

# SEASONAL SURVEY: 4

# FORMULA THREE

By PAUL WATSON

**M**OST of the top drivers in F3 during 1965 stayed in the class last year for, unlike 1964 when Jackie Stewart leapt skywards, 1965 produced a crop of possibles and probables, all of whom needed another year in small capacity single-seaters.

Just as the drivers stayed, so did the manufacturers, and of these Brabham and Lotus brought out new cars to do battle. Lotus gave up the development of the monocoque 35, reverting to an ultra-slim space-frame and calling it the 41. On the other hand, Brabham saw little point in changing their extremely successful design which had already lasted them well over four years. Instead they made a number of modifications, and once again produced both F2 and F3 cars. Although basically similar, the F2 chassis boasted longer rear uprights, 2½ ins more room in the engine compartment for special engines outside the existing formulae, Armstrong adjustable shock absorbers instead of the GT ones found on the F3 chassis, fuel pressure release valve and gauge, and light alloy brakes. The F2 chassis cost an extra £200, but was quite obviously money well spent. As a result, most of the European-based F3 teams and drivers bought these F2 chassis, for although they were little better performance-wise, they could easily be adapted for a twin-cam or similar engine when the 1600 cc F2 class began in 1967, and naturally had a better resale value. Nevertheless, these F2/F3 cars were much the same as their four-year-old cousins, although the wish-bone mounting points were now farther apart to provide a larger swing arm length to suit the ever-widening tyres and rims. In all, Brabhams sold some 32 genuine F3 cars, and another 32 F2 cars equipped for F3 engines.

Across the road from Brabhams, at the Cooper factory, John Cooper obviously had all his previous enthusiasm, but the rest of the hierarchy seemed, rightly or wrongly, more interested in their F1 projects than in the little 1000 cc cars. The result was that John Fenning and Clive Baker of Stockbridge Racing were so disappointed with the cars when they tested them at Goodwood that before long they were out of the new Type 83 Coopers and into Brabhams. Cooper sold few of these cars over the winter of 65/66.

No other British manufacturer dared challenge the Brabham/Lotus domination of F3, which in a way was a great pity. Merlyn did, however, sell or look after a few cars, but because they were cheaper, both new and "through the trade", they tended to attract the wrong sort of customer. Lola failed to take any interest in the formula although one of their cars, entered by Frank Lythgoe and driven by Mike Beckwith, was destined to go extremely well early in the season; however, it was not a new car.

In France Matra, encouraged by their 1965 performances, poured more money into the construction of racing cars and, while selling no more than three or so to private owners, they produced a formidable team of MS5s for their own drivers. Alpine, too, were encouraged; slowly they dropped their Brabham deals and began thinking for themselves. But they kept their Renault engines, which now made them the only truly competitive "foreign" car in Europe, for all the other serious contenders used British engines. While the French to wild over the rebirth of French single-seaters in the form of Matra, they should realize that the Alpine is the only one that can really carry the blue of France in complete honesty. The only other French make of note was Pygme, a brave effort, stemming from Patrick Dal Bo and his father.

Italy relied for her strength on the products of Signor De Sanctis, but they hadn't a good name of their own and so kept to Ford once again. Wainer kept going in a small way, but BWA took their place as the most likely No 2 marque in Italy and prepared a full team for the year. In Holland the DAF organization developed their Variomatic transmission for racing use and came to an agreement with the Chequered Flag to run it in some of the Flag's cars. Lately it was Mike Beckwith who did most of the driving, and all in all it went well, but suffered when conditions were wet. The remaining cars were very much also

rans, and came from many countries within Europe. There were Bellasi, Bianchini, Branca and the old Foglietti, de Tommaso and Sanguellinis from Italy. A very neat little machine from France called the GRAC, and the Belgica (based on a Brabham) from Belgium, also appeared. Sweden manufactured a few Svebes, which were again very Brabham in concept—in fact they hardly looked any different. Our own Alexis produced one works car that was not destined to set the world on fire, and from behind the Iron Curtain SEG and Melkus continued with designs that were unfortunately years behind the times. These, together with Skoda of Czechoslovakia, were all jolly brave attempts, but lack of money, development and various other factors prevented any of them making their mark.

The engine department was very nearly a closed shop in favour of Ford. The works-supported Brabhams and Lotuses both fancied these much-modded 105E units, and from the Continent Matra and De Sanctis felt the same way, as did a great majority of the others. BMC ignored the class completely, concentrating on, among other things, saloon car racing, but Alpine, as already mentioned, flew the tricolour strongly with their Renault R8-based engines. These utterly reliable small French engines produced bags of steam, and were able additions to their bigger brothers in those fantastic prototype Le Mans cars.

The engine modifiers were few and far between, and if you wanted a winner then you needed £600-plus and a good relationship with Cosworths of Northampton. Holbay also continued, and Ron Harris certainly gave them some support. From time to time they produced what is popularly known as a "Demon-Holb", but generally speaking it was the Cossy that brought results. For gearboxes, Hewland was the name, and for carburation Weber was almost universal.

Drivers certainly swapped around after 1965, but no new teams emerged in England as a likely threat to the Chequered Flag (official representatives of Brabham), and Charles Lucas. Luke had now changed his allegiance from Brabham to Lotus, had dropped the title C. Lucas Engineering Limited (at least on his main string), and was running Chapman's official F3 team under the banner of Charles Lucas-Team Lotus. However, Ron Harris took up F3 racing seriously and began entering a team of Lotus 41s as a second line of attack to his works-supported F2 team. The red, white and blue of Lucas Engineering was, however, sadly missed, and when it did appear on cars driven by Juan Manuel Fangio's son Cacho it wasn't really quite the same.

Chris Irwin renewed his contract with the Flag for 1966, continuing with the place he had inherited after Roger Mac's mammoth shunt at Rheims in 1965. Mac was, however,

back in the team again, but Roy Pike had left and found his way into a Lucas Lotus to partner Piers Courage, the only Lucas retention from 1965 and the boss man's unquestionable favourite. Jonathan Williams left for Rome and the De Sanctis team, this shy, easy-going young man being much happier racing where the sun shines strongest. Lucas's other driver, Peter Gethin, who had not enjoyed the happiest relationship with "The Eng", went up north to Rodney Bloor as the only driver for Sports Motors (Manchester), Ltd.

