (2)
GP MEXICO	Rosberg	Rosberg
GP BRAZIL	Rosberg	Rosberg
GP ABU DHABI	Rosberg	Rosberg



Hungarian Grand Prix. The front wing of his Force India broke off and got stuck underneath the car on the start-finish straight at over 300kph. The German couldn't go anywhere but straight forward into the tyre barrier. The Hungaroring racing circuit was renovated in 2003 when the start-finish straight was extended, but this extension shortened the run-off area. Engineers couldn't make a bigger one because of an important road near the track. The shorter run-off area literary called for a tragic accident to happen. Hülkenberg did escape from his wreckage unharmed, but 2 weeks later Berto Camlek from Slovenia lost his life while racing with a motorcycle there. Berto too suffered serious head trauma – sustained during the fall after he was hit by one of the competitors and run over by another one.

Lewis Hamilton was slowly becoming the next big star of Formula 1. Had it not been for him, the sport probably wouldn't retain such a status.

Most wins	Most pole positions
10 Hamilton	11 Hamilton
6 Rosberg	7 Rosberg
3 Vettel	1 Vettel
16 Mercedes	18 Mercedes
3 Ferrari	1 Ferrari

2016

NICO ROSBERG (Mercedes)

STANDINGS

385	Nico Rosberg (Mercedes)
380	Lewis Hamilton (Mercedes)
256	Daniel Ricciardo (Red Bull Renault)
212	Sebastian Vettel (Ferrari)
204	Max Verstappen (Toro Rosso Ferrari, Red Bull Renault)
186	Kimi Räikkönen (Ferrari)
101	Sergio Pérez (Force India Mercedes)
85	Valtteri Bottas (Williams Mercedes)
72	Nico Hülkenberg (Force India Mercedes)
54	Fernando Alonso (McLaren Honda)
53	Felipe Massa (Williams Mercedes)
46	Carlos Sainz ml. (Toro Rosso Ferrari)
29	Romain Grosjean (Haas Ferrari)
25	Daniil Kvyat (Red Bull Renault, Toro Rosso Ferrari)
21	Jenson Button (McLaren Honda)
7	Kevin Magnussen (Renault)
2	Felipe Nasr (Sauber Ferrari)
1	Joylon Palmer (Renault)
	Pascal Wehrlein (Manor Mercedes)
	Stoffel Vandoorne (McLaren Honda)

TEAMS

765	Mercedes
468	Red Bull Renault
398	Ferrari
173	Force India Mercedes
138	Williams Mercedes
76	McLaren Honda
63	Toro Rosso Ferrari
29	Haas Ferrari
8	Renault
2	Sauber Ferrari
1	Manor Mercedes

One can look at Formula 1 from two perspectives. From the first one he or she can see the pointlessness of it all – twenty or more racing drivers unnecessarily arguing about who has the right to take the corner first when it's clear the driver in front has to defend his position and the driver at the back has to attack to gain one. When a collision occurs you can't really put the blame on anyone, for everything happens in the heat of the battle – unless someone deliberately causes an accident! From the second perspective Formula 1 represents – as one of the English writers wrote – something exciting to break up the monotony of life or lethargic numbness and at the same time shows us a battle of man and machine against natural surroundings. Practically anybody could have won the 2016 title in the Mercedes car. Perhaps someone from the 20 and some driver couldn't do it, but the starting grid was full of names which could! That's why Formula 1 is or isn't interesting...

It began in a 'bombastic' way. At the first race in Australia Fernando Alonso crashed into Esteban Guterrez's Haas-Ferrari at high speed. The McLaren slid off track, struck a camera placed into a concrete casing, then rolled in the air as it clipped the gravel in the run-off area. "Looks familiar," said Martin Brundle who had a similar accident in 1996. Fernando was quickly out of the car. "I did that because of my mother. I didn't want her to worry," he later explained. The Spaniard missed the next race in Bahrain where he was replaced by the rookie Stoffel Vandoorne from Belgium. The latter managed



to finish amongst the points at his debut. He even secured himself a race seat in the McLaren team for the 2017 season.

So, you could still get hurt in Formula 1. But Alonso's crash wasn't the only one. A rather frightening was seen at the Monaco Grand Prix. During practice on the narrow streets of Monte Carlo Nico Rosberg drove over a drain cover which punctured his tyre. The cover then flew into air and Jenson Button hit it with his front wing at high speed. The session was immediately stopped for a check-up of other covers.

The season had a record number of races (21). Team Haas was new in Formula 1. And of the rookies

Rio Haryanto from Indonesia and Frenchman Esteban Ocon (both from Team Manor) failed to score points. A new track was on the streets of Baku in Azerbaijan (European Grand Prix) where Valtteri Bottas set a new record. The Finn came out of Verstappen's slipstream and on the longest straight (2.2 kilometres!) drove 378kph or 105 metres per second! In Mexico Bottas almost broke Montoya's record from 2005. Valtteri drove 372.5kph, missing the record by just 0.1kph!

Max Verstappen became the youngest winner in Formula 1. The Dutch driver, who was 18-years old at the time, beat Vettel's age from Monza 2008 by almost 3 years! But Verstappen's win came only because of a collision between Hamilton and Rosberg. The Mercedes pair later collided on two more occasions – the first time at the Canadian Grand Prix and then in Austria. It was Hamilton who benefited from all three collisions. It is hard to determine who of the two was unluckier in 2016. In Monaco Rosberg let Hamilton in front due to team orders while in Malaysia Lewis's engine blew when he was leading the race. Prior to the last 4 races of the season Rosberg led the championship by 36 points ahead of his teammate. Even if Hamilton had won all of those remaining races, Rosberg needed 'only' 3 second places and one third. Going into the season finale in the United Arab Emirates Rosberg secured those 3 second places and only needed to finish third. The media tried to bring the tension to its highest. Bernie Ecclestone: "It is better for Formula 1 if

Hamilton wins the championship. Lewis is a magnet for the crowd while Rosberg isn't that interesting with his calm family life."

