

Formula 3 racing

Seasonal survey by PAUL WATSON

FORMULA 3 is now recognized as the first natural step into F2 and ultimately grand prix racing. Before F3 came on the scene it was Formula Junior's role to produce the star drivers of tomorrow. Names like Jim Clark, Mike Spence, Peter Arundell, Denny Hulme and Jochen Rindt—to mention but a few—all owe a heavy debt to Formula Junior and the opportunities it gave them.

In November, 1962, F3 was announced and a groan went up that this would be a step down from F.J., with less power available than before. Nevertheless, when the first season came along 16 months later it had the effect of giving the boys a real chance of success in single-seater racing, for most of the major teams had concentrated their effort on the more lucrative F2 class.

Within weeks the new F3 cars were reducing the old Junior lap times, and the racing became very close and exciting indeed. One major entrant that elected to field an F3 team was Ken Tyrrell, and his drivers Jackie Stewart

and Warwick Banks completely stole the show with a total of some 12 major wins, of which Stewart claimed 11. By the end of 1964 Stewart was already driving F2, and his ultimate rise to fame is now of course history.

With Jackie Stewart's meteoric rise during 1964—thanks to F3—it was quite obvious that for 1965 a lot more teams were going to take this class of racing seriously.

New cars were announced. Jack Brabham stepped up the production of his Brabhams, and generally improved them all round. Lotus marketed the improved version of their Type 31 as well as the more costly Type 35—a monocoque construction which few people bought. Coopers made improvements to their Type 72 and called it the Type 76, but Lola virtually withdrew from F3, concentrating on F2 and only building one or two F3 cars later in the season. Merlyn continued, but hardly looked like being any more competitive than in previous years, as did Alexis in a small way.

On the Continent Italy continued with their faithful Wainers and de Sanctis, joined by Foglietti and B.W.A. Gone, however, were the Stangs and de Tomasos, while all those Italian cars that appeared had English Ford engines in their tails.

In France those enthusiasts from the Alpine factory pushed ahead with development work on their Renault R8-based cars, but word had it that a wealthy firm called Louis Breguet, the aircraft constructors, were spending a great deal of money on the design and development of a new French car, the Matra, with the sole purpose of putting France's name back into the world on international motor racing.

In the engine department the emphasis went off B.M.C. and on to Ford, with Cosworth producing a thoroughly reliable 100 b.h.p. engine, far exceeding the performance of their Abingdon competitors. During the entire season, B.M.C. only won one major F3 race, and that was in the wet.

Before the year was many days old

Charles Lucas, an extremely wealthy young Yorkshireman from Ripon, and the son of a pre-cast concrete magnate, announced that he was to field a team of Brabhams using three of last year's F2 cars converted to F3 specification. His drivers were to be Piers Courage, Jonathan Williams, Peter Gethin and Lucas himself, and the team H.Q. was set up under some old railway arches in Stamford Brook, West London. Ken Tyrrell replied by continuing in F3 with Warwick Banks—or at least until Tyrrell got too busy with his F2 commitments.

Pouring rain heralded the first major clash at Silverstone on 20th March. Before the meeting was finally called off, Banks had splashed his way to victory, rapidly overhauling Peter Gethin in a Lotus 22 entered by the Lucas team. The best Brabham—the S.M.A.R.T. entry of Charles Crichton-Stuart—could do no better than fourth behind Clive Baker's Cooper. This was one of the very few occasions on which a Brabham had to play second fiddle to anyone in F3, and also one of the rare occasions in which a Cooper single-seater saw a chequered flag.

A fortnight after Silverstone the boys met again at Oulton Park for the second of the British internationals that open the season. Already it was quite obvious that Tyrrell and Lucas could expect some tough opposition, probably in the shape of Roy Pike. Charles Crichton-Stuart and John Cardwell, the last-named leading the newly formed Goodwin Racing Team. Oulton was in fact Pike's race. Piers Courage with a Lucas Brabham led initially, but once the young Californian got ahead there was nothing to catch him, and at the end Banks was nearly a quarter of a minute behind, with Crichton-Stuart and Courage trailing.

Nobody from England figured at Monza, where "Geki" with a de Sanctis won, nor at Imola a week later, where "Geki" won yet again. Jonathan Williams contested both races, was very competitive, but had his troubles and could do no better than fourth at Imola.

Before the boys made tracks for the continent, there was one more major race in England—at Goodwood on Easter Monday. Since his first race at Silverstone, Pike had donned the colours of the Chequered Flag team, and once more the quiet but quite brilliant American was the winner.

This time, however, it was not nearly so easy, with Courage pressing him all the way to finish a mere 0.6 sec. behind. Williams was a comfortable third, while Melvyn Long (Lotus 27) did well to get ahead of Crichton-Stuart.

Now everybody headed for the Continent and Pau in the Basque country of France. Some drivers were to stay on the Continent for most of the season, knowing that only prestige can be gained from racing F3 in the U.K., while the real money must be earned away from home. Not everybody in motor racing has money to fling around, and many drivers literally live from hand to mouth during the season, travelling from race to race with only their starting money to keep them going, living under canvas or in the back of a trailer, and hoping and praying that a major prang or blow-up can be averted. Some employ a mechanic, but in many cases they bring along a friend who helps out purely for his keep, while in some hard-luck cases the driver even does the work himself.

The Pau race happened on 25th April, and the inevitable Roy Pike was on form again, winning convincingly from Mauro Bianchi (who showed up well with his works Alpine-Renault), John Cardwell and Jonathan Williams. Charles Crichton-Stuart crashed and Charles Lucas was reputed to have spun during practice and the race on at least 10 separate occasions—which is probably why for the rest of the season he concentrated on running his team rather than driving in it.

With everyone, or nearly everyone, down at Pau, John Fenning took his rather uncompetitive Merlyn Mk. 9 to Monthéry and by sheer driving ability won the race, while a week later Pike made it four in a row at Magny-Cours. Zolder on 9th May was decisive in that it marked the first defeat of Roy Pike. Pike won his heat, but Jonathan Williams was in fine form during the final and took the race by 6 secs. Jacques Bernusset in a Paul Swaelsens Cooper Team Cooper-Ford T76 was third and Rodney Banting fourth with one of the two Stockbridge Racing Merlyns.

Following a small Spanish race at Barcelona, won by "Geki" in an Italian B.W.A. (their first victory), the next major race was at Silverstone, and the traditional May meeting. The F3 race was a real thriller with Courage, Williams and Pike struggling tooth and nail for the lead in the best race of the day. In the end Williams retired with fuel pump trouble and Courage managed to pull away from Pike to win quite comfortably. Hero of the day, however, was Fenning who, with his basically uncompetitive Merlyn, managed to make fastest practice lap in 1 min. 41.2 secs., and during the race held a brilliant fourth until Williams's retirement which gave him third. Fourth was the South African Trevor Blokdyk with an Alexis, who a little later in the season was to hit the headlines in a

big way with his privately entered Brabham.

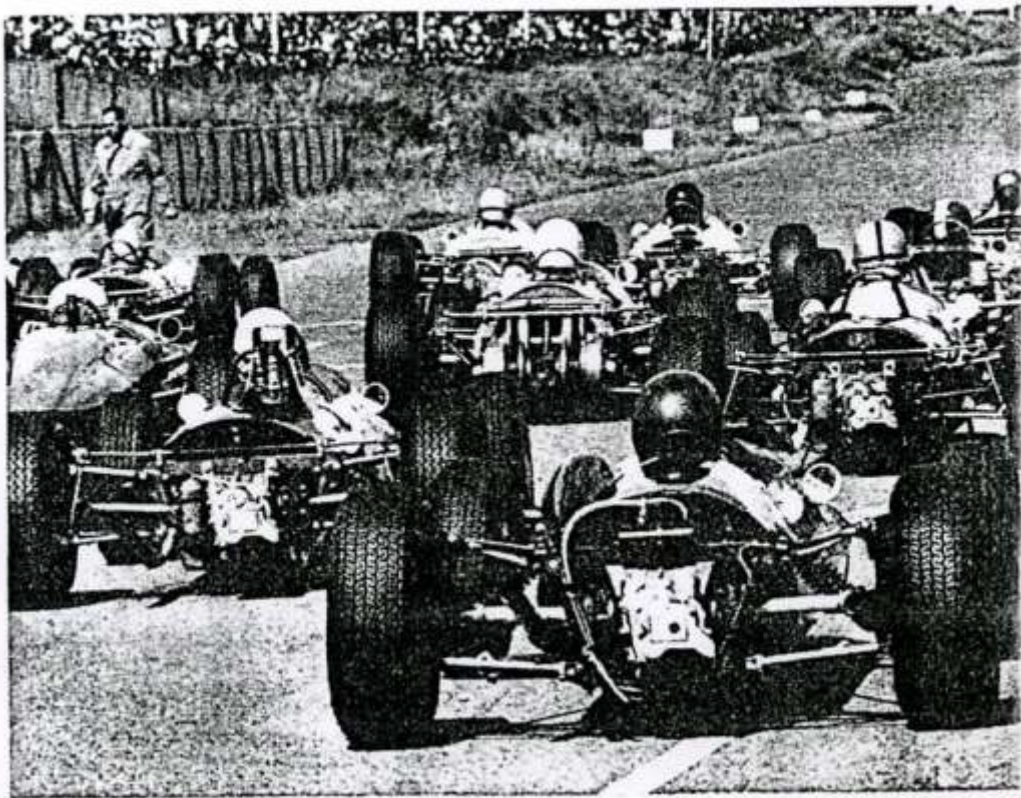
Monthéry was in use again on 23rd May for the Grand Prix de Paris—a very grand name indeed for an F3 race. This one went to Charles Crichton-Stuart with the Stirling Moss-entered Brabham. Two days later, however, the F3 world was saddened by the news that Bruno Deserti, a most promising young Italian, had been killed while testing a Ferrari prototype at Monza.

A brief break in the Brabham monopoly came at Monaco on 29th May in the shape of the American Peter Revson with a Ron Harris-Team Lotus Lotus-Ford 35. John Cardwell looked as though he might win, having won his heat, but he spun in the final when leading, allowing the other heat winner Revson to hold the lead for the remainder of the race. Chris Irwin did well to get his Merlyn up to second spot, ahead of a delighted Tony Dean, in his first Continental F3 race, and Crichton-Stuart. Another American, Bob Bondurant, was having his first drive in a Continental single-seater race, and went brilliantly until put out in a minor accident.

Jonathan Williams won the Vigorelli race at Monza from Courage and Kurt Ahrens (Brabham-Ford), and on Penticost Sunday John Cardwell had his first big win of the season when he took the Frontières Grand Prix from Williams over the very fast and interesting road circuit at Chimay in Belgium. The other major F3 race over Whitsun was at Goodwood, and here Courage won comfortably from Crichton-Stuart.

Silvio Moser was in the main concentrating on F2 during 1965, but he took time off to win the La Châtre race on 13th June, while Cardwell was second at the French race and at Caserta in central Italy. The young Swiss had lost none of his 1964 brilliance, but was wasted during 1965.

PRIVATE ENTRANT. A fine close-up of Picko Troberg with his Brabham (opposite). **TAIL ENDS.** The start of the F3 race at Zandvoort on 29th August (below). Note the Daf transmission car of Rob Slotemaker among all the conventional gearboxes.



Two big F3 races clashed on 27th June. At Clermont-Ferrand there was an F3 race supporting the French Grand Prix, and at Monza the very rich Lottery Grand Prix. Most drivers headed for Monza and the money, allowing Tommy Hitchcock to steal a very well-deserved victory at Clermont, in spite of having dropped to fourth place after a spin. At Monza it was all Picko Troberg, the genial Swede getting the verdict by a mere 0.9 sec. after a wheel-to-wheel tussle with Cardwell, Courage, Williams and John Fenning, the latter now having changed his allegiance to Cooper in company with his team-mate Rodney Banting.

At Clermont the new Matra had shown very good form in the hands of Offenstadt, but nobody really expected it to win at Rheims a week later. But win it certainly did, young Jean-Pierre Beltoise just getting the nose of his car across the line ahead of Piers Courage and John Fenning, 0.3 sec. covering all three. This win was just what the French had been waiting for so long and Beltoise was the hero of the day. Unfortunately, however, Jonathan Williams crashed badly at Thillois, writing

to a Charles Lucas Brabham and putting himself in hospital for a month,

while Roger Mac in a Chequered Flag Brabham was even more seriously hurt during the same race.

All eyes now turned to Rouen, the third successive important French F3 race in a row—the question being, could Beltoise or his team-mate Jausaud pull it off again for Matra? The answer was no, but it was still a pretty close one, although Courage managed to pull out 3.9 secs. at the finish over Beltoise. Trevor Blokdyk put up a simply wonderful show in the D.W. Racing Brabham, holding second place until he spun at the Nouveau Monde, and then stubbornly working his way back up to third place, passing Fenning, Regazzoni (Brabham) and Weber (Alpine).

Roy Pike, who had set the early pace, had been without a major win since 2nd May, but a day before the Rouen race he was at Silverstone for the British Grand Prix meeting, and made mince-meat of the opposition with a beautiful drive that gave him a 4.2 secs. win over Peter Gethin in a Brabham. Gethin, the son of the famous horse racing personality of the same name, is certainly a young man to be reckoned with, but after wasting his time earlier in the

season with a rather uncompetitive Lotus 22 he was now only just beginning to get into the swing with his Lucas-entered Brabham.

Blokdyk's terrific form at Rouen was fully vindicated at Magny-Cours where he won well from Beltoise, while the French driver had a win a week later at Cognac, followed home by a new and promising name in French racing, Georges Servoz-Gavin with a blue Brabham. July closed with two races in England and one a long way away in Portugal. Chris Irwin had by now left the Merlyn team and joined Roy Pike at the Chequered Flag (replacing the injured Mac). He and his team-mate dominated the early stages of the A.M.O.C. race at Silverstone until both cars succumbed to petrol pump troubles, as did third man Gethin. This gave Piers Courage yet another win, his fifth major one of the season, with the Australian Driver to Europe Jim Sullivan second with a Brabham and Melvyn Long third.

Nevertheless, the Crystal Palace race on the last day of the month was all Irwin's and the Portuguese race at Lisbon was a Stockbridge Racing benefit, Banting getting the verdict from

RESULTS OF INTERNATIONAL AND NATIONAL RACES 1965—continued

Date	Place, Distance and Speed	First	Second	Third	Fourth	Fifth	Sixth
8 Aug.	Nogaro France — 105.108 k.p.h.	Trevor Blokdyk Brabham-Ford	Martin Davies Brabham-Ford	J.-P. Jausaud Matra-Ford	Jacques Weber Alpine-Renault	Jean Max Alpine-Renault	Jean Faure GRAC-Ford
8 Aug.	Karlskoga Sweden 37 miles 74.36 m.p.h.	Chris Irwin Brabham-Ford	Picko Troberg Brabham-Ford	Peter Gethin Brabham-Ford	Roger Brash Merlyn-Ford	Jörgen Ellekaer Brabham-Ford	Tom Trana Lotus-Ford
15 Aug.	Roskilde Denmark —	Kurt Ahrens Brabham-Ford	Trevor Blokdyk Brabham-Ford	Chris Irwin Brabham-Ford	Jürg Dubler Brabham-Ford	Jörgen Ellekaer Brabham-Ford	Peter Gethin Brabham-Ford
15 Aug.	Croft Great Britain — 81.44 m.p.h.	Tony Dean Brabham-Ford	Mike Knight Cooper-Ford	Jim Sullivan Brabham-Ford	Mike Gill Brabham-Ford	Morris Nunn Lotus-Ford	Lionel Charlwood Merlyn-Ford
15 Aug.	Snetterton Great Britain — 87.26 m.p.h.	Ray Parsons Lotus-Ford	Boley Pittard Lotus-Ford	Andrew Fletcher Brabham-Ford	Malcolm Payne Lotus-Ford	Ken Bass Merlyn-Ford	Keith St. John Brabham-Ford
28 Aug.	Zandvoort Holland 100.63 kms. 94.24 m.p.h.	Kurt Ahrens Brabham-Ford	Trevor Blokdyk Brabham-Ford	Chris Irwin Brabham-Ford	Martin Davies Brabham-Ford	Roy Pike Brabham-Ford	J.-C. Franck Brabham-Ford
28 Aug.	Avus Germany —	Manfred Mohr Brabham-Ford	Yngve Rosqvist Cooper-Ford	Jörgen Ellekaer Brabham-Ford	Roger Brash Merlyn-Ford	Jean Blanc Cooper-B.M.C.	Martin Stephani Brabham-Ford
29 Aug.	Schleizer E. Germany — 136.81 k.p.h.	Eric Offenstadt Lola-Ford	Cliff Haworth Brabham-Ford	Leo Mattila Cooper-Ford	Willy Lehmann SEG-Wartburg	Heinz Melkus Melkus-Wartburg	—
29 Aug.	Wunstorf Germany — 143.900 k.p.h.	Kurt Ahrens Brabham-Ford	Manfred Mohr Brabham-Ford	Roland Binder Lotus-Ford	—	—	—
30 Aug.	Brands Hatch Great Britain — 90.55 m.p.h.	Roy Pike Brabham-Ford	Peter Gethin Brabham-Ford	John Cardwell Brabham-Ford	Ray Parsons Lotus-Ford	Tommy Hitchcock Brabham-Ford	Jim Sullivan Brabham-Ford
5 Sept.	Skarpnack Sweden 27 miles 70.12 m.p.h.	Trevor Blokdyk Brabham-Ford	Picko Troberg Brabham-Ford	Harry Stiller Brabham-Ford	Frank Williams Cooper-Ford	Yngve Rosqvist Cooper-Ford	Ulf Svensson Brabham-Ford
12 Sept.	Knutstorp Sweden 19 miles 55.59 m.p.h.	John Fenning Cooper-Ford	Picko Troberg Brabham-Ford	Egert Haglund Brabham-Ford	Rodney Banting Cooper-Ford	Yngve Rosqvist Cooper-Ford	Lars Lindberg Brabham-Ford
12 Sept.	Zolder Belgium — 148.700 k.p.h.	Chris Irwin Brabham-Ford	John Cardwell Brabham-Ford	Jacques Bernusset Cooper-Ford	J.-C. Franck Brabham-Ford	Ken Bass Merlyn-Ford	Mauro Bianchi Alpine-Renault
12 Sept.	Monza Italy 287.500 kms. 100.87 m.p.h.	Bob Bondurant Lotus-Ford	Patrick Dal Bo Pygmee-Ford	Jonathan Williams Brabham-Ford	Guigliemo Belassi Brabham-Ford	"Tiger" de Sanctis-Ford	Cliff Haworth Brabham-Ford
18 Sept.	Oulton Park Great Britain 50 miles 92.53 m.p.h.	Roy Pike Brabham-Ford	John Fenning Cooper-Ford	Peter Revson Lotus-Ford	John Cardwell Lotus-Ford	Boley Pittard Lotus-Ford	Tony Dean Brabham-Ford
19 Sept.	Montlhéry France 52 miles 76.77 m.p.h.	J.-P. Jausaud Matra-Ford	C. Crichton-Stuart Brabham-Ford	Mauro Bianchi Alpine-Renault	Trevor Blokdyk Brabham-Ford	G. Servoz-Gavin Brabham-Ford	Cliff Haworth Brabham-Ford
26 Sept.	Albi France 68 miles 94.41 m.p.h.	J.-P. Jausaud Matra-Ford	Kurt Ahrens Brabham-Ford	G. Servoz-Gavin Brabham-Ford	Martin Davies Brabham-Ford	John Cardwell Lotus-Ford	Manfred Mohr Brabham-Ford
26 Sept.	Roskilde Denmark 23 kms. 108.794 k.p.h.	Picko Troberg Brabham-Ford	Egert Haglund Brabham-Ford	Jörgen Ellekaer Brabham-Ford	Lars Lindberg Brabham-Ford	Georg Duneborn Cooper-Ford	Ake Lindberg Cooper-Ford
3 Oct.	Montlhéry France 50 miles 80.80 m.p.h.	C. Crichton-Stuart Brabham-Ford	J.-P. Beltoise Matra-Ford	Jacques Weber Alpine-Renault	Martin Davies Brabham-Ford	Patrick Dal Bo Pygmee-Ford	Philippe Bouillot Alpine-Renault
3 Oct.	Karlskoga Sweden 37 miles 67.11 m.p.h.	Picko Troberg Brabham-Ford	Egert Haglund Brabham-Ford	Rodney Banting Cooper-Ford	Ulf Svensson Brabham-Ford	Ake Lindberg Cooper-Ford	Hasse Nilsson Lotus-Ford
17 Oct.	Vallelunga Italy 103 kms. 124.641 k.p.h.	"Geki" Wainer-Ford	Carlo Facetti Brabham-Ford	Otello Rinaldi de Sanctis-Ford	"Tiger" de Sanctis-Ford	Masimo Natili B.W.A.-Ford	A. de Adamich Brabham-Ford
24 Oct.	Skarpnack Sweden 11 miles 73.91 m.p.h.	Picko Troberg Brabham-Ford	Georg Duneborn Brabham-Ford	Ulf Svensson Brabham-Ford	Hasse Nilsson Cooper-Ford	Hasse Sjøstedt Lola-Ford	Sven Fürstenhof Cooper-B.M.C.
31 Oct.	Vallelunga Italy 30 miles 64.00 m.p.h.	Masimo Natili B.W.A.-Ford	Enzo Corti B.W.A.-Ford	Sean Brady Lotus-Ford	A. Braga Lotus-Ford	M. Manciatelli Wainer-Ford	—

RESULTS OF INTERNATIONAL AND NATIONAL RACES 1965

Date	Place, Distance and Speed	First	Second	Third	Fourth	Fifth	Sixth
20 Mar.	Silverstone Great Britain 29 miles 80.62 m.p.h.	Warwick Banks Cooper-B.M.C.	Peter Gethin Lotus-Ford	Clive Baker Cooper-B.M.C.	C. Crichton-Stuart Brabham-Ford	Kurt Ahrens Brabham-Ford	Charles Lucas Brabham-Ford
27 Mar.	Croft Great Britain 29.60 miles 78.87 m.p.h.	Peter Gethin Lotus-Ford	John Cardwell Brabham-Ford	Mike Knight Cooper-Ford	Denis O'Sullivan Brabham-Ford	Tony Dean Brabham-Ford	Mike Gill Brabham-Ford
3 April	Oulton Park Great Britain 50 miles 90.77 m.p.h.	Roy Pike Brabham-Ford	Warwick Banks Cooper-B.M.C.	C. Crichton-Stuart Brabham-Ford	Piers Courage Brabham-Ford	Malcolm Payne Lotus-Ford	David Rees Brabham-Ford
4 April	Monza Italy 202.725 kms. 95.60 m.p.h.	"Geki" de Sanctis-Ford	C. Manfredini Wainer-Ford	Kurt Ahrens Brabham-Ford	Pierre Ryser Cooper-B.M.C.	Luigi Malanca Wainer-Ford	Philippe Vidal Alpine-Renault
11 April	Imola Italy 185.629 kms. 89.10 m.p.h.	"Geki" De Sanctis-Ford	A. de Adamich Lola-Ford	C. Manfredini Wainer-Ford	Jonathan Williams Brabham-Ford	Philippe Vidal Alpine-Renault	Jurg Dubler Brabham-Ford
12 April	Aspern Austria 65.0 kms. —	Kurt Ahrens Brabham-Ford	Heinz Melkus Melkus-Wartburg	H.-D. Dechent Brabham-Ford	W. Wüst Lotus-Ford	Willy Franz Brabham-Ford	H. von Kiwisch —
19 April	Goodwood Great Britain 24 miles 88.42 m.p.h.	Roy Pike Brabham-Ford	Piers Courage Brabham-Ford	Jonathan Williams Brabham-Ford	Melvyn Long Lotus-Ford	C. Crichton-Stuart Brabham-Ford	John Fenning Merlyn-Ford
25 April	Montlhéry France 80 miles 131.615 k.p.h.	John Fenning Merlyn-Ford	Adrian Chambers Brabham-Ford	Jacques Bernusset Cooper-Ford	Rodney Banting Merlyn-Ford	J.-C. Muller Lola-Ford	Peter Derré Lotus-Ford
25 April	Pau France — 89.306 k.p.h.	Roy Pike Brabham-Ford	Mauro Bianchi Alpine-Renault	John Cardwell Brabham-Ford	Jonathan Williams Brabham-Ford	Jean Rolland Alpine-Renault	David Rees Brabham-Ford
25 April	Knutstorp Sweden 14 miles 51.89 m.p.h.	Picko Troberg Brabham-Ford	Lars Lindberg Brabham-Ford	Yngve Rosqvist Cooper-Ford	Sven Andersson Cooper-Ford	Stefan Bjork Sibre-B.M.C.	Gunnar Pedersen Lotus-Ford
2 May	Magny-Cours France — 103.820 k.p.h.	Roy Pike Brabham-Ford	Mike Knight Cooper-Ford	John Cardwell Brabham-Ford	C. Crichton-Stuart Brabham-Ford	Philippe Vidal Alpine-Renault	J.-C. Regazzoni De Tomaso-Ford
2 May	Roskilde Denmark 23 kms. 105.398 k.p.h.	Christian Legarth Brabham-Ford	Jörgen Ellekaer Brabham-Ford	Leif Persson Lotus-Ford	Börje Bjorkqvist Condor-Ford	Kai Godenhjelm Alfa Dana-B.M.C.	Poul Johannessen Alfa Dana-B.M.C.
2 May	Skarpnack Sweden 27 miles 71.92 m.p.h.	Picko Troberg Brabham-Ford	Leo Mattila Cooper-Ford	Yngve Rosqvist Cooper-Ford	Lars Lindberg Brabham-Ford	Sven Andersson Cooper-Ford	Gunnar Pedersen Lotus-Ford
9 May	Zolder Belgium — 90.92 m.p.h.	Jonathan Williams Brabham-Ford	Roy Pike Brabham-Ford	Jacques Bernusset Cooper-Ford	Rodney Banting Merlyn-Ford	J.-C. Franck Brabham-Ford	Silvio Moser Brabham-Ford
9 May	Barcelona Spain — 73.64 m.p.h.	"Geki" B.W.A.-Ford	Francesco Godia de Sanctis-Ford	J. Guillot Merlyn-Ford	A. Laurent Brabham-Ford	Vincent Palmaro Merlyn-Ford	Carlo Franchi Wainer-Ford
15 May	Silverstone Great Britain 73 miles 102.51 m.p.h.	Piers Courage Brabham-Ford	Roy Pike Brabham-Ford	John Fenning Merlyn-Ford	Trevor Blokdyk Alexis-Ford	Tommy Hitchcock Brabham-Ford	Malcolm Payne Lotus-Ford
23 May	Montlhéry France — 83.800 k.p.h.	C. Crichton-Stuart Brabham-Ford	Harry Stiller Lotus-Ford	Jonathan Williams Brabham-Ford	Mike Knight Cooper-Ford	Jacques Weber Alpine-Renault	Paul Poty Cooper-B.M.C.
23 May	Karlskoga Sweden 37 miles 66.56 m.p.h.	Picko Troberg Brabham-Ford	Hans Sjöstedt Lola-Ford	Jörgen Ellekaer Brabham-Ford	Lars Björk Cooper-B.M.C.	Hardy Sandström Cooper-Ford	Stefan Bjork Sibre-Ford
27 May	Monza Italy 202.725 kms. 116.731 k.p.h.	Jonathan Williams Brabham-Ford	Kurt Ahrens Brabham-Ford	Piers Courage Brabham-Ford	Jacques Maglia Alexis-Ford	Guillermo Bellasi Lotus-Ford	Trevor Blokdyk Alexis-Ford
29 May	Monte Carlo Monaco 125.900 kms. 107.886 k.p.h.	Peter Revson Lotus-Ford	Chris Irwin Merlyn-Ford	Tony Dean Brabham-Ford	C. Crichton-Stuart Brabham-Ford	Mauro Bianchi Alpine-Renault	Willy Mairesse Alpine-Renault
30 May	Monza Italy 201.250 kms. 154.962 k.p.h.	Jonathan Williams Brabham-Ford	Piers Courage Brabham-Ford	Kurt Ahrens Brabham-Ford	Jacques Weber Alpine-Renault	A. de Adamich Lola-Ford	Jacques Bernusset Cooper-Ford
6 June	Chimay Belgium 146.300 kms. 110.605 m.p.h.	John Cardwell Brabham-Ford	Jonathan Williams Brabham-Ford	Martin Davies Brabham-Ford	Picko Troberg Brabham-Ford	Patrick Dal Bo Pymee-Ford	Mauro Bianchi Alpine-Renault
7 June	Goodwood Great Britain 24 miles 95.87 m.p.h.	Piers Courage Brabham-Ford	C. Crichton-Stuart Brabham-Ford	Mike Knight Cooper-Ford	David Cole Brabham-Ford	Peter Gethin Brabham-Ford	Rodney Banting Cooper-Ford
13 June	La Châtre France — 108.059 k.p.h.	Silvio Moser Brabham-Ford	John Cardwell Brabham-Ford	Rodney Banting Cooper-Ford	Roy Pike Brabham-Ford	Martin Davies Brabham-Ford	Patrice Gransart Lotus-Ford
13 June	Roskilde Denmark 12 kms. 107.692 k.p.h.	Picko Troberg Brabham-Ford	Christian Legarth Brabham-Ford	Yngve Rosqvist Cooper-Ford	Jörgen Ellekaer Brabham-Ford	Egert Haglund Brabham-Ford	S.-O. Gunnarsson Cooper-B.M.C.
20 June	Caserta Italy 159.250 kms. 157.657 k.p.h.	Piers Courage Brabham-Ford	John Cardwell Brabham-Ford	Martin Davies Brabham-Ford	Jonathan Williams Brabham-Ford	Roy Pike Brabham-Ford	Bernard Baur Brabham-Ford
27 June	Monza Italy — 183.711 k.p.h.	Picko Troberg Brabham-Ford	John Cardwell Brabham-Ford	Piers Courage Brabham-Ford	Jonathan Williams Brabham-Ford	John Fenning Cooper-Ford	Silvio Moser Brabham-Ford
27 June	Clermont-Ferrand France 50 miles 80.68 m.p.h.	Tommy Hitchcock Brabham-Ford	Chris Irwin Merlyn-Ford	Mauro Bianchi Alpine-Renault	Jean Faure GRAC-Ford	Jean Rolland Alpine-Renault	Jean Blanc Cooper-B.M.C.
4 July	Rheims France 166.035 kms. 113.45 m.p.h.	J.-P. Beltoise Matra-Ford	Piers Courage Brabham-Ford	John Fenning Cooper-Ford	Picko Troberg Brabham-Ford	Mauro Bianchi Alpine-Renault	Lucien Bianchi Alpine-Renault
10 July	Silverstone Great Britain 59 miles 102.02 m.p.h.	Roy Pike Brabham-Ford	Peter Gethin Brabham-Ford	Tony Dean Brabham-Ford	Trevor Blokdyk Brabham-Ford	Harry Stiller Lotus-Ford	Jim Sullivan Brabham-Ford
11 July	Rouen France 102 miles 98.85 m.p.h.	Piers Courage Brabham-Ford	J.-P. Beltoise Matra-Ford	Trevor Blokdyk Brabham-Ford	John Fenning Cooper-Ford	J.-C. Regazzoni Brabham-Ford	Jacques Weber Alpine-Renault
17 July	Rufforth Great Britain 27.20 miles 72.12 m.p.h.	Denis O'Sullivan Brabham-Ford	Andrew Fletcher Brabham-Ford	Jim Sullivan Brabham-Ford	Mike Gill Brabham-Ford	Harry Stiller Lotus-Ford	Edwin Dawson Lotus-Ford
18 July	Magny-Cours France 110.000 kms. 129.104 k.p.h.	Trevor Blokdyk Brabham-Ford	J.-P. Beltoise Matra-Ford	Mauro Bianchi Alpine-Renault	J.-P. Jaussaud Matra-Ford	Jurg Dubler Brabham-Ford	Martin Davies Brabham-Ford
18 July	Sachsenring E.Germany 103.368 kms. 132.400 k.p.h.	C. Crichton-Stuart Brabham-Ford	Leo Mattila Cooper-Ford	S.-O. Gunnarsson Lola-Ford	Willy Lehmann SEG-Wartburg	—	—
25 July	Cognac France — 84.44 m.p.h.	J.-P. Beltoise Matra-Ford	G. Servoz-Gavin Brabham-Ford	Mauro Bianchi Alpine-Renault	Jacques Weber Alpine-Renault	Philippe Vidal Alpine-Renault	Cliff Haworth Brabham-Ford
25 July	Silverstone Great Britain 50 miles 100.48 m.p.h.	Piers Courage Brabham-Ford	Jim Sullivan Brabham-Ford	Melvyn Long Lotus-Ford	Malcolm Payne Lotus-Ford	Ken Bass Merlyn-Ford	Graham White Brabham-Ford
26 July	Cascais Portugal 126 miles —	Rodney Banting Cooper-Ford	John Fenning Cooper-Ford	C. Crichton-Stuart Brabham-Ford	Filippe Nogueira Lotus-Ford	Roger Brash Merlyn-Ford	"Jorge Sa" Lotus-Ford
31 July	Crystal Palace Great Britain 35 miles 83.87 m.p.h.	Chris Irwin Brabham-Ford	John Cardwell Brabham-Ford	Peter Revson Lotus-Ford	Tony Dean Brabham-Ford	Martin Davies Brabham-Ford	Mike Knight Cooper-Ford

[Continued opposite]

Fenning after "the Bearded Rabbi" had got the black flag for overtaking in a forbidden zone, a completely unfair assumption by the organizers that made Fenning more than a little mad.

Trevor Blokdyk had another good win in the French race at Nogaro at the beginning of August, while up in Sweden Irwin just got home in front of Troberg in the Canon F3 race, an event marred by accidents and spins, involving, among others, John Cardwell, Charles Crichton-Stuart, Tim Cash, Yngve Rosqvist and Piers Courage. Most of the F3 boys stayed in Scandinavia for the following weekend at the Roskildering, where Kurt Ahrens won after a desperate fight with Blokdyk and Irwin. Jonathan Williams made a comeback after his Rheims crash, but was not really fit, while Charles Crichton-Stuart was so disgusted with the state of the circuit that he left before the start. The unlucky Icelandic driver Sverrir Thorodsson had an appallingly ugly accident in his Brabham, but escaped unhurt.

There weren't many races in August, but Roy Pike won the F3 section of a combined F2/F3 race at Brands Hatch on August Bank Holiday Monday. Ahrens and his superbly turned-out Brabham were victors at Zandvoort in the AUTOSPORT races, and Manfred Möhr, a German driver, took the Avus race.

Blokdyk was up in Sweden at the beginning of September, and made it worth his while by winning the Skarpnack race from a furious Picko Troberg, who had already won three races in Sweden earlier in the year. Then Picko was beaten yet again when Fenning popped up to Knutstorp to win that race. Irwin and Cardwell battled it out at Zolder with the former getting the chequered flag, and everybody was pleased when Bob Bondurant got over the line first at Monza with a Lotus 35 entered by the Willment team.

The Loti were really beginning to go now, but unfortunately it was rather late in the season. Nevertheless, Revson, Cardwell and Pittard followed Pike and Fenning home at Oulton Park. John Fenning doing brilliantly to keep up with the American's quicker Brabham and to stay ahead of the three Loti.

Crichton-Stuart was hoping for a win at Paris on 19th September, but got beaten by Jaussaud's Matra, then Jaussaud got his own back on team-mate Beltoise by making up for Rheims, and winning the Albi F3 race. It was during this race at Albi that the South African Blokdyk crashed badly when driving into the glaring sun, but although severely injured and at first feared for, he pulled through and was out of hospital by the end of the year. The battle for second place was fast and furious, Jaussaud just making it for Matra.

The last month in the season was October, and it started well for Crichton-Stuart. The grandson of the fifth Marquis of Bute engaging in a simply tremendous and memorable duel with Beltoise during the Coupe du Salon at Montlhéry, and winning after a battle that raged literally from flag to flag and showed the Scot to be a most able driver under pressure. This then was really the end of the season, save for two more races in Sweden, both won by Troberg, and two in Italy, one of which was won by a B.W.A. and the other by a Wainer—drivers "Geki" and Natili.

The season had indeed been a busy

one, and also an extremely interesting one. Brabhams proved virtually unbeatable, the question of who won being basically one of which driver out of five or six star performers had that little bit of extra power on any particular weekend—or so it seemed.

Several new names came to the fore, although no single driver made quite the same impression that Jackie Stewart had made in 1964, probably because the competition was hotter, both from the number of quick cars available and the quality of their drivers.

There were several nasty accidents, with Roger Mac, Trevor Blokdyk and Jonathan Williams all spending part of the season in a hospital bed, although thankfully no drivers were actually killed competing in F3 races. (Club drivers David Bicheno and George Crossman lost their lives in minor English races.)

Three drivers stood out from the rest as the most likely individuals for successful promotion during 1966. Roy Pike and Chris Irwin from the Chequered Flag stable and Piers Courage from the Charles Lucas team. Nevertheless the three individuals who were subject to serious spills, namely Mac, Blokdyk and Williams, could well have joined the former had they completed a full season. Although Blokdyk's accident happened right at the end of the year, much of the early season had been spent driving an Alexis, and it wasn't till he got the D.W. Brabham sorted out that this most talented and professional driver was really able to show form.

Other names certainly bear mention, some of whom will doubtless move on to bigger and better things during the coming season. John Cardwell is still a bit wild, but is nonetheless very fast, a fact already acknowledged by Ron Harris. Kurt Ahrens is one of the most polished drivers in F3 today, and

another in this category is Charles Crichton-Stuart. John Fenning has been around for a few years now, but although no longer in the Lotus team, is in my opinion a most underrated driver. The Swede Picko Troberg can "tiger it" with the best of them. "Geki", the Italian, whose real name is Giancarlo Russo, has found the racing in Italy a lot hotter during 1965 than the previous year, and has been without quite so many wins. He is nonetheless a very cool customer, as is Silvio Moser, a Swiss-Italian with a tremendous natural ability, wasted this year on an ill-prepared F2 car.

Warwick Banks has now retired, but given adverse weather conditions he could bring the best out of a Cooper against the more powerful Brabham opposition. Jacques Bernusset leads the Belgian fraternity, with some powerful drives in a Cooper-Ford, and one should not forget Mauro Bianchi—and so one goes on. Peter Gethin is certainly a man to watch, while the French drivers Beltoise, Jaussaud, and perhaps Grand-sire and Weber, have benefited from more competitive French cars.

It is quite impossible to mention everyone and circumstances have certainly prevented several from proving their real worth; but there must be two-score drivers with the ability to get into the first six at a major international meeting—and it is probably this single fact that has more than any other contributed to making F3 one of the most exciting classes of racing during an eventful year.

Right at the end of the year three new 1966 Lotus 41s appeared at a small Brands Hatch club race. Piers Courage in a Charles Lucas-Team Lotus Lotus 41 soundly thrashing everyone, which included Chris Irwin with a new Chequered Flag Brabham—a promise of things to come?

TYRES. Chris Irwin (Chequered Flag Brabham) and Peter Gethin (Charles Lucas Brabham) nose to tail at Crystal Palace.

