

Belgian GP, Spa-Francorchamps, 18 June 1961. The Ferrari boys come to town: Phil Hill rounds La Source ahead of Wolfgang von Trips, Ritchie Ginther and Olivier Gendebien (out of picture) to score an overwhelming 1-2-3-4 finish.

the two of them pulling clear of Hill and Gurney who had split from Bandini, Ginther and the rest.

Surtees invariably crossed the line ahead but with Clark glued to his tail until the end of lap 16 when, to the groans of the tifosi, Clark came through on his own and Surtees peeled off into the pits to retire, his engine having expired. Lacking a tow, Clark fell back into the clutches of Hill and Gurney who now disputed the

lead with Clark content to hang on, occasionally darting ahead to keep them on their toes. At half distance, Hill began to fall away with clutch slip, eventually retiring on lap 59. Clark now found that his main Championship rivals had been eliminated; the only driver remaining who could influence the title was Ginther, a long way back in third. Nevertheless, Gurney and Clark fought over the lead, lowering the lap record as they did. This lasted until

Gurney was forced to pit with fuel feed problems. Clark could now ease off and win as he pleased, even allowing Ginther in second to unlap himself. It had been a tremendous race in the true Monza tradition with the lead changing no less than 27 times.

The BRP chassis continued to show promise, despite the team's limited resources, Innes Ireland looking certain for third only to have his engine seize solid within a lap of the finish but still be classified fourth, his second of the season. ATS had reappeared, Phil Hill actually finishing but down in 11th, some 7 laps behind. Baghetti had only been able to start after four faster private entrants had been 'encouraged' by the organisers to withdraw. His ATS was still running at the finish, unclassified, 23 laps down on Clark.

It was all over. Clark received the chequered flag and, with it, his first Drivers' Championship title and the first Constructors' title for Colin Chapman and Lotus. Mobbed by the crowd, Clark, Chapman and Spence did a lap of honour on the back of the winning car. Dubbed the 'Flying Scotsman' by *Autosport*, Clark had shown brilliant form with the ability to out drive his rivals aided by the superb, trendsetting monocoque Lotus chassis. The Championships may have been decided but

1963 World Championship – Round 7

Monza

8 September 1963

86 laps

Gran Premio d'Italia

307.28 miles (494.50km)

Starters 20

Finishers 12

Weather Warm and sunny

Driver	Entrant	Car	Laps	Result
1 J Clark	Team Lotus	Lotus 25 Climax V8	86	2h 24m 19.6s
2 R Ginther	Owen Racing Organisation	BRM P578 V8	86	2h 25m 54.6s
3 B McLaren	Cooper Car Co	Cooper T66 Climax V8	85	
4 I Ireland	British Racing Partnership	BRP BRM V8	84	DNF – engine
5 J Brabham	Brabham Racing Organisation	Brabham BT3 Climax V8	84	
6 A Maggs	Cooper Car Co	Cooper T66 Climax V8	84	
7 J Bonnier	RRC Walker Racing Team	Cooper T66 Climax V8	84	
8 J Hill	British Racing Partnership	Lotus 24 BRM V8	84	
9 M Trintignant	Scuderia Centro Sud	BRM P578 V8	83	
10 M Hailwood	Reg Parnell (Racing)	Lola Mk 4 Climax V8	82	
11 P Hill	Automobili Turismo e Sport	ATS T100 V8	79	
12 B Anderson	DW Racing Enterprises	Lola Mk 4 Climax V8	79	
M Spence	Team Lotus	Lotus 25 Climax V8	73	Oil pressure
D Gurney	Brabham Racing Organisation	Brabham BT7 Climax V8	64	Fuel feed
G Baghetti	Automobili Turismo e Sport	ATS T100 V8	63	N/C
G Hill	Owen Racing Organisation	BRM P61 V8	59	Clutch
J Siffert	Siffert Racing Team	Lotus 24 BRM V8	40	Oil pressure
L Bandini	Ferrari SpA SEFAC	Ferrari 156/63 120° V6	37	Gearbox
M Gregory	RHH Parnell	Lotus 24 BRM V8	26	Engine
J Surtees	Ferrari SpA SEFAC	Ferrari Aero 156/120° V6	16	Engine

Winner's speed 127.74mph (205.575km/h)

Fastest lap J Clark 1m 38.9s, 130.05mph (209.302km/h)

Championship placings (*6 best performances)

Drivers	Constructors
1. Clark *51	1. Lotus *51
2. Ginther 24	2. BRM 28
3. Surtees 22	3. Ferrari 22
4. McLaren 14	4. Cooper 21
5. G Hill 13	5. Brabham 15
6. Gurney 12	6. BRP 6
7. Maggs 9	7. Lotus (BRM) 4
8. Ireland 6	Porsche 4
9. Brabham 5	
10. Bonnier 3	

Surtees	Grid
1-37.3	G Hill 1-38.5
Clark 1-39.0	Ginther 1-39.19
Gurney 1-39.25	Bandini 1-40.1
Brabham 1-40.4	McLaren 1-40.5
Spence 1-40.9	Ireland 1-41.6
Bonnier 1-41.9	Gregory 1-42.1
Maggs 1-42.2	P Hill 1-42.7
Siffert 1-43.3	Hill 1-43.8
Hailwood 1-43.9	Anderson 1-44.2
Trintignant 1-44.4	Baghetti 1-46.8



South African GP, East London, 28 December 1963. The Brabham Racing Organisation runs in tandem, having disposed of Surtees (Ferrari Aero 156). Only Gurney (here behind his boss) will survive to take second, over 1min behind Clark.

understandably focussed on the preparation of Clark's car, the team seemed unable, or perhaps unwilling, to prepare a second car to the same standard. As a result, Trevor Taylor's second season as number two to Clark was a disaster. As in 1962, his season was punctuated by accidents, not all of his own making, but the car consistently let him down and he scored only a single Championship point.

Although beaten in the Championship, BRM had a far from disappointing season. Graham Hill scored two GP wins and Ritchie Ginther had a remarkably consistent season being placed

to score a win. The BT7 was light and handled well but all too often was plagued by engine-related problems and failures. Best of the local drivers was John Love in ninth in his ex-works 1961 Cooper T55.

This seventh GP win of the season enabled Clark to surpass the record held by Ascari and Fangio and was really the only highlight of an otherwise processional race. 1963 would be remembered as the year in which the close working relationship between Jim Clark and Colin Chapman came of age. Chapman had produced a superb and reliable car in the Lotus 25, Coventry Climax a powerful engine and both driver and constructor had scored maximum points in their respective Championships. In the space of two seasons, Clark had won ten GPs and moved up to fourth in the list of all time GP winners behind Fangio, Moss and Ascari. Invariably he would be fastest in practice, would lead from start to finish and set fastest lap along the way. With attention

1963 Points Table

	Monaco	Belgium	Holland	France	Britain	Germany	Italy	USA	Mexico	South Africa	Total	Best 6 Scores
Drivers												
1. Jim Clark	-	9	9	9	9	6	9	4	9	9	73	54
2. Graham Hill	9	-	-	-	4	-	-	9	3	4	29	29
3. Ritchie Ginther	6	3	2	-	3	4	6	6	4	-	34	29
4. John Surtees	3	-	4	-	6	9	-	-	-	-	22	22
5. Dan Gurney	-	4	6	2	-	-	-	-	1	6	19	19
6. Bruce McLaren	4	6	-	-	-	-	4	-	-	3	17	17
7. Jack Brabham	-	-	-	3	-	-	2	3	6	-	14	14
8. Tony Maggs	2	-	-	6	-	-	1	-	-	-	9	9
9. Innes Ireland	-	-	3	-	-	-	3	-	-	-	6	6
Lorenzo Bandini	-	-	-	-	2	-	-	2	-	2	6	6
Jo Bonnier	-	2	-	-	-	1	-	-	2	1	6	6
12. Gerhard Mitter	-	-	-	-	-	3	-	-	-	-	3	3
Jim Hall	-	-	-	-	1	2	-	-	-	-	3	3
14. Godin de Beaufort	-	1	-	-	-	-	-	1	-	-	2	2
15. Trevor Taylor	1	-	-	-	-	-	-	-	-	-	1	1
Lodovico Scarfiotti	-	-	1	-	-	-	-	-	-	-	1	1
Jo Siffert	-	-	-	1	-	-	-	-	-	-	1	1
Constructors												
1. Lotus Climax	1	9	9	9	9	6	9	4	9	9	74	54
2. BRM	9	3	2	-	4	4	6	9	4	4	45	36
3. Brabham Climax	-	4	6	3	-	-	2	3	6	6	30	28
4. Ferrari	3	-	4	-	6	9	-	2	-	2	26	26
5. Cooper Climax	4	6	-	6	-	1	4	-	2	3	26	25
6. BRP	-	-	3	-	-	-	3	-	-	-	6	6
7. Porsche	-	1	-	-	-	3	-	1	-	-	5	5
8. Lotus BRM	-	-	-	1	1	2	-	-	-	-	4	4