Rosberg finished all qualifying sessions of the 2016 season in first or second place. The last time someone did that was – at least to the knowledge of this author – back in 1996 when Damon Hill did the same. Nico had a better average qualifying result compared to his teammate (1.6 against 4.3

– Ricciardo got between them with a 4.25). The German also had far less penalties than the Brit. Going into the season finale in Abu Dhabi he only had a penalty of 5 extra starting places (Hamilton had 65!) because of a gearbox change in Austria where he started the race from sixth. Alonso was the one with most penalties (105 places!) and the Spaniard was remembered mostly for his lightening start in Russia (his reaction time was eight hundredths of a seconds!).

With his numerous wins in 2016 Lewis Hamilton managed to overtake Alain Prost in the category 'most wins' (from then on the Brit only had Michael Schumacher in his sights!) while Ferrari's season proved to be a disaster. Team Scuderia was unlucky in the first part of the season and in the second they lost the pace to Mercedes and even got overtaken by Red Bull. In the meantime Mercedes broke numerous records and compared to the series MotoGP where

»I would like to dedicate this World Championship to my wife and our child. I'm glad I was able to do the same thing my father did, that is win the title in Formula 1. I'm speechless.«

NICO ROSBERG



9 different drivers won at least one race (this was also a new record in this motorcycling series) pushed Formula 1 into an era of monotone results. But the latter didn't deprive fans of some amazing track action and compared to MotoGP a world championship decider at the last race (it was all over in MotoGP with 3 races to go!). I am mentioning the MotoGP series a bit more because of the following reason. While watching one of the races I came up with an idea for the TV viewers. This idea included a development of a new graphic which would show racing fans what kind of lines racers took round the track.

During the last laps in Abu Dhabi Vettel and Verstappen came dangerously close to Rosberg driving in second place. But the German held off all attacks and became champion. Nico's father Keke became the first champion to watch a son repeat his achievement.

Race	Pole	Winner
GP AUSTRALIA	Hamilton	Rosberg (2)
GP SAUDI ARABIA	Hamilton	Rosberg (2)
GP CHINA	Rosberg	Rosberg
GP RUSSIA	Rosberg	Rosberg
GP SPAIN	Hamilton	Verstappen (4)
GP MONACO	Ricciardo	Hamilton (3)
GP CANADA	Hamilton	Hamilton
GP EUROPE	Rosberg	Rosberg
GP AUSTRIA	Hamilton	Hamilton
GP GREAT BRITAIN	Hamilton	Hamilton
GP HUNGARY	Rosberg	Hamilton (2)
GP GERMANY	Rosberg	Hamilton (2)
GP BELGIUM	Rosberg	Rosberg
GP ITALY	Hamilton	Rosberg (2)
GP SINGAPORE	Rosberg	Rosberg
GP MALAYSIA	Hamilton	Ricciardo (4)
GP JAPAN	Rosberg	Rosberg
GP USA	Hamilton	Hamilton
GP MEXICO	Hamilton	Hamilton
GP BRAZIL	Hamilton	Hamilton
GP ABU DHABI*	Hamilton	Hamilton

Most wins	Most pole positions
10 Hamilton	12 Hamilton
9 Rosberg	8 Rosberg
1 Ricciardo	1 Ricciardo
Verstappen	
19 Mercedes	20 Mercedes
2 Red Bull Renault	1 Red Bull Renault

2017

LEWIS HAMILTON (Mercedes)

What a season of Formula 1 racing, one could say. Just when you thought that Lewis Hamilton and Sebastian Vettel were going to fight it out all the way to the last race of the season, bam! After the Hungarian Grand Prix in Budapest the German driver suffered an engine failure, a crash right after the start and a start-grid penalty. Meanwhile Lewis Hamilton was winning, and all of a sudden the points margin between the two got too big to catch. At the Singapore, Malaysian and Japanese Grand Prix the Ferrari driver failed to reach a podium place, while the Mercedes member managed to secure two wins and a second place. The championship was decided well before the last race of the season.

The 2017 season went into history books as the season with record breaking times on tracks. These were a consequence of new rules for cars, which were now wider. Their front and back wings were aerodynamically more effective, bigger tyres also helped a lot getting record breaking times. Top speeds were lower though. After the 2016 record of 378 kph in Baku and almost 372 kph in Mexico City most of the Formula 1 fans expected a new number, but experts knew that only cornering speeds would increase. During testing in Barcelona right before the start of the season Kimi Raikkonen beat the track record set in 2016 and he beat it considerably. The new cars looked sexy, at least for some, but fans were still complaining because of the sound of the engines, which weren't loud enough. I was at the Austrian Grand Prix, my first race since the 2013 Italian Grand



Prix, and I can confirm it wasn't appealing for some people. I visited the track at Zeltweg once again just a couple of weeks later, when I was watching the MotoGP race. It was interesting to see the difference between the two series. Formula 1 race lost the stands where one could buy a cap or flag of a favourite team or driver, while the main attraction before the start of both races laid in airplanes flying 100 metres or even less over the track. The British World War II bomber was especially interesting to see. Also, the Austrian organisers prepared Austrian flags for each fan on the main tribunes and it was nice to see changing colors during the Austrian national anthem. Though I have to say, it was something the Dutch fans, 13 thousand

of them, probably forgot in seconds when their hero Max Verstappen scored a DNF soon after the start. What a waste of money that had to be for them. Some of them didn't even bother to watch the race until the end.

One of the more interesting things of the 2017 season, at least in my eyes, was Fernando Alonso's attempt of greatness at the famous Indianapolis 500 race. The Spaniard got a replacement for the Monaco Grand Prix. The retired Jenson Button jumped in to replace the McLaren driver and while seating in Fernando's seat and talking over the radio (Alonso wished him a good race) the Brit said to the Spaniard that he will piss into his cockpit, making everybody listening laugh. Alonso made a huge impact at the American race. Nando, as the Americans called him, ended up sixth in qualifying. Later, during the race, he led a lot of laps, but failed to finish due to car failure. He won the rookie of the race title though. His average speed, or better yet speeds of of all the drivers, basically equalled Formula 1 top speeds. The Spaniard drove around the famous oval with an average speed of 371 kph.

The 2017 season had four drivers that failed to score a point in the Formula 1 World Championship. Drivers who failed to finish a Grand Prix race higher than eleventh place were: the Swedish ace Marcus Ericsson (Sauber Ferrari); Antonio Giovinazzi (also Sauber Ferrari) from Italy - replacing the German Pascal Wehrlein who missed the beginning of the season due to injuries sustained at the Race of

STANDINGS

363	Lewis Hamilton (Mercedes)
317	Sebastian Vettel (Ferrari)
305	Valtteri Bottas (Mercedes)
205	Kimi Räikkönen (Ferrari)
200	Daniel Ricciardo (Red Bull Renault)
168	Max Verstappen (Red Bull Renault)
100	Sergio Pérez (Force India Mercedes)
87	Esteban Ocon (Force India Mercedes)
54	Carlos Sainz jr. (Toro Rosso Renault, Renault)
43	Nico Hülkenberg (Renault)
	Felipe Massa (Williams Mercedes)
40	Lance Stroll (Williams Mercedes)
28	Romain Grosjean (Haas Ferrari)
19	Kevin Magnussen (Haas Ferrari)
17	Fernando Alonso (McLaren Honda)
13	Stoffel Vandoorne (McLaren Honda)
8	Jolyon Palmer (Renault)
5	Pascal Wehrlein (Sauber Ferrari)
	Daniil Kvyat (Toro Rosso Renault)

TEAMS

668	Mercedes
522	Ferrari
368	Red Bull Renault
187	Force India Mercedes
83	Williams Mercedes
57	Renault
53	Toro Rosso Renault
47	Haas Ferrari
30	McLaren Honda
5	Sauber Ferrari

champions; the Frenchman Pierre Gasly (Toro Rosso Renault); and a youngster from New Zealand called Brendon Hartley (Toro Rosso Renault).

Going into the Singapore Grand Prix Sebastian Vettel trailed Lewis Hamilton only by 3 points. The German driver was first in qualifying, while Hamilton only managed to put in the fifth best time. It all looked like it was going to be an easy win for the Ferrari driver, but at the start of the race Max

Verstappen found himself between the two Scuderia drivers, and wherever there's Max, there's trouble. The three tangled up and Hamilton cruised to an easy win. Then in Malaysia Vettel had to start the race from twentieth on the grid and only managed to finish fourth (Hamilton was second), while the Japanese Grand Prix at Suzuka basically decided the whole thing. The Ferrari driver suffered an engine failure and was now more than 50 points behind

Lewis Hamilton. The latter clinched the Constructor's crown for Mercedes at the United States Grand Prix in Austin where he always felt good, while his fourth Driver's title came at the next race - the Mexican Grand Prix. He also broke one of the more significant records, Michael Schumacher's 69 pole positions, putting him in first place respectively. Hamilton's final tally at the end of the 2017 season was 72 pole positions, which is a much more remarkable

Race	Pole	Winner
GP AUSTRALIA	Hamilton	Vettel (2)
GP CHINA	Hamilton	Hamilton
GP BAHRAIN	Bottas	Vettel (2)
GP RUSSIA	Vettel	Bottas (3)
GP SPAIN	Hamilton	Hamilton
GP MONACO	Raikkonen	Vettel (2)
GP CANADA	Hamilton	Hamilton
GP EUROPE	Hamilton	Ricciardo (10)
GP AUSTRIA	Bottas	Bottas
GP GREAT BRITAIN	Hamilton	Hamilton
GP HUNGARY	Vettel	Vettel
GP BELGIUM	Hamilton	Hamilton
GP ITALY	Hamilton	Hamilton
GP SINGAPORE	Vettel	Hamilton (5)
GP MALAYSIA	Hamilton	Verstappen (3)
GP JAPAN	Hamilton	Hamilton
GP USA	Hamilton	Hamilton
GP MEXICO*	Vettel	Verstappen (2)
GP BRAZIL	Bottas	Vettel (2)
GP ABU DHABI	Bottas	Bottas

Most wins		Most pole positions	
9	Hamilton	11	Hamilton
6	Vettel	4	Vettel
2	Bottas		Bottas
	Verstappen	1	Raikkonen
1	Ricciardo		
11	Mercedes	15	Mercedes
6	Ferrari	5	Ferrari
3	Red Bull Renault		

»Winning the fourth title is special for me and I couldn't have done it without the support of my family and fans. I have to give a big thanks to the team.«

LEWIS HAMILTON



achievement than Michael's, considering Michael drove almost 19 full seasons, while this was only eleventh for Lewis Hamilton. The Mercedes driver also became the first Brit with four titles in Formula 1, surpassing Jackie Stewart (the Scot won his third and last one back in 1973!). Lewis Hamilton: »Oh, it's such an amazing feeling. Winning the fourth title is special for me and I couldn't have done without the support of my family and fans. I have to give a big thanks to the team which was incredible throughout the season.«

With the two championships clinched once again Mercedes set its focus on securing second place in the Drivers' standings for Valtteri Bottas. It looked good in Brazil with Bottas edging Hamilton and Vettel in qualifying, but the Ferrari driver managed to overtake the Finn and even with the win at the last race in Abu Dhabi Bottas stayed third.

2018

LEWIS HAMILTON (Mercedes)

STANDINGS

408	Lewis Hamilton (Mercedes)
320	Sebastian Vettel (Ferrari)
251	Kimi Räikkönen (Ferrari)
249	Max Verstappen (Red Bull Renault)
247	Valtteri Bottas (Mercedes)
170	Daniel Ricciardo (Red Bull Renault)
69	Nico Hülkenberg (Renault)
62	Segio Pérez (Force India, Racing Point)
56	Kevin Magnussen (Haas Ferrari)
53	Carlos Sainz Jr. (Renault)
50	Fernando Alonso (McLaren Renault)
49	Esteban Ocon (Force India, Racing Point)
39	Charles Leclerc (Saubert Ferrari)
37	Romain Grosjean (Haas Ferrari)
29	Pierre Gasly (Toro Rosso Honda)
12	Stoffel Vandoorne (McLaren Renault)
9	Marcus Ericsson (Saubert Ferrari)
6	Lance Stroll (Williams Mercedes)
4	Brendon Hartley (Toro Rosso Honda)
1	Sergey Sirotkin (Williams Mercedes)

TEAMS

655	Mercedes
571	Ferrari
419	Red Bull Renault
122	Renault
93	Haas Ferrari
62	McLaren Renault
52	Force India Mercedes
48	Saubert Ferrari
33	Toro Rosso Honda
7	Williams Mercedes

The championship started in Melbourne with the Australian Grand Prix. The race ended with a victory for Ferrari and Sebastian Vettel, who used a timely virtual safety car period – triggered by the stricken Haas of Romain Grosjean – to pass Mercedes's Lewis Hamilton, after which Vettel successfully defended his position until the finish. Kimi Räikkönen finished third in the other Ferrari ahead of Red Bull Racing's Daniel Ricciardo. McLaren ended the first race of their partnership with Renault with a fifth and ninth place for Alonso and Vandoorne respectively. Max Verstappen finished sixth after an early spin ahead of Nico Hülkenberg. Valtteri Bottas was eighth, having started fifteenth when he took a penalty for a gearbox change after a heavy crash in qualifying. Carlos Sainz Jr. completed the points-scoring positions in tenth. Charles Leclerc and Sergey Sirotkin both made their competitive debuts for Sauber and Williams respectively. Leclerc finished thirteenth while Sirotkin retired with a brake failure.

Vettel then won from pole at the next round in Bahrain, holding off a late charge from Bottas to win by seven-tenths of a second. Hamilton finished third despite a 5 place grid penalty for a gearbox change and contact with Verstappen on the second lap.

However, in China, Vettel's winning run was broken, with Ricciardo's 2 stop strategy helping the Australian to his sixth career victory, ahead of Bottas and Räikkönen. Ricciardo pitted for a new set of softs with 20 laps to go under safety car while the leaders stayed out on their used set of mediums, he then fought his way past both Ferraris and Mercedes to the lead.

Hamilton took his first win of the year in Azerbaijan and with it, the lead in the Drivers' Championship. Räikkönen finished 2nd while Sergio Pérez claimed 3rd.



With 10 laps to go, Bottas was leading (but still needing to make a pitstop) followed by Vettel and Hamilton when the Red Bulls crashed bringing out the safety car. Bottas pitted under safety car and came out still leading but a puncture on the penultimate lap caused him to retire. Vettel, who was second behind him at the restart, locked up on cold tyres at turn 1 and went wide, dropping behind the remaining top three.

Hamilton took pole and won comfortably in Spain, extending his lead to seventeen points. Bottas finished second while Verstappen finished third, his first podium of the season. Ricciardo took pole in Monaco and won the event despite developing an engine problem mid-race that left him severely down on power. Vettel finished second and Hamilton finished 3rd. Vettel closed his points deficit to Hamilton, while Ricciardo

gained two spots in the Drivers' Championship to be third overall.

In Canada, Vettel won from pole taking the world championship lead by one point from Hamilton. Bottas finished 2nd for the fourth time this season as Verstappen finished third, his qualifying position. The race result was counted back to the standings at the end of lap 68 (of 70) after the chequered flag was waved a lap early in error – although this did not impact the top-10 standings.

Hamilton took pole position and victory (his third of the season) in the returning French Grand Prix, taking the world championship lead back with 14 points, with Vettel finishing only 5th after a first corner crash with Bottas. Verstappen finished second, taking advantage of the Vettel–Bottas crash. Räikkönen finished third, passing Ricciardo in the closing laps of the race.

In Germany, Vettel took his fifth pole of the season on home turf. He led the race until lap 52 when he made a mistake at turn 13 and crashed into the wall following a small rain shower, forcing him to retire. The incident triggered a safety car, which saw the leading cars of Bottas and Räikkönen pit for new tyres. Meanwhile, Hamilton took the lead of the race after starting 14th having made one less pit stop. After the safety car restart, Hamilton led Bottas home in a 1–2 for Mercedes on home soil with Räikkönen completing the podium for Ferrari.

In Hungary, Hamilton started from pole after a soaking Q3 and won the race, with Vettel and Räikkönen completing the podium.

The season resumed in Belgium, after the mid-season break. Hamilton started from pole but lost the lead to title rival Vettel on the first lap after a straight-line high-speed pass. Vettel eventually won the race

with Hamilton second and Verstappen completing the podium with third. Also notable was a first-corner crash that saw a lock-up by Hülkenberg send Alonso over the top of Leclerc, while Räikkönen and Ricciardo had their own incident that eventually ended both drivers' races. The race was almost 18 cars, the original Sahara Force India team having gone into administration earlier on, but a new Racing Point Force India team (whose owners includes Williams driver Lance Stroll's father Lawrence) was accepted to the grid in time for the race.

In Italy, on Ferrari's home turf, Räikkönen took the fastest ever pole position in F1 history, ahead of teammate Vettel. There was a first lap incident between Hamilton and Vettel which left the latter struggling as he could only manage 4th. During a nail-biting race, Hamilton overtook Räikkönen on lap 45, thus winning his sixth race of the season, with Räikkönen finishing second and Bottas finishing third after a collision with Verstappen. Sergey Sirotkin scored his first and only point in the season by finishing 10th after the

disqualification of Romain Grosjean – thus ensuring that every driver who entered the championship managed to score points, which happened for the first time in the series' history.

In Mexico, Vettel needed to win the Grand Prix and Hamilton 8th or lower for the Championship to remain in contention. Red Bull's Daniel Ricciardo secured his latest pole position, but would eventually retire from the Grand Prix with an engine failure. His teammate, Max Verstappen won by 17.3 seconds while Vettel came in

Race	Pole	Winner
GP AUSTRALIA	Hamilton	Vettel (3)
GP SAUDI ARABIA	Vettel	Vettel
GP CHINA	Vettel	Ricciardo (6)
GP AZERBAIJAN	Vettel	Hamilton (2)
GP SPAIN	Hamilton	Hamilton
GP MONACO	Ricciardo	Ricciardo
GP CANADA	Vettel	Vettel
GP FRANCE	Hamilton	Hamilton
GP AUSTRIA	Bottas	Verstappen (4)
GP GREAT BRITAIN	Hamilton	Vettel (2)
GP GERMANY	Vettel	Hamilton (2)
GP HUNGARY	Hamilton	Hamilton
GP BELGIUM	Hamilton	Vettel
GP ITALY	Räikkönen	Hamilton (3)
GP SINGAPORE	Hamilton	Hamilton
GP RUSSIA	Bottas	Hamilton (2)
GP JAPAN	Hamilton	Hamilton
GP USA	Hamilton	Räikkönen (2)
GP MEXICO*	Ricciardo	Verstappen (2)
GP BRAZIL	Hamilton	Hamilton
GP ABU DHABI	Hamilton	Hamilton

»He drove superbly all year. He was the better one.
So I mainly congratulate him and ask him to keep pushing
for next year. I'll do my best to fight him again.«

SEBASTIAN VETTEL



second place. Hamilton finished in 4th place, which was enough to secure his fifth Drivers' Championship.

In Brazil, the penultimate race of the season, Ferrari needed to outscore Mercedes by at least 13 points to remain in contention for the Constructors' Championship. Hamilton started from pole but lost the lead to Max Verstappen on lap 40 as Mercedes had to turn his engine down to prevent failure. Verstappen then looked set to win the race, but was spun around on lap 44 by the Force India of Esteban Ocon who was attempting to unlap himself. Verstappen's spin allowed Hamilton to retake the lead and subsequently win the race. Räikkönen finished third for Ferrari while his teammate Vettel finished sixth after a sensor problem and a failed gamble on tyre strategy compromised his race. This, combined with Hamilton's win and Bottas's fifth place finish, allowed Mercedes to clinch their fifth successive Constructors' Championship.

In Abu Dhabi, Hamilton and Vettel flanked the retiring Alonso on the post-race lap, and all performed synchronized 'donuts'.

Most wins	Most pole positions
11 Hamilton	11 Hamilton
5 Vettel	5 Vettel
2 Verstappen	2 Bottas
Ricciardo	Ricciardo
1 Räikkönen	1 Räikkönen
11 Mercedes	13 Mercedes
6 Ferrari	6 Ferrari
4 Red Bull Renault	2 Red Bull Renault

2019

LEWIS HAMILTON (Mercedes)

The 2019 FIA Formula One World Championship was the motor racing championship for F1 cars which marked the 70th running of the Formula One World Championship. It is recognised by the governing body of international motorsport, the Fédération Internationale de l'Automobile (FIA), as the highest class of competition for open-wheel racing cars. Having started in March and ending in December, the championship was contested over twenty-one Grands Prix. Drivers competed for the title of World Drivers' Champion, and teams for the World Constructors' Champion. The 2019 championship also saw the running of the 1000th World Championship race, at the Chinese Grand Prix. Lewis Hamilton successfully defended the World Drivers' Championship for the second year running, winning his sixth championship title at the US Grand Prix. Mercedes successfully defended the World Constructors' Championship, securing the title for the sixth consecutive year at the Japanese Grand Prix tying Ferrari's record from 1999 to 2004. Across the season two drivers drove as a test or third driver in free practice sessions. Nicholas Latifi has driven for Williams at six Grands Prix races, while Naoki Yamamoto drove for Toro Rosso at the Japanese Grand Prix.

Red Bull Racing ended its twelve-year partnership with Renault and switched to Honda engines. In doing so, Red Bull Racing joined sister team Scuderia Toro Rosso in using Honda power after the latter joined the Japanese manufacturer in 2018. Neither team is recognised as Honda's official factory team under the terms of the agreement. Racing Point F1 Team completed their transition from the Racing Point Force India identity that they used after a consortium led by Lawrence Stroll purchased the assets of Sahara Force India in August 2018. Sauber was renamed Alfa Romeo Racing in an extension of the sponsorship deal that began in 2018. The Sauber



name disappeared entirely from the Formula One grid, but is still used in the Formula 2 and Formula 3 support categories. Haas F1 Team signed a title sponsorship agreement with energy drinks manufacturer Rich Energy for 2019 before the end of the 2018 season. However, this agreement was later terminated on 9 September 2019, due to a following of series of off-track disputes between Haas and Rich Energy and legal issues for Rich Energy. The lead up to the 2019 championship saw several driver changes. Daniel Ricciardo moved to Renault after five years with Red Bull Racing, replacing Carlos Sainz Jr. Ricciardo's drive at Red Bull Racing was taken by Pierre Gasly, who was promoted from Scuderia Toro Rosso, the team with whom he made his first Formula One start in 2017. Daniil Kvyat rejoined Toro Rosso after last racing for the team in 2017. He was partnered with Formula 2

driver Alexander Albon, who replaced Brendon Hartley. Albon subsequently became only the second Thai driver to race in Formula One after Prince Bira. Sainz, who was on loan to Renault in 2018, did not have his deal with Red Bull renewed and subsequently moved to McLaren to replace two-time World Drivers' Champion Fernando Alonso, who had earlier announced that he would not compete in Formula One in 2019.

Sainz was partnered with 2017 European Formula 3 champion Lando Norris, replacing Stoffel Vandoorne who left McLaren to race in Formula E with the Mercedes-affiliated HWA Racelab. Charles Leclerc left Sauber after one year with the team, replacing Kimi Räikkönen at Ferrari. Räikkönen returned to Sauber, now renamed Alfa Romeo, with whom he had started his career in 2001. He was partnered with Antonio Giovinazzi, who made two starts for Sauber when he replaced the injured Pascal Wehrlein in 2017. Marcus Ericsson moved to race in the IndyCar Series in 2019 with Schmidt Peterson Motorsports but will remain with Alfa Romeo as a third driver and brand ambassador. Reigning Formula 2 champion George Russell joined Williams. Robert Kubica made his return to Formula 1, replacing Sergey Sirotkin at Williams. Sirotkin returned to Renault as a reserve driver. Kubica's return comes after an eight-year absence brought on by a near-fatal rally car crash in 2011 that left him with serious arm injuries.

Esteban Ocon left Racing Point Force India and joined Mercedes as a reserve driver. Ocon will share the role of simulator driver with Stoffel Vandoorne. Ocon was replaced at Racing Point by Lance Stroll, who left Williams. In the build-up to the Belgian Grand Prix, Red Bull Racing announced that Pierre Gasly would be demoted to Toro Rosso and Alexander Albon would be promoted in his place so that his performance would be evaluated in view of the team's 2020 line-up. The decision

STANDINGS

413	Lewis Hamilton (Mercedes)
326	Valtteri Bottas (Mercedes)
278	Max Verstappen (Red Bull Honda)
264	Charles Leclerc (Ferrari)
240	Sebastian Vettel (Ferrari)
96	Carlos Sainz Jr. (McLaren Renault)
95	Pierre Gasly (Red Bull Honda, Toro Rosso Honda)
92	Alexander Albon (Toro Rosso Honda, Red Bull Honda)
54	Daniel Ricciardo (Renault)
52	Segio Pérez (Racing Point Mercedes)
49	Lando Norris (McLaren Renault)
43	Kimi Räikkönen (Alfa Romeo Ferrari)
37	Daniil Kvyat (Toro Rosso Honda)
	Nico Hülkenberg (Renault)
21	Lance Stroll (Racing Point Mercedes)
20	Kevin Magnussen (Haas Ferrari)
14	Antonio Giovinazzi (Alfa Romeo Ferrari)
8	Romain Grosjean (Haas Ferrari)
1	Robert Kubica (Williams Mercedes)

TEAMS

739	Mercedes
504	Ferrari
417	Red Bull Honda
145	McLaren Renault
91	Renault
85	Toro Rosso Honda
73	Racing Point Mercedes
57	Alfa Romeo Ferrari
28	Haas Ferrari
1	Williams Mercedes

to release Gasly was criticised as he had completed just twelve races with the team, while Albon and Toro Rosso team-mate Daniil Kvyat had both previously been released from contracts with the Red Bull Junior Team and Red Bull Racing respectively.

The Vietnamese Grand Prix was announced as the first new race created under Liberty's management. The race was given a provisional date of April 2020 and was planned to take place on a street circuit in the capital Hanoi. The regulations introduced a bonus point to the

driver (and the constructor) that sets the fastest lap in a race. The point is only awarded if the driver is classified in the top ten at the end of the race. This makes 2019 the first time since 1959 that a bonus point gets awarded for setting the fastest lap. The FIA introduced a new standard for driver helmets with the intention of improving safety.

Under the new standard, helmets will be subjected to a more thorough range of crash tests aimed at improving energy absorption and deflection as well as reducing the likelihood of objects penetrating the helmet's structure.

All certified helmet manufacturers were required to pass the tests in advance of the 2019 championship to have their certification renewed. Once introduced to F1, the new standard will gradually be applied to all helmets used by competitors in every FIA-sanctioned event. Tyre supplier Pirelli renamed its range of tyres following a request from the FIA and the sport's management. The governing body argued that the naming conventions used in 2018 were obtuse and difficult for casual spectators to understand. Under the new plan, names

Race	Pole	Winner
GP AUSTRALIA	Hamilton	Bottas (2)
GP SAUDI ARABIA	Leclerc	Hamilton (3)
GP CHINA	Bottas	Hamilton (2)
GP AZERBAIJAN	Bottas	Bottas
GP SPAIN	Bottas	Hamilton (2)
GP MONACO	Hamilton	Hamilton
GP CANADA	Vettel	Hamilton (2)
GP FRANCE	Hamilton	Hamilton
GP AUSTRIA	Leclerc	Verstappen (2)
GP GREAT BRITAIN	Bottas	Hamilton (2)
GP GERMANY	Hamilton	Verstappen (2)
GP HUNGARY	Verstappen	Hamilton (3)
GP BELGIUM	Leclerc	Leclerc
GP ITALY	Leclerc	Leclerc
GP SINGAPORE	Leclerc	Vettel (3)
GP RUSSIA	Leclerc	Hamilton (2)
GP JAPAN	Vettel	Bottas (3)
GP MEXICO	Leclerc	Hamilton (3)
GP USA*	Bottas	Bottas
GP BRAZIL	Verstappen	Verstappen
GP ABU DHABI	Hamilton	Hamilton

»It's been a real challenge. And it's been the hardest year for us as a team. We lost Niki Lauda this year, a real crucial and pivotal member of Mercedes.«

LEWIS HAMILTON



given to particular compounds, such as hypersoft and ultrasoft, will be replaced by referring during each race to the three compounds teams have available for that race as soft, medium and hard. This is hoped to aid fans in understanding the tyre compounds used at each round.

The actual compounds for the season will be referred to by number, from the firmest (1) to the softest (5). Pirelli will continue to decide which three compounds are made available for each race. The practice of using colours to identify the specific compound (such as pink for the hypersoft) will be discontinued, with white, yellow and red being used for the three compounds available for each race where white denoted the hardest available compound and red the softest. As all five compounds are available in testing there will be slight variations in the details on the tyre sidewalls to distinguish between the different compounds during testing.

The Dutch Grand Prix was due to be revived, with the race taking place at the Circuit Zandvoort. The 2020 race would mark the first time the Dutch Grand Prix has been run since 1985.

Most wins	Most pole positions
11 Hamilton	7 Leclerc
4 Bottas	5 Hamilton
3 Verstappen	Bottas
2 Leclerc	2 Verstappen
1 Vettel	Vettel
15 Mercedes	10 Mercedes
3 Ferrari	9 Ferrari
Red Bull Honda	2 Red Bull Honda

2020 LEWIS HAMILTON (Mercedes)

STANDINGS

347	Lewis Hamilton (Mercedes)
223	Valtteri Bottas (Mercedes)
214	Max Verstappen (Red Bull Honda)
125	Sergio Pérez (Racing Point Mercedes)
119	Daniel Ricciardo (Renault)
105	Carlos Sainz Jr. (McLaren Renault)
	Alexander Albon (Red Bull Honda)
98	Charles Leclerc (Ferrari)
97	Lando Norris (McLaren Renault)
75	Pierre Gasly (Alpha Tauri Honda)
	Lance Stroll (Racing Point Mercedes)
62	Esteban Ocon (Renault)
33	Sebastian Vettel (Ferrari)
32	Daniil Kvyat (Alpha Tauri Honda)
10	Nico Hülkenberg (Racing Point Mercedes)
4	Kimi Räikkönen (Alfa Romeo Ferrari)
	Antonio Giovinazzi (Alfa Romeo Ferrari)
3	George Russell (Williams Mercedes, Mercedes)
2	Romain Grosjean (Haas Ferrari)
1	Kevin Magnussen (Haas Ferrari)

TEAMS

573	Mercedes
319	Red Bull Honda
202	McLaren Renault
195	Racing Point Mercedes
181	Renault
131	Ferrari
107	Alpha Tauri Honda
8	Alfa Romeo Ferrari
3	Haas Ferrari

The championship was originally due to start in March, but the start was postponed until July in response to the COVID-19 pandemic. The season was due to be contested over a record of 22 Grands Prix, but as some races were cancelled and new races were added to replace them, a total of 17 races were scheduled to be run. The Dutch Grand Prix was cancelled, as well as the first Vietnamese Grand Prix. The season started in July with the Austrian Grand Prix and ended in December with the Abu Dhabi Grand Prix. Due to the COVID-19 pandemic, the first eight rounds of the championship were run behind closed doors with the rest of the races due to be run at a reduced capacity or also behind closed doors due to the second wave of the COVID-19 pandemic.

Lewis Hamilton and Mercedes entered the season as the reigning World Drivers' and World Constructors' champions respectively, after they both won their sixth championship in 2019. At the Emilia Romagna Grand Prix, Mercedes secured their seventh consecutive Constructors' Championship making them the only team to win seven consecutive championships, breaking Ferrari's record from 1999 to 2004. Mercedes also maintained the distinction of being the only team to win the championship since the 2014 turbo-hybrid engine regulation changes were enacted. Lewis Hamilton equalled Michael Schumacher's record of seven World Drivers' Championship at the Turkish Grand Prix and broke Schumacher's previous record of 91 career wins at the Portuguese Grand Prix.

Red Bull GmbH, the parent company of Red Bull Racing and Scuderia Toro Rosso, renamed Toro Rosso as AlphaTauri.

In order to reduce the risk of punctures, the last 50 mm of the front wing could no longer contain any metal. Brake ducts could no longer be outsourced and had to be made and designed by the team. The amount of fuel that



could be outside of the fuel tank had been reduced from 2 litres to 250 millilitres. A decrease in electronic driver aids meant that drivers were responsible for managing more of the car's torque during race starts.

From the Italian Grand Prix, drivers were only allowed to run one engine mode from the start of qualifying to the end of the race. However, drivers were still allowed to use electrical power for the powertrain throughout the race weekend.

After a year's absence, Esteban Ocon returned to racing in Formula One after signing a contract with Renault, replacing Nico Hülkenberg. Robert Kubica left Williams at the end of the 2019 championship and joined Alfa Romeo Racing as a reserve driver. Nicholas Latifi, the 2019 Formula 2 Championship runner-up, replaced Kubica at Williams.

A day before the British Grand Prix weekend, Racing Point driver Sergio Pérez tested positive for the coronavirus and was ruled out of the race weekend. After seeking clarification from Public Health England, Racing Point stated that they intended to let Pérez race in the 70th Anniversary Grand Prix pending a negative coronavirus test. This re-test came back positive and so Pérez was also unable to take part in the 70th Anniversary Grand Prix. He was replaced by Nico Hülkenberg for both races, who had raced for the team's predecessor Force India in 2012 and from 2014 to 2016, and last raced in Formula One at the 2019 Abu Dhabi Grand Prix. Pérez had a negative coronavirus test result the week preceding the Spanish Grand Prix weekend and he competed in the Grand Prix having been cleared by the FIA to return. Pérez's Racing Point teammate Lance Stroll felt ill prior to the Eifel Grand Prix and tested positive for the coronavirus on the day of the race. Hülkenberg again raced for the team.

After Romain Grosjean suffered burns to his hands following a crash at the Bahrain Grand Prix, Haas promoted test driver Pietro Fittipaldi to make his debut at the Sakhir Grand Prix. Grosjean missed also the Abu Dhabi Grand Prix because of his recovery after the crash in Bahrain. Fittipaldi raced again for the team. Lewis Hamilton tested positive for the coronavirus prior to the Sakhir Grand Prix and was forced to sit out. He was replaced by George Russell, with Jack Aitken replacing Russell at Williams.

Across the season, three drivers drove as a test or third driver in free practice sessions. Jack Aitken and Roy Nissany both drove for Williams at one and three Grands Prix respectively, while Robert Kubica drove for Alfa Romeo Racing at four Grands Prix. Mick Schumacher was due to take part in the first practice session at the Abu Dhabi Grand Prix, driving for Haas. Schumacher was due to appear in the first practice

session for the Eifel Grand Prix, driving for Alfa Romeo Racing and Haas respectively, but it was cancelled due to bad weather conditions. Schumacher won the 2020 Formula 2 Championship. It was his second season in F2, winning two races. His most recognizable trademark were good starts. The son of seven-time Formula One World Champion Michael Schumacher and nephew of Ralf Schumacher managed to sign a contract with Haas for the 2021 Formula One season, making it one of the most exciting news in a long time. Some experts said that while racing in Formula 2, Mick showed a very

different character from that of his father. At Silverstone he overtook his teammate Robert Shwartzman for the lead but apologized for it when he hit him. Accident was deemed as a racing incident, and that's how others saw it too. Which meant there was no need for an apology. The other two sons of former Formula 1 drivers to compete in Formula 2 that year were Pedro Piquet, son of Nelson, and Giuliano Alesi, son of Jean. And in Formula 3 there were more relatives of famous drivers. Enzo Fittipaldi, grandson of Emerson, David Schumacher, son of Ralf and nephew of Michael Schumacher, and Matteo

Nannini, nephew of Alessandro, winner of the 1989 Japanese Grand Prix.

At the Bahrain Grand Prix, Hamilton claimed his eleventh win of the year, followed by Verstappen and Alexander Albon in second and third. The race was marred by a serious accident involving Haas driver Romain Grosjean, who hit a barrier at the start of the race after cutting across the Alpha Tauri of Daniil Kvyat. Grosjean's car broke in two and burst into flames as it split the barrier. Numerous safety features allowed him to escape the crash with only burns to the hands, though they would prove

Race	Pole	Winner
GP AUSTRIA	Bottas	Bottas
GP STYRIA	Hamilton	Hamilton
GP HUNGARY	Hamilton	Hamilton
GP GREAT BRITAIN	Hamilton	Hamilton
GP ANNIVERSARY	Bottas	Verstappen (4)
GP SPAIN	Hamilton	Hamilton
GP BELGIUM	Hamilton	Hamilton
GP ITALY	Hamilton	Gasly (10)
GP TUSCANY	Hamilton	Hamilton
GP RUSSIA	Hamilton	Bottas (3)
GP EIFEL	Bottas	Hamilton (2)
GP PORTUGAL	Hamilton	Hamilton
GP E. ROMAGNA	Bottas	Hamilton (2)
GP TURKEY*	Stroll	Hamilton (6)
GP BAHRAIN	Hamilton	Hamilton
GP SAKHIR	Bottas	Pérez (5)
GP ABU DHABI	Verstappen	Verstappen

»The prospect of being on the Formula One grid next year makes me incredibly happy and I am simply speechless. Looking forward to this journey.«

MICK SCHUMACHER



severe enough to exclude him from the remainder of the season. Pérez surrendered third place after an engine failure, putting him out of the race, whilst teammate Stroll flipped at the restart after contact with Kvyat.

Hamilton was ruled out of the Sakhir Grand Prix after testing positive for the coronavirus and was replaced by Williams' George Russell. Russell impressed by taking the lead from new teammate and polesitter Bottas and led for 59 laps, before being taken out of contention by first a tyre mix-up by Mercedes and then a late-race puncture, eventually finishing ninth. Pérez took his first race victory, followed by Esteban Ocon taking his first podium finish in second and Stroll finishing third. With his win, Pérez took the record for the most race starts before a first victory, with 190 race starts, beating Mark Webber's record of 130 starts before his win at the 2009 German Grand Prix.

In fairness, Mercedes was beaten in a straight fight only in Silverstone and Abu Dhabi. It lost to Red Bull Honda and at both races Max Verstappen showed the Mercedes duo why he was considered as the best of the rest.

Most wins	Most pole positions
11 Hamilton	10 Hamilton
2 Bottas	5 Bottas
Verstappen	1 Verstappen
1 Pérez	Stroll
Gasly	
13 Mercedes	15 Mercedes
2 Red Bull	1 Red Bull Honda
1 Racing Point Mercedes	Racing Point Mercedes
Alpha Tauri	