Matra signed up Jean-Pierre Beltoise into F2, but wrote certain F3 appearances into his contract. For their regular drivers they retained Jean-Pierre Jausaud and took on two new men, Johnny Servoz-Gavin, who had but one year's single-seater experience behind him, and Henri Pescarolo as "cub" driver. Alpine contracted three drivers, the rather wild but fantastically fast Roby Weber, the utterly reliable Mauro Bianchi, and the equally reliable and experienced Henri Grandsire. De Sanctis's supporting cast to Williams included paying-drivers Antonio Maglione and "Tiger", who were to receive considerable support in their own cars. BWA suddenly found the irrepressible Boley Pittard on their doorstep, and signed the comic Jersey driver together with Enzo Corti, while Patrick Dal Bo and Eric Offenstadt made up the Pygme ranks. Ron Harris had only one regular driver all year, John Cardwell, but used a bunch of others including the talented Peter Revson.

There were many private teams, of which those with more than one driver included Goodwin Racing (Natalie Goodwin and Charlie Crichton-Stuart), Sellers Racing (Brian and Barry Hart), JRRDS (Melvyn Long and Malcolm Payne), Lamplough Racing (Robs Lamplough, Mike Knight and Tommy Hitchcock) and many others, not forgetting Frank Lythgoe, who had a mixed team of Brabham and Lola, with Alan Rollinson and Mike Beckwith doing the driving.

With nearly 100 national and international races on the programme, it would be impossible and tedious to describe the season race by race. In fact, AUTOSPORT has reported most of them already. Naturally the British races have seen the best coverage and it is therefore better to pass briefly over home events and to deal with the Continental season country by country. In each area there has been a very definite trend, and by dealing with these separately one can best bring out the highlights of the year.

In England, the natural home of F3 racing, Goodwood, Snetterton, Silverstone, Brands Hatch and Crystal Palace have all been hot spots for action, and the season has seen some simply tremendous battles on these major circuits. In the 11 major British races Chris Irwin definitely came out on top, with

**NETTERTON:** Roy Pike (Lotus 41) leads Peter Gethin (Brabham), Chris Williams (Brabham) and Brian Hart (Lotus 35) through Russell on Good Friday.



four wins to two each by Pike and Courage and one each by Beckwith, Gethin and Cole.

The Brabham had proved a slightly superior car to the Lotus 41, and if it had not been for some terrific perseverance by Messrs Courage and Pike and some good development work by Lucas Engineering, Lotus would have been lucky to have won a single race. While Charles Lucas—Team Lotus had the finance, the time and the right people to sort out their problems, private Lotus owners spent most of their season fighting unequal odds. Derek Bell, Mo Nunn, John Hine and others put up a fine show, but in most cases they had to play second fiddle to the Flag Brabhams

and leading private entrants like Peter Gethin, Chris Williams and John Fenning. Even Ron Harris seemed to have the wrong cars, but Jack Oliver, with Lotus behind him, did some fine work, especially in club events.

Two men, Harry Stiller (Brabham) and Chris Lambert (Brabham), set their minds on winning the Les Leston Championship, an important national championship decided over a series of club events. A full review of club racing will be included in a future issue of AUTOSPORT, but it would be a mistake not to mention these two who did so much to draw the crowds to places like Brands Hatch, where some great dices were fought out over

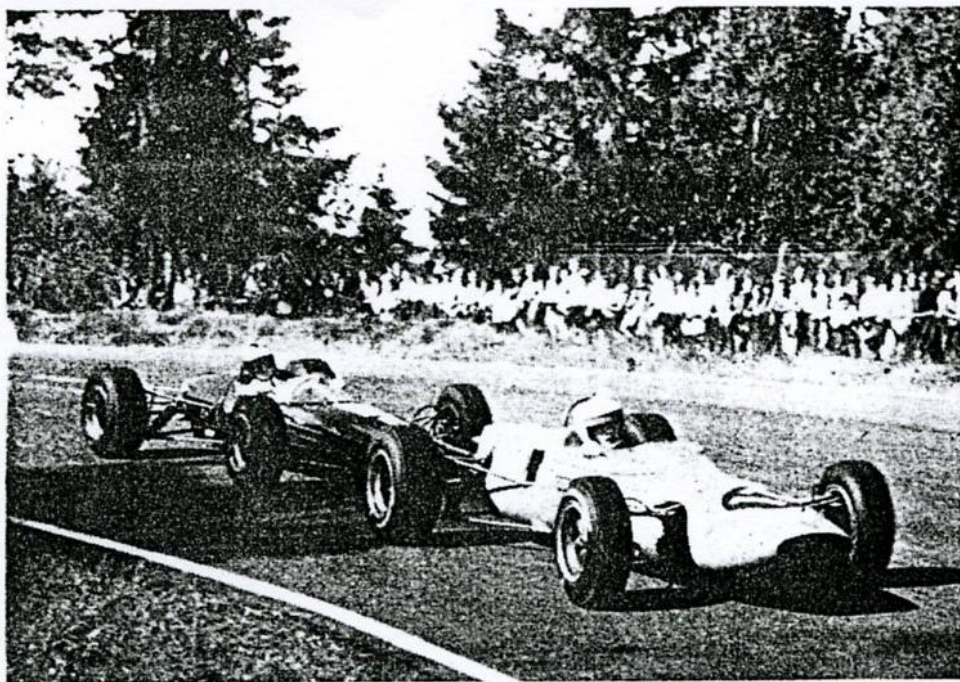
the months. In the end Stiller won the championship for Motor Racing Stables, while Chris Lambert was voted the Grovewood Award for the most up-and-coming young driver. Others, too, like Tony Lanfranchi, Chris Moore, Mike Walker, Robin Widdows and many more, have played a big part in British F3 racing at a club level.

In France the story can be said to have been divided into two—the important Craven A Championship, running concurrently with the French F2 championship, and the lesser yet important races on short circuits like Monthéry, Nogaro and Magny-Cours. This year the big French events were at Pau, Rheims, Rouen, Monthéry, Le Mans (on the short Bugatti circuit) and Albi.

The marque Matra picked up two wins, although Fenning's victory at Rheims, after dashing over from Crystal Palace, was achieved in a Tyrrell car. The other, at Le Mans, went in brilliant style to Johnny Servoz-Gavin. Roby Weber was the winner on the long circuit at Monthéry, but John Cardwell finished right alongside him, and many to this day swear that Cardwell was the winner. All the other races went to Piers Courage in a Lotus 41, which made him a sort of international champion of France and the Craven A winner. The actual French F3 championship went to Johnny Servoz-Gavin, and this was decided over many other races on a variety of small circuits.

At Magny-Cours, near Nevers, Henri Pescarolo won the spring event for Matra, while Alpine completely dominated the July race, Roby Weber finishing with his nose just in front of team-mate Mauro Bianchi in a side-by-side epic. The first Magny-Cours saw the only accident this year in which an F3 driver lost his life, and tragically it was the good Belgian driver Jacques Bernusset. The remaining French races were at Nogaro, Monthéry, Dax and La Chatre, for there was no race at Cognac last year. Jaussaud was the victor at Nogaro and also at one of the Paris races. The remaining Monthéry races went to Servoz (two) and Pescarolo, all for Matra, while Philippe Vidal in the Mas du Clos Brabham won Dax and La Chatre. Only once was a Frenchman beaten in these minor races, and that was at Monthéry early in the year when Peter Revson gave Ron Harris one of his few successes of the season. Several overseas drivers competed in these events, but in most cases French drivers or cars had the measure of them. Overall, the French trend

**KARLSKOOGA:** Fiery Swede Freddy Kottulinsky gave the Charles Lucas-Team Lotus Lotus 41s a lot of trouble, and even led Piers Courage for a while in his old grey Lotus 35. Courage went on to finish second and Kottulinsky was fourth behind Pike's Lucas-Lotus 41.



## RESULTS OF INTERNATIONAL AND NATIONAL F3 RACES 1966

Jan 23	Buenos Aires Argentina	132 miles 85.22 mph	Chris Irwin Brabham-Ford	Charles C-Stuart Brabham-Ford	Estefano Nasif Brabham-Ford	Jonathan Williams Brabham-Ford	Eric Offenstadt Lola-Ford	Jorge Cupeiro Brabham-Ford
Jan 30	Rosario Argentina	68 miles 63.76 mph	Silvio Moser Brabham-Ford	Estefano Nasif Brabham-Ford	Mauro Bianchi Alpine-Renault	Picko Troberg Brabham-Ford	John Cardwell Brabham-Ford	Juan-Manuel Bordeu Brabham-Ford
Feb. 6	Mendoza Argentina	120 miles 85.07 mph	Charles C-Stuart Brabham-Ford	Chris Irwin Brabham-Ford	Estefano Nasif Brabham-Ford	Eric Offenstadt Lola-Ford	John Cardwell Brabham-Ford	Carlo Facetti Brabham-Ford
Feb 13	Mar Del Plata Argentina	— 81.55 mph	Eric Offenstadt Lola-Ford	Charles C-Stuart Brabham-Ford	Cacho Fangio Brabham-Ford	Chris Irwin Brabham-Ford	Mauro Bianchi Alpine-Renault	Andreas Vianini Brabham-Ford
Mar 13	Monza Italy	57.5 kms 170.496 kph	Luigi Petri Brabham-Ford	A. Tosi Brabham-Ford	A. Guidetti Lotus-Ford	A. Braga Lotus-Ford	—	—
Apr 8	Snetterton Britain	40.65 miles 90.68 mph	Roy Pike Lotus-Ford	Peter Gethin Brabham-Ford	Brian Hart Lotus-Ford	Chris Williams Brabham-Ford	Charles C-Stuart Brabham-Ford	Robin Widdows Brabham-Ford
Apr 10	Imola Italy	200.68 kms 139.27 kph	Carlo Facetti Brabham-Ford	Antonio Maglione De Sanctis-Ford	"Tiger" De Sanctis-Ford	Andrea de Adamich Brabham-Ford	Enzo Corti BWA-Ford	Jonathan Williams De Sanctis-Ford
Apr 11	Goodwood Britain	24 miles 97.94 mph	Chris Irwin Brabham-Ford	John Fenning Brabham-Ford	Peter Gethin Brabham-Ford	Brian Hart Lotus-Ford	Roy Pike Lotus-Ford	Roger Mac Brabham-Ford
Apr 17	Pau France	96.6 kms 104.81 kph	Piers Courage Lotus-Ford	Chris Williams Brabham-Ford	Roby Weber Alpine-Renault	Brian Hart Lotus-Ford	Robert Challoy Brabham-Ford	Jean-Claude Lhoro Alpine-Renault
Apr 24	Monza Italy	270.25 kms 184.783 kph	Jonathan Williams De Sanctis-Ford	"Tiger" De Sanctis-Ford	Ernesto Brambilla Brabham-Ford	Giancarlo Baghetti Branca-Ford	Chris Irwin Brabham-Ford	Carlo Facetti Brabham-Ford
Apr 24	Barcelona Spain	168 kms —	Mike Beckwith Lola-Ford	Chris Williams Brabham-Ford	Harry Stiller Brabham-Ford	Barry Hart Lotus-Ford	Piers Courage Lotus-Ford	Charles C-Stuart Brabham-Ford
Apr 24	Haalle-Saale- Schleife East Germany	179.833 kms 118.75 kph	Willy Lehmann SEG-Wartburg	Hans Roediger Melkus-Wartburg	Siegfried Leutert SEG-Wartburg	Frieder Rädlein Melkus-Wartburg	Peter Bretschneider Melkus-Wartburg	Jürgen Käppier SEG-Wartburg
Apr 24	Monthéry France	80.186 kms 120.183 kph	Henri Pescarolo Matra-Ford	Georges Tacquet Lola-Ford	Jean Sage Pygme-Ford	Jean Sodreau Cooper-BMC	"Josse" Cooper-BMC	—
Apr 24	Knutstorp Sweden	18 kms 86.60 kph	Ulf Svensson Brabham-Ford	Hans Sjösted Brabham-Ford	Hasse Nilsson Cooper-Ford	Eddy Levin Brabham-Ford	—	—
May 1	Magny-Cours France	100.48 kms 128.598 kph	Henri Pescarolo Matra-Ford	Jean-Pierre Cassegrain Cooper-Ford	Alex Astruc Alpine-Renault	Geoff Oliver Brabham-Ford	Robs Lamplough Brabham-Ford	Georges Tacquet Lola-Ford
May 1	Monza Italy	258.75 kms 186.941 kph	Mike Beckwith Lola-Ford	Jonathan Williams De Sanctis-Ford	Chris Irwin Brabham-Ford	Martin Davies Brabham-Ford	Kurt Ahrens Brabham-Ford	Piers Courage Lotus-Ford
May 1	Skarpnack Sweden	44 kms 119.590 kph	Picko Troberg Brabham-Ford	Freddy Kottulinsky Lotus-Ford	Lars Lindberg Brabham-Ford	Gunnar Carlsson Lotus-Ford	Egert Haglund Svebe-Ford	Hans Sjösted Cooper-Ford



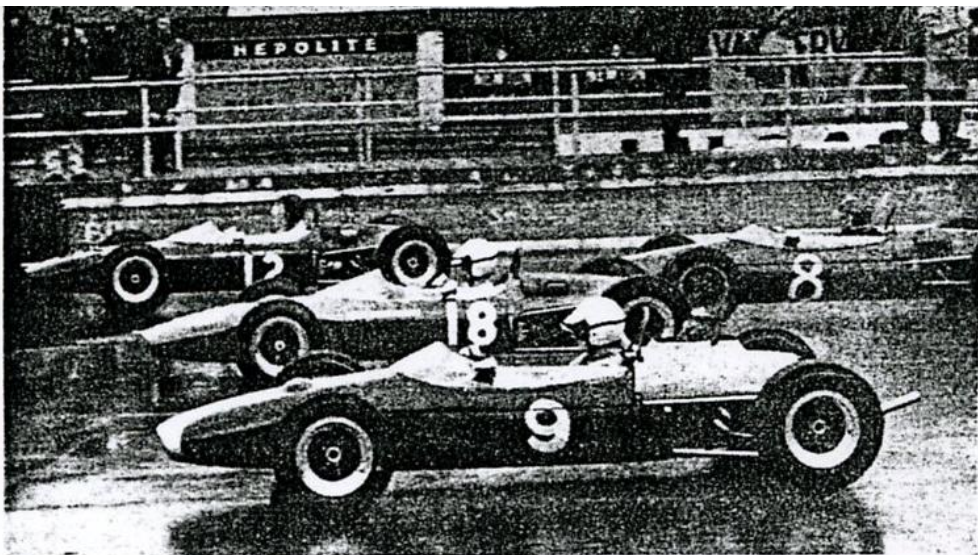
seems to have been Matra versus Lotus with occasional interruptions by Brabham and Alpine.

Of all the Formula 3 races held, Monaco probably holds the greatest prestige. Early in the year just about every F3 driver is busy writing to the organizers with pleas to be accepted. Unfortunately, however, there just is not room for everybody, and last year the organizers accepted 60 of which 40 were allowed to start. Pike led Heat 1 initially, but then the irrepressible Beltoise passed him, and at the flag the order was Beltoise, Ahrens, Jaussaud, Gethin, Pike. Heat 2 was taken by Chris Irwin after an initial dice involving several drivers. Robin Widdows drove particularly well in this race and at the flag was seventh among very good company.

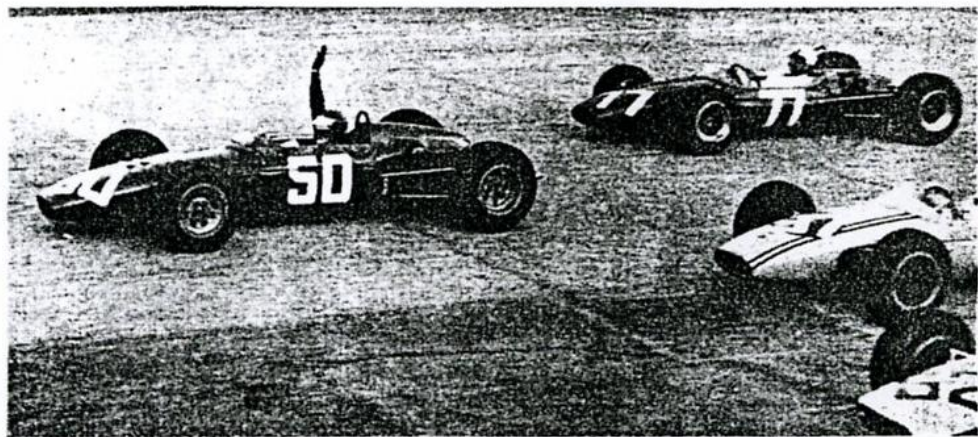
In the final Piers Courage shot off into the lead and held it for the first two laps, then the son of the beer magnate brushed the wall at the Tabac and retired with very deranged front suspension. Chris Irwin really had to stand on the anchors to miss his friend, and Beltoise, seeing his opportunity, slipped through into the lead. For the rest of the race Beltoise led Irwin all the way, the remaining places going to John Cardwell (Lotus 41), Jonathan Williams (De Sanctis), Kurt Ahrens (Brabham) and Jean-Pierre Jaussaud (Matra). Afterwards it was learnt that Irwin had driven most of the race clutchless.

In the Benelux countries motor racing of kind is pretty thin on the ground, and three races for F3 were organized in Belgium and Holland during the year. At Chimay on Pentecost Sunday Martin Davies, the much underrated Aussie driver, pulled off his first major victory by taking the Grand Prix des Frontières from Chris Williams and Jürg Dubler (Brabham). At Zolder Chris Irwin had a customary victory in a race that was not so well supported this year. Holland's contribution was at Zandvoort, where a thrilling race took place involving Irwin and Jacky Ickx, the Belgian finally finishing 0.4 sec behind after pulling up from the fourth row of the grid.

Germany is not blessed with many F3 races of any standing. Solitude was cancelled this year for some reason, which left only a series of minor races at places like Avus and Hockenheim. In most cases Kurt Ahrens won in his immaculate Brabham, for this driver is head and shoulders above any other German F3 conductor, although Neerpasch and von Wendt can turn in a tidy pace. Few over-



**SILVERSTONE:** The start of the very wet Wills Trophy final (above), with Roy Pike (Lotus 41) snatching the lead from Morris Nunn's Lotus 41 and David Cole's Brabham BT18 and Chris Lambert coming up from the second row in his BT15. Pike spun and Lambert collided with Cole, and the race went to Robin Widdows (BT18). **MONZA:** Jonathan Williams scored yet another narrow victory in the Lottery GP in the works De Sanctis (below), just pipping Mike Beckwith's Chequered Flag Brabham, Sverrir Thoroddsson's Brabham and Trevor Blokdyk's Brabham.



#### RESULTS OF INTERNATIONAL AND NATIONAL F3 RACES 1966—continued

May 8	Lago de Garda Italy	146 kms 134.917 kph	Jonathan Williams De Sanctis-Ford	Carlo Facetti Brabham-Ford	Giuglielmo Bellasi Bellasi-Ford	Martin Davies Brabham-Ford	George Pairetti Brabham-Ford	Corrado Manfredini Wainer-Ford
May 8	Brands Hatch Britain	39.75 miles 81.82 mph	Piers Courage Lotus-Ford	Peter Gethin Brabham-Ford	Roy Pike Lotus-Ford	Keith St. John Brabham-Ford	Chris Irwin Brabham-Ford	Jack Oliver Brabham-Ford
May 8	Karlskoga Sweden	60 kms 120.860 kph	Freddy Kottulinsky Lotus-Ford	Picko Troberg Brabham-Ford	Lars Lindberg Brabham-Ford	Egert Hagland Svebe-Ford	Ulf Svensson Brabham-Ford	Sven Mattsson Brabham-Ford
May 14	Silverstone Britain	73.175 miles 104.37 mph	Roy Pike Lotus-Ford	Chris Irwin Brabham-Ford	John Fenning Brabham-Ford	Brian Hart Lotus-Ford	Bob Bondurant Brabham-Ford	Derek Bell Lotus-Ford
May 15	Monthéry France	100.8 kms 126.441 kph	Peter Revson Lotus-Ford	Picko Troberg Brabham-Ford	Bernard Baur Brabham-Ford	Henri Pescarolo Matra-Ford	Trevor Blokdyk Brabham-Ford	Cliff Haworth Brabham-Ford
May 21	Monte Carlo Monaco	125.8 kms 70.6 mph	Jean-Pierre Beltoise Matra-Ford	Chris Irwin Brabham-Ford	John Cardwell Lotus-Ford	Jonathan Williams De Sanctis-Ford	Kurt Ahrens Brabham-Ford	Jean-Pierre Jaussaud Matra-Ford
May 29	Hockenheim West Germany	60.85 kms 114.2 kph	Kurt Ahrens Brabham-Ford	Dieter Wipperfurth Brabham-Ford	Karl von Wendt Lotus-Ford	Dieter Braun Lola-Ford	Franz Graf Graf-Simca	Fritz Kallenberger Brabham-Ford
May 29	Vallélunga Italy	224 kms 128.64 kph	Ernesto Brambilla Brabham-Ford	Clay Regazzoni Brabham-Ford	Jorge Cupeiro Brabham-Ford	Corrado Manfredini Wainer-Ford	Philippe Vidal Brabham-Ford	Antonio Maglione De Sanctis-Ford
May 29	Chimay Belgium	125.4 kms 179.27 kph	Martin Davies Brabham-Ford	Chris Williams Brabham-Ford	Jürg Dubler Brabham-Ford	Manfred Möhr Brabham-Ford	Picko Troberg Brabham-Ford	Rollo Feilding Brabham-Ford
May 30	Crystal Palace Britain	27.8 miles 85.23 mph	Chris Irwin Brabham-Ford	Piers Courage Lotus-Ford	Peter Gethin Brabham-Ford	Roy Pike Lotus-Ford	John Cardwell Lotus-Ford	Jack Oliver Lotus-Ford
May 30	Goodwood Britain	48 miles 96.29 mph	David Cole Brabham-Ford	Derek Bell Lotus-Ford	Morris Nunn Lotus-Ford	Robin Widdows Brabham-Ford	Nick Gold Lotus-Ford	Andrew Fletcher Brabham-Ford
Jun 5	La Chatre France	—	Philippe Vidal Brabham-Ford	Charles McCarthy Brabham-Ford	Henri Pescarolo Matra-Ford	Jean-Pierre Jaussaud Matra-Ford	Hughes de Fierlandt Cooper-Ford	—
Jun 5	Bautzen East Germany	—	Willy Lehmann SEG-Wartburg	—	—	—	—	—
Jun 9	Vallélunga Italy	153 kms 108.91 kph	Ernesto Brambilla Brabham-Ford	Andrea de Adamich Brabham-Ford	Clay Regazzoni Brabham-Ford	Corrado Manfredini Wainer-Ford	"Geki" Wainer-Ford	Antonio Maglione De Sanctis-Ford
Jun 18	Opatija Yugoslavia	48 kms 125.05 kph	Patrick Dal Bo Pygme-Ford	Heinz Melkus Mekus-Wartburg	Christian Pfeiffer SEG-Wartburg	Siegfried Leutert SEG-Wartburg	Georges Crenier Merlyn-Ford	Istvan Sulyok —
Jun 19	Caserta Italy	159.25 kms 158.021 kph	Jonathan Williams De Sanctis-Ford	Ernesto Brambilla Brabham-Ford	Antonio Maglione De Sanctis-Ford	Andrea de Adamich Brabham-Ford	"Tiger" De Sanctis-Ford	John Fenning Brabham-Ford
Jun 19	Mainz-Finthen West Germany	63 kms 121.600 kph	Kurt Ahrens Brabham-Ford	Karl von Wendt Lotus-Ford	James Eatherly Cooper-BMC	Heinrich Brendt Cooper-Ford	—	—



seas people went to Germany, save in the case of the Avus, which this year had two races. The reason for this was "bread", for unless organizers offer a good slice they are unlikely to get much of an international entry, at least on the Continent. Anyway, the Avus is highly unsuitable for racing nowadays and one of the events was marked by a series of appalling accidents, one of which saw Roger Brash in Mike Haysey's Totteridge Racing Brabham career right over the top of the banking, through two guard rails and down amid the traffic on the autobahn—by a miracle he was completely unhurt!

While Germany failed to offer anything special, Spain and Portugal put on four races between them that proved more than successful. First the Spanish held an event over their exciting park circuit within the precincts of Barcelona. Everyone came down from Pau, which is not all that far away, and apart from the Chequered Flag there was a full international entry. Brian Hart won the first heat after a good dice with Mike Beckwith in the Lola, while Chris Williams took heat 2. Brian Hart went off in the final, so Beckwith won with Williams second and Harry Stiller third. Harry celebrated his third place by emptying a full bottle of Coca Cola over himself in the pouring rain.

The Portuguese races were just as good as the Spanish one, and saw a wide selection of the better private entrants taking part. They were run within five weeks of each other, so several people stayed down there, combining a holiday in the sun with three excellent motor races—living is cheap in Portugal. The opener was at Vila Real, and was won by John Fenning in his Stockbridge Racing Brabham. The next and more important was at Cascais, and went to the Swiss Jürg Dubler, who has now taken over from Silvio Moser as the best of the Swiss F3 drivers. The final round was at Oporto, and here it was Fenning again with Chris Williams second.

The Spanish/Portuguese series was probably more enjoyable than any other during the year, and this year should attract an even better entry. Looking for a trend, these races were typical examples of Brabham domination amongst the private owners and proof that, if you are running as an independent, the best car to have is without doubt one of these.

Once again Italy put on a whole series of races, mostly at Monza but also at Lake Garda, Imola, Enna, Caserta and Vallelunga. Jonathan Williams completely dominated the scene.

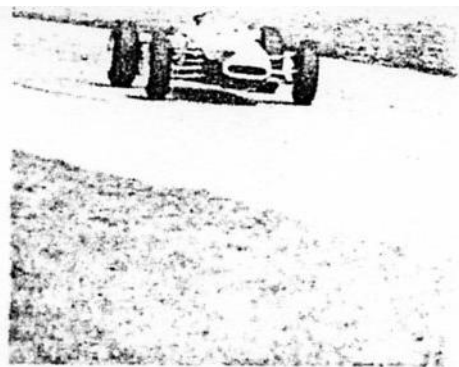
Leaving Charles Lucas to join De Sanctis at the beginning of the year, he was blessed with a first-rate car and engine throughout the season. It must, however, be admitted that there are few really first-rate Italian F3 drivers nowadays, and because of this Jonathan was able to play havoc with the opposition, also using his experience on Italian circuits to defeat foreigners when they visited the country. In Italy there were 16 F3 races, of which "Willers" won ten.

Of the others, Ernesto Brambilla had the most success, winning the two Vallelunga races as well as one at Monza. In addition Mike Beckwith won one at Monza with the Lola, and Carlo Facetti another in his Brabham. As Jonathan is of British nationality, the F3 championship of Italy went to Ernesto Brambilla in his privately entered Brabham: a good driver, but one of the many Italians who seem to go better when there aren't too many corners around.

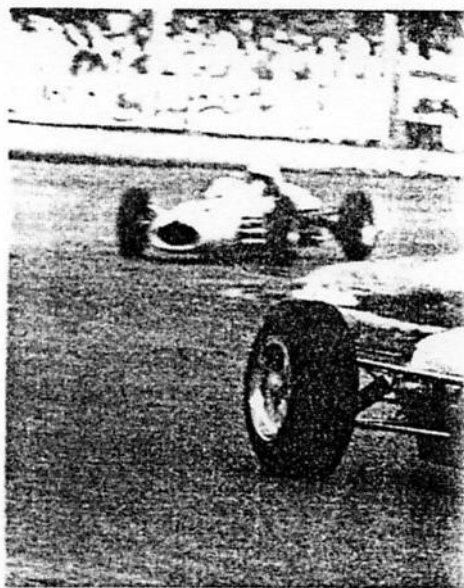
Financially, Italian racing has been pretty good for both the national and the visitor, but before the season was very old the authorities decreed that only 12 foreign drivers were to be accepted for each race. This was a bitter blow for the overseas contingent, as traditionally they had always relied on Italy as the place to make enough money to support the rest of the season. Now several of the better ones found themselves with entries turned away, often in favour of lesser drivers in old and uncompetitive cars, while any Italian was accepted, whatever his ability, and frankly this "ability" sometimes verged on the suicidal.

With 50 per cent of the races at Monza, where power and slipstreaming are virtually all that count, Italy is now rather short of real circuits. Enna is another power drag and Vallelunga is a bit of a Mickey Mouse circuit, which leaves just Lake Garda, Imola and Caserta, in order of general interest. The race at Mugello was a mistake and succeeded in virtually destroying half the field in two laps; it will not be run next year.

In Sweden, Denmark and Finland there has been an upsurge of interest in Formula 3 racing. At least 16 races were run there last year, of which the Canon race at Karlskoga was, as ever, the most important. This hotting up of interest has produced several really promising drivers, and the jovial Picko Troberg has at last been tumbled from his crown by the fiery Freddy Kottulinsky in an old Lotus 35. Freddy really drove well this year,



GOODWOOD: Chris Irwin, last season's ahead of Chris Williams' similar car during Cardwell drove his Brabham into fifth place second round of



#### RESULTS OF INTERNATIONAL AND NATIONAL F3 RACES 1966—continued

Jun 25	Skelleftea Sweden	45 kms 106.24 kph	Freddy Kottulinsky Lotus-Ford	Sven Fürstenhof Brabham-Ford	Ulf Svensson Brabham-Ford	Egert Haglund Svebe-Ford	Hans Sjøsted Lotus-Ford	S-O. Pettersson Merlyn-Ford
Jun 26	Monza Italy	270.25 kms 183.92 kph	Jonathan Williams De Sanctis-Ford	Mike Beckwith Brabham-Ford	Sverrir Thoroddsen Brabham-Ford	Trevor Blokdyk Brabham-Ford	John Fenning Brabham-Ford	John Cardwell Lotus-Ford
Jun 26	Avus West Germany	—	Kurt Ahrens Brabham-Ford	Jochen Neerpasch Lotus-Ford	Manfred Möhr Brabham-Ford	Roger Brash Brabham-Ford	Martin Stephani Brabham-Ford	Fred McLean Brabham-Ford
Jul 2	Crystal Palace Britain	48.65 miles 84.91 mph	Peter Gethin Brabham-Ford	Harry Stiller Brabham-Ford	Chris Williams Brabham-Ford	David Cole Brabham-Ford	Morris Nunn Lotus-Ford	John Fenning Brabham-Ford
Jul 3	Rheims France	166.035 kms 180.238 kph	John Fenning Matra-Ford	Roy Pike Lotus-Ford	Piers Courage Lotus-Ford	Chris Irwin Brabham-Ford	Mike Knight Brabham-Ford	Philippe Vidal Brabham-Ford
Jul 3	Bengtsfors Sweden	16.5 kms 100.85 kph	Ulf Svensson Brabham-Ford	Jens Heggov Brabham-Ford	Ronnie Pettersson Svebe-Ford	—	—	—
Jul 9	Silverstone Britain	73.175 kms 92.41 mph	Mike Beckwith Brabham-Ford	Chris Irwin Brabham-Ford	Jacky Ickx Matra-Ford	Chris Lambert Brabham-Ford	Jack Oliver Lotus-Ford	Harry Stiller Brabham-Ford
Jul 10	Rouen France	25 laps 160.886 kph	Piers Courage Lotus-Ford	Roby Weber Alpine-Renault	Johnny Servoz- Gavin Matra-Ford	Tommy Hitchcock Brabham-Ford	Alan Rollinson Brabham-Ford	Rob Slotemaker Lotus-Ford
Jul 10	Vila Real Portugal	172.5 kms —	John Fenning Brabham-Ford	Jonathan Williams De Sanctis-Ford	John Peterson Brabham-Ford	Rollo Feilding Brabham-Ford	Filippe Nogueira Brabham-Ford	Mike Herbertson Cooper-Ford
Jul 17	Keimola Finland	60 kms 101.160 kph	John Fenning Brabham-Ford	Martin Davies Brabham-Ford	Picko Troberg Brabham-Ford	Trevor Blokdyk Brabham-Ford	Frank Williams Brabham-Ford	Ulf Svensson Brabham-Ford
Jul 17	Magny-Cours France	110 kms 131.038 kph	Roby Weber Alpine-Renault	Mauro Bianchi Alpine-Renault	Johnny Servoz- Gavin Matra-Ford	Mike Beckwith Daf Brabham-Ford	Chris Williams Brabham-Ford	Tommy Hitchcock Brabham-Ford
Jul 17	Sachsenring East Germany	103.368 kms 158.919 kph	Kurt Ahrens Brabham-Ford	Patrick Dal Bo Pymee-Ford	Leo Matilla Cooper-Ford	Willy Lehmann SEG-Wartburg	Istvan Jankowski Rak-Skoda	Eric Offenstadt Pymee-Ford
Jul 17	Mugello Italy	132.400 kms 95.392 kph	Jonathan Williams De Sanctis-Ford	Boley Pittard BWA-Ford	Antonio Maglione De Sanctis-Ford	Carlo Facetti Brabham-Ford	Andrea de Adamich Brabham-Ford	Luigi Petri Brabham-Ford
Jul 17	Roskilde Denmark	18.750 kms 92.850 kph	Kurt Ahrens Brabham-Ford	Freddy Kottulinsky Lotus-Ford	Robb Lamplough Brabham-Ford	Picko Troberg Brabham-Ford	Jens Heggov Brabham-Ford	Reine Wissel Cooper-Ford
Jul 24	Hockenheim West Germany	101.520 kms 170.100 kph	Kurt Ahrens Brabham-Ford	Pierre-Yves Gaggio Brabham-Ford	Jochen Neerpasch Lotus-Ford	Karl von Wendt Lotus-Ford	Dieter Bohnhorst Brabham-Ford	Hughes de Fierla Cooper-Ford
Jul 24	Cascais Portugal	157.247 kph	Jurg Dubler Brabham-Ford	John Fenning Brabham-Ford	Chris Williams Brabham-Ford	Alan Rollinson Brabham-Ford	John Peterson Brabham-Ford	Geoff Oliver Brabham-Ford
Aug 6	Crystal Palace Britain	34.75 miles 75.36 mph	Chris Irwin Brabham-Ford	Peter Gethin Brabham-Ford	Roy Pike Lotus-Ford	Robin Widdows Brabham-Ford	Derek Bell Lotus-Ford	Jack Oliver Lotus-Ford
Aug 7	Enna Italy	239.88 kms 196.214 kph	Jonathan Williams De Sanctis-Ford	Ernesto Brambilla Brabham-Ford	Carlo Facetti Brabham-Ford	John Cardwell Lotus-Ford	Antonio Maglione De Sanctis-Ford	Frank Williams Brabham-Ford



# Formula 3 Gratings 1966

## Category A

Chris Irwin  
Piers Courage  
Jean-Pierre Beltoise\*

## Category B

Roy Pike  
Mike Beckwith  
John Fenning  
Chris Williams  
Peter Gethin  
John Cardwell  
Jacky Ickx\*  
Johnny Servoz-Gavin

## Category C

Jean-Pierre Jaussaud  
Eric Offenstadt  
Derek Bell  
Jack Oliver  
Brian Hart  
Harry Stiller  
Robby Weber

Chris Lambert  
Martin Davies  
Freddy Kottulinsky  
Jürg Dubler  
Peter Revson\*  
Kurt Ahrens

## Category D

I  
Silvio Moser\*  
Manfred Möhr  
Andrea de Adamich  
David Hobbs\*  
Trevor Blokdyk  
Alan Rollinson  
Philippe Vidal  
Henri Pescarolo  
Henri Grandsire\*  
Mike Knight  
Robin Widdows  
Charles Crichton-Stuart  
Mo Nunn  
John Hine

Boley Pittard  
Ernesto Brambilla  
Mauro Bianchi  
Picko Troberg  
David Cole  
Bob Bonduant\*  
Giorgio Pianta\*  
"Geki"  
Giancarlo Baghetti

## II

Robs Lamplough  
Geoff Oliver  
Rollo Feilding  
Estefano Nasif\*  
Carlo Facetti  
Antonio Maglione  
"Tiger"  
Tommy Hitchcock  
Barry Hart\*  
Roger Mac\*  
Clive Baker\*  
Keith St John\*  
Ulf Svensson  
Rob Slotemaker\*

Jochen Neerpasch  
Reine Wessel  
Lars Lindberg  
Sverrir Thoroddsen  
Frank Williams  
Enzo Corti  
Patrick Dal Bo  
Jean-P. Cassegrain  
Corrado Manfredini  
Giuglielmo Bellasi  
Giorgio Alberti  
Francesco Ghezzi  
Clay Regazzoni\*  
Yves-Pierre Gaggio  
John Peterson\*  
Cliff Haworth  
Karl von Wendt  
Nick Gold  
Andrew Fletcher  
Philippe Nogueira  
Cacho Fango  
Juan Manuel Bordeu\*  
Andreas Viannini\*  
George Cupeiro\*  
Georg Pairetti\*  
Teddy Pilette\*

that Williams has had it rather easy in Italy, and had he been competing regularly elsewhere I feel he would not have had anything like the same success, at least not with the De Sanctis. As it is he won nearly 10 million lire with De Sanctis racing in Italy, and established himself well enough to be signed by Enzo Ferrari for this year.

Just two other drivers come into my estimation as being in the top 12, both conductors of Matras: Johnny Servoz-Gavin and Jacky Ickx. In 1965 Servoz drove a privately entered Brabham well but with restraint—no wonder, it was his girl friend's! For 1966 Matra signed him up and proved at once that they had made a wise choice. At first I would have rated him on equal terms with Jaussaud, but then at the end of the season he won two races at Monthéry and the big one at Le Mans,

making him quite unquestionably a No 2 man. Jacky Ickx has been driving for Ken Tyrrell in the BRM F2 Matra, but has put in a few F3 appearances. When he did race F3 he had always to be reckoned with by his rivals, driving especially well at Silverstone in July and at Zandvoort later in the year. A highly versatile driver of tremendous potential, he is just as happy driving a big Group 7 car as he is driving F3 or a works Lotus-Cortina.

Many others deserve a warm mention, but space prevents any more than are already included. I have, however, drawn up one of those highly dangerous charts which will doubtless bring cries of indignation from various supporters' clubs. It is based on performances in international and national races only, and is divided into four categories with a sub-division in category D. It has not been based entirely

on results, although this has been to an extent the governing factor. I have tried to take into consideration various situations, and you will therefore find drivers like John Cardwell rated much higher than their results might indicate. Others like Hobbs, Bonduant and Revson, who have competed in few F3 races, but are known to be highly skilful, have found their way into the lower divisions, and I have indicated with an asterisk those who have not had a full F3 season.

Looking ahead to the coming season, it gives every indication of being a bumper year, although the lack of F3 events at trade-supported British meetings will obviously be sorely felt, forcing drivers who take the formula seriously to race almost entirely on the continent, where they are bound to be at least partially ignored by trade interests and the press.

## RESULTS OF INTERNATIONAL AND NATIONAL F3 RACES 1966—continued

Sept 4	Brno Czechoslovakia	111.528 kms —	Jürg Dubler Brabham-Ford	Manfred Möhr Brabham-Ford	Martin Stephani Brabham-Ford	Leo Mattila Cooper-Ford	Jan Bobek Skoda	Terry Ogilvie-Hardy Alexis-Ford
Sept 4	Keimola Finland	600 kms 101.210 kph	Picko Troberg Brabham-Ford	John Fenning Brabham-Ford	Frank Williams Brabham-Ford	Ulf Svensson Brabham-Ford	Reine Wessel Cooper-Ford	Lars-Åke Teijby Cooper-Ford
Sept 11	Zolder Belgium	125.52 kms 145.525 kph	Chris Irwin Brabham-Ford	Jacky Ickx Brabham-Ford	Mike Beckwith Daf Brabham-Ford	Chris Lambert Brabham-Ford	David Cole Brabham-Ford	Peter Gethin Brabham-Ford
Sept 11	Monthéry France	87.066 miles 93.879 kph	Robby Weber Alpine-Renault	John Cardwell Lotus-Ford	Brian Hart Lotus-Ford	John Hine Lotus-Ford	Pierre-Yves Gaggio Brabham-Ford	Philippe Vidal Brabham-Ford
Sept 11	Enna Italy	239.88 kms 198.987 kph	Jonathan Williams De Sanctis-Ford	Sverrir Thoroddsen Brabham-Ford	Antonio Maglione De Sanctis-Ford	Piers Courage Lotus-Ford	Derek Bell Lotus-Ford	Roy Pike Lotus-Ford
Sept 15	Portoroza Yugoslavia	69 kms 117.948 kph	David Cole Brabham-Ford	Andrew Fletcher Brabham-Ford	Barry Collinson Cooper-Ford	Hughes de Fierlandt Cooper-Ford	Rolf Scheel Brabham-Ford	Kurt Keller Cooper-Ford
Sept 18	Monza Italy	241.5 kms 115.10 mph	Ernesto Brambilla Brabham-Ford	Charles C-Stuart Brabham-Ford	Carlo Facetti Tecno-Ford	Francesco Ghezzi Brabham-Ford	Chris Williams Brabham-Ford	Corrado Manfredini Brabham-Ford
Sept 18	Le Mans France	82.5 kms 88.036 mph	Johnny Servoz-Gavin Matra-Ford	Roy Pike Lotus-Ford	Chris Irwin Brabham-Ford	John Cardwell Lotus-Ford	Jean-Pierre Jaussaud Matra-Ford	Mauro Bianchi Alpine-Renault
Sept 18	Roskilde Denmark	18.75 kms 85.180 kph	Reine Wessel Cooper-Ford	Lars Lindberg Brabham-Ford	Lars-Åke Teijby Cooper-Ford	Ole Veglund Brabham-Ford	Egert Haglund Svebe-Ford	P-O Zetterstrom Brabham-Ford
Sept 25	Albi France	181.806 kms 156.262 kph	Piers Courage Lotus-Ford	Jean-Pierre Jaussaud Matra-Ford	Philippe Vidal Brabham-Ford	Morris Nunn Lotus-Ford	John Fenning Matra-Ford	Derek Bell Lotus-Ford
Sept 25	Bengtsfors Sweden	16.5 kms 102.23 kph	Reine Wessel Cooper-Ford	Picko Troberg Brabham-Ford	P-O Zetterstrom Brabham-Ford	Hasse Nilsson Cooper-Ford	Egert Haglund Svebe-Ford	Hans Sjøsted Lotus-Ford
Sept 25	Monthéry France	84 kms 120.511 kph	Johnny Servoz-Gavin Matra-Ford	Henri Pescarolo Matra-Ford	Chris Lambert Brabham-Ford	Robby Weber Alpine-Renault	Charles C-Stuart Brabham-Ford	Cliff Haworth Brabham-Ford
Oct 2	Brands Hatch Britain	119.25 miles 93.32 mph	Chris Irwin Brabham-Ford	Piers Courage Lotus-Ford	Chris Williams Brabham-Ford	Jean-Pierre Beltoise Matra-Ford	Brian Hart Lotus-Ford	Kurt Ahrens Brabham-Ford
Oct 9	Monthéry France	80.4 kms 77.59 mph	Jean-Pierre Jaussaud Matra-Ford	Eric Offenstadt Lotus-Ford	Henri Pescarolo Matra-Ford	Johnny Servoz-Gavin Matra-Ford	Mauro Bianchi Alpine-Renault	Robby Weber Alpine-Renault
Oct 9	Monza Italy	202.752 kms 142.755 kph	Jonathan Williams De Sanctis-Ford	Boley Pittard BWA-Ford	Andrea de Adamich Brabham-Ford	Antonio Maglione De Sanctis-Ford	Martin Davies Brabham-Ford	Enzo Corti BWA-Ford
Oct 16	Imola Italy	200.68 kms 95.47 mph	Jonathan Williams De Sanctis-Ford	Ernesto Brambilla Brabham-Ford	Giorgio Pianta Lola-Ford	Antonio Maglione De Sanctis-Ford	Giorgio Alberti De Sanctis-Ford	Francesco Ghezzi Brabham-Ford
Oct 16	Karlskoga Sweden	60 kms 118.240 kph	Freddy Kottulinsky Lotus-Ford	Egert Haglund Svebe-Ford	Hasse Nilsson Lotus-Ford	Gean Johansson Brabham-Ford	Lars Bjühr Brabham-Ford	Lars-Åke Teijby Cooper-Ford