fuel contracts, leaving him in the position of something of an underdog. He did not object to this challenge but felt the odds were well and truly stacked against him. Nevertheless, he took the fight to the Ferraris, defeating them memorably in his all-time great GP drives at Monaco and the Nürburgring. Moss confided to Rob Walker that he was confident he could handle Clark in 1962, given an equal car. Unfortunately, he never had the chance to prove the point. Whether he would ever have had an equal car is a matter of conjecture but whatever car he had driven, there is no doubt that Moss would have remained competitive and achieved the impossible with it.

2. Jim Clark

Jim Clark's talent in Club racing had taken him into FJ with Team Lotus in 1960, a category he quickly dominated. He had also driven in F2, and Colin Chapman soon promoted him to the F1 team where he had a steady season with a highest placing of third from just eight starts. Clark and the Lotus 21 were something of a disappointment in 1961 except in Holland where he harried Phil Hill's Ferrari for second but had to settle for third. Clark would have been expected to show more of his talent but failed to do so, perhaps because of bad luck, poor preparation or unreliability



Jim Clark – waiting to dominate another day.

of his car, or a combination of all three. When the Lotus 21 did win, it was in the hands of Lotus teammate Innes Ireland. Having said that, however, Moss had been watching Clark, and by the end of the year had recognised him as a potential threat to his position as 'the man to beat'.

At the wheel of the Lotus 25 or 33 Clark drove smoothly, precisely and elegantly in an apparently unhurried fashion. Out of the cockpit, however, the shy, introverted Scot lacked confidence, was never really

relaxed, chewed his fingernails and was indecisive. He liked to dictate GPs from the front; invariably starting from pole position, he would set a series of lightning-fast opening laps to put himself clear of his rivals and, thereafter, gradually extend his lead. Despite this, he would not let up, and it was not uncommon for him to set the fastest lap of the race in its closing stages. He would dominate in dry or wet conditions and would not give in to circuits that he disliked. The only question mark hung over his ability to race under pressure as he had so little experience of it, his races usually run lonely at the head of the field, unchallenged from start to finish. He may not have been very technically minded but he knew how to get the best out of his car with an exceptional ability to both nurse an ailing car through to the finish and compensate for any mechanical deficiency it might have.

Colin Chapman, Clark and the revolutionary Lotus 25 quickly became the combination to beat. The relationship between Clark and Chapman developed into the greatest driver/constructor alliance of all time; Clark had complete trust in Chapman while Chapman had complete faith in his driver and was able to provide him with a car vastly superior to any of their rivals. The results, a total of 19 wins and two World Championships (which could have been four given better engine reliability), speak for themselves.

3. Dan Gurney

Dan Gurney won only three GPs between 1961 and 1965, and never came close to challenging for the World Championship, and yet his great friend and rival, Jim Clark, considered him the only driver that he truly feared. Both he and Clark were the class of the field but Gurney never attracted the luck that seemed to favour Clark. The tall Californian was the best American GP driver of the time and a natural at the wheel, with a relaxed style and a tremendous enthusiasm for his racing. Even when his cars failed him he never lost his humour or became bitter. Out of the car he generated natural warmth that endeared him to his legion of fans.



Dan Gurney – a class act.

proposition, yet a quick, near-perfect lap not only demonstrated the driver's mastery of car and course but also provided a satisfaction like nothing else. They simply did not consider the dangers – when it came right down to it, they either went out and raced or they went home and stayed there. They all felt that they were on the same side, doing something that they loved – the drivers respected each other and formed real friendships with each other out of their cars. There were unwritten rules and standards of etiquette by which they played, as racing was quite dangerous enough without some drivers behaving recklessly. As far as accidents were concerned, they convinced themselves that those only happened to the other guy – it could not happen to them.

Starting grids were normally formed up on a 3-2-3 basis while at Silverstone and the Nürburgring a 4-3-4 format was used which was fine on the wide start line area but the field still had to negotiate the first corner. Both Watkins Glen and Mexico City featured 2-by-2 grids, anticipating modern day regulations, and Monaco adopted this from 1963. In 1964, the 'dummy' grid was introduced to eliminate the hazard of a stalled car, the field moving forward to the starting grid proper once engines had been started.

Despite the dubious attention to safety, only two fatalities occurred during GPs of the period – Wolfgang von Trips died at Monza in 1961 and Godin de Beaufort succumbed to injuries received during practice at the Nürburgring in 1964. Von Trips' accident unfortunately claimed the lives of 14 spectators, highlighting the potential danger faced by spectators at the GP circuits.

Lap speeds

The overall intention of the 1½-litre F1 regulations had been to contain speeds, presumably to levels lower than those seen under the then current 2½-litre regulations. As with all regulations introduced in the name of speed containment, it was only a matter of time before speeds were first equalled and then beaten. This proved to be true under the new regulations despite the 40% decrease in engine capacity. The 1½-litre cars were immediately quicker around Monte Carlo than their 2½-litre equivalents, reflecting the suitability of the smaller capacity GP cars to this circuit. Similarly, they were immediately quicker at the Nürburgring, although 2½-litre cars had not run there for two years. By the end of 1964, all the circuits on the GP calendar had been lapped faster by 1½-litre cars (bar Reims that did not run an F1 event after 1963), reflecting the advances made in chassis, suspension, engine and, in particular, tyre technology. At the conclusion of the formula, nine circuits had been lapped at over 100mph, three of them at over 130mph, the fastest at over 137mph. The increase in lap record speeds can be seen in the following table:

Lap record speeds (mph)							
Circuit	2½-litre lap records (year)		1961	1962	1963	1964	1965
Aintree	92.31	(1959)	91.68	93.91	96.60	96.26	-
Brands Hatch	94.82	(1960)	93.52	-	-	96.56	97.20
East London	N/a		94.20	96.35	98.41	-	100.33
Mexico City	N/a		-	-	94.71	95.14	96.59
Monte Carlo	72.87	(1960)	73.13	73.70	74.45	74.92	76.72
Monza – road	128.13	(1959)	-	125.74	130.05	130.12	133.43
Nürburgring	92.90	(1957)	94.88	*	96.88	98.30	101.23
Reims	134.69	(1960)	126.25	128.96	131.15	-	-
Rouen	102.87	(1957)	-	106.90	-	111.40	-
Silverstone	111.86	(1960)	-	109.31	109.76	112.58	114.29
Spa	136.02	(1960)	131.56	133.87	*	137.60	*
Watkins Glen	N/a		106.14	110.40	111.14	113.11	115.16
Zandvoort	99.98	(1960)	98.23	99.36	99.89	100.07	103.91

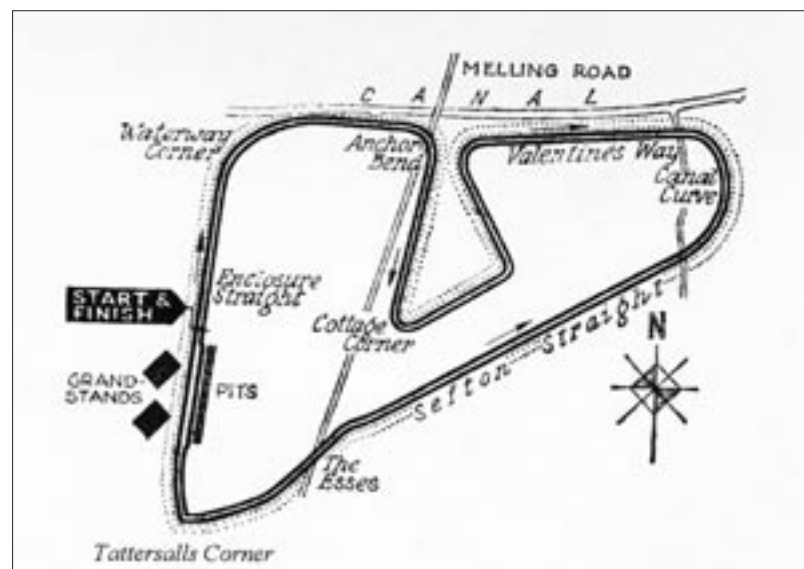
Key:

Italics:	Fastest lap from non-Championship event – GP not held at circuit that year.
Shaded area:	Fastest lap speed lower than 2½-litre lap record.
*:	Slower speed due to wet race.

The circuits

Aintree

Lap distance: 3.0 miles (4.828km)
 Event: British GP (1961 & 1962)
 Lap record: 1m 55.0s (1962), 93.91mph/151.14km/h (1962)
 Location: Liverpool, England.



Aintree.