

# FORMULA 3 RACING

## SEASONAL SURVEY

By RICHARD FEAST

THE 1,000 c.c. Formula 3 is just over one year old. Was this birthday a happy one? When it was announced by the C.S.I. in November 1962, it was thought the club drivers—the non-works competitors—would be given a better chance of winning, as most of the works Formula Junior teams would go into the simultaneously announced Formula 2.

Most did, although Ken Tyrrell was adamant in stating that F3 was an international category and as such had every right to include factory-supported cars. He ran his Cooper-B.M.C. Type 72s to such effect that whenever they appeared during the season Jackie Stewart was almost unbeatable. Stewart is, of course, an exceptional driver, and even if he had had a second-rate car to drive he

would still have collected many firsts.

The Continentals, too, thought the formula worthy of works support. They have taken to F3 more readily than they did F2, in which from time to time an Alpine and Abarth did appear. Formula 3 is a big thing on the Continent, with considerably strong works entries from the French Alpines and to a lesser extent the Italian Wainer, de Sanctis and de Tomaso. Whereas the Italian and German engines have not been very successful, the Alpine's Renault R8-based engine has been giving at least as much power as the highly popular Ford engines.

There is no starting money in this country and little in the way of prize money. To the British driver who concentrates his outings to circuits in this country there is virtually no chance of making any money. The cars' transportation and chassis maintenance are as expensive as F2 cars, yet the cash rewards are nothing like as great. It is perhaps a sign of things to come to note that the petrol companies will be paying bonuses for first places this year.

On the Continent racing is extremely keen and close and always well supported. As many as 50 cars may turn up to take part in a heat at a race meeting. The racing, according to one of the British drivers who did most of his on the Continent last season, is of a very high standard. Prize money is very good, especially in Italy, where the organizers have been known to pay down to 14th place or so.

There is a story going round which says that when the Italian police catch an aspiring World Champion speeding at 80 k.p.h. through a village in his little Fiat 500 the money he pays for his fine goes to the Automobile Club d'Italia, who dish it out to the real competitors as prize money—more fines, more cash for drivers!

Possibly the most successful engine last season was the B.M.C. as fitted to the Tyrrell Coopers. This success is not termed so much in quantity, more in its style of achievement. It is far easier with the unlimited resources of the British Motor Corporation to prepare and maintain in tip-top condition four or six engines than it is for Holbay to do the same with their dozens of Ford engines. This year Cosworth will be marketing a proper F3 engine; last year, some competitors were using sleeved-down versions of the 1,100 c.c. Formula Junior engine.

It is the cost that has been the salient point throughout, however. Last season's Holbay-prepared Ford engine, which won over 50 races, cost £340; this year's model will cost £625—almost twice as much. Although it is basically the same engine it has been so much modified that it is virtually new. Holbay have been inundated with requests for them. It is interesting to compare this price to that of the last Formula Junior engines, which cost £550. It is also reported that Renault will have a new engine for this season, which should help Alpine considerably.



It was probably in the mind of the C.S.I. when they drew up the regulations for the new F3 that a single carburettor would keep down the cost. This has not proved to be the case, as the single carburettor has forced the tuners to use other, more expensive parts in the rest of the engine in order to obtain as much power as their rivals.

The vital point seems to be in the engine department. The cars—all very much equal as they are—rely so much on their power units. The predominant engines are British, with the occasional—and very—Wartburg and D.K.W. and to a greater extent Renault creeping into the results. All of the top Continental drivers used British engines and more often than not British cars. While there is a considerable diversity in engine power the racing has not been closely contested—certainly not in this country. It has not gone down terribly well with the English customers, although the Continentals seem to thrive on it.

If one was to go along to the Racing Car Show intent on buying a Formula 3 one would need more money than it was needed to buy a Formula Junior. A complete car now costs around £2,000, compared with a Junior which reached about £1,800.

The name of Jackie Stewart is synonymous with Formula 3 racing. This driver was obviously bound for the top—and is practically there with a F1 works drive for B.R.M.—but he achieved this success in spite of F3 rather than because of it. Stewart rightfully earned for himself the title of "King of Formula 3"—for so he was. The other Tyrrell Cooper driver, Warwick Banks, did not show up so well, although he was placed second to Stewart in the *Express and Star* British F3 Championship.

Towards the end of the season another British driver began to make himself

known: Chris Irwin, who turned in many splendid drives with the works Merlyn. Irwin will be driving a F2 car for Merlyn this season, which indicates the faith the firm show in him.

Of the Continental drivers, Silvio Moser was undoubtedly the finest. This driver is also going places. His epic drive in the fog at Clermont-Ferrand confounded everyone; he uses all of the road, and a bit more, rather in the Jochen Rindt mould. Moser won the *Autosprint* Championship, run by the Italian magazine, and embracing all of the international F3 events on the Continent. "Geki"—real name Giacomo Russo—was second, Mauro Bianchi third, Pierre Ryser fourth, followed by Eric Offenstadt and Jackie Stewart (tie) fifth, and another English driver, Charles Crichton-Stuart, sixth.

FIRST race of major status to be run under the new formula was the *Daily Mirror* Trophy meeting at Snetterton on 14th March. This was won, not surprisingly, by Jackie Stewart, who was having his first competition outing in a single-seater. The young Scot finished some 44 secs. ahead of second man John Fenning. Fenning's car was a Lotus 20, brought up to Lotus 22 standards in many aspects and was fitted with a Janspeed-tuned B.M.C. engine. This considerable winning margin of Stewart's over 10 laps was accomplished partly because of heavy baulking in the main bunch—Stewart already having gone through—at Riches and Coram.

Next race was at the Easter Monday meeting at Goodwood. Stewart was again in winning mood, while back down the field there was a fine scrap between Warwick Banks's Cooper and John Fenning's Lotus, which eventually went in favour of the latter. One

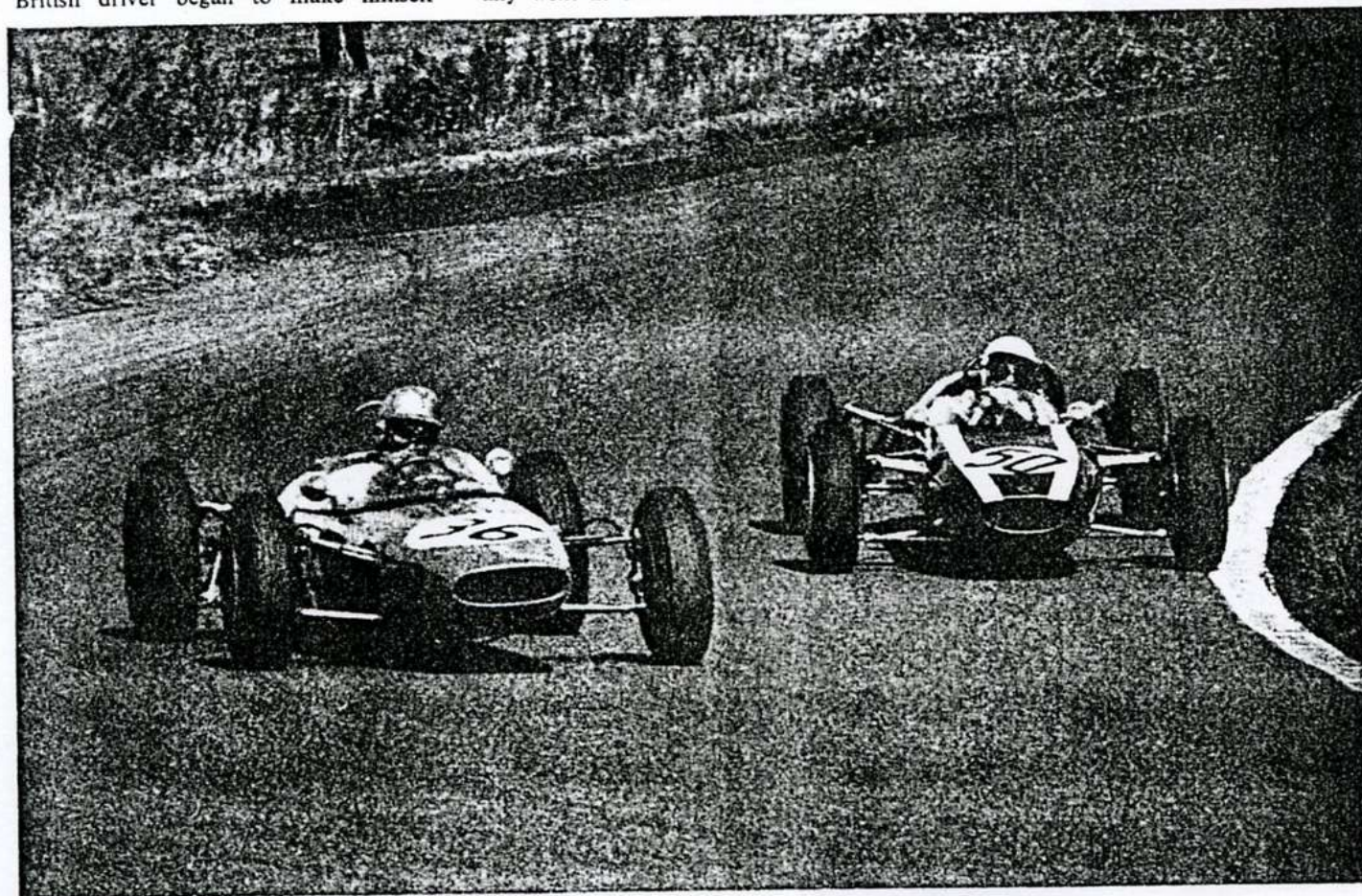
of the pupils of the Jim Russell racing drivers' school, which entered many cars throughout the season, Melvyn Long, was fourth and the Brabham of Roger Mac followed. All of Mac's racing was done in this country, where he enjoyed considerable success.

A week later, over on the Continent, Jean-Pierre Jaussaud won the F3 race at the Pau meeting. This was achieved after Eric Offenstadt had selected a wrong gear and smashed his Lola-Ford against some stonework. The 23-year-old Offenstadt used a converted Formula Junior car last season, which brought him four major international successes. On the same day, at Monza, "Geki" began a successful season by winning the F3 race in his de Sanctis-Ford from Franco Bernabei in a de Tomaso-Ford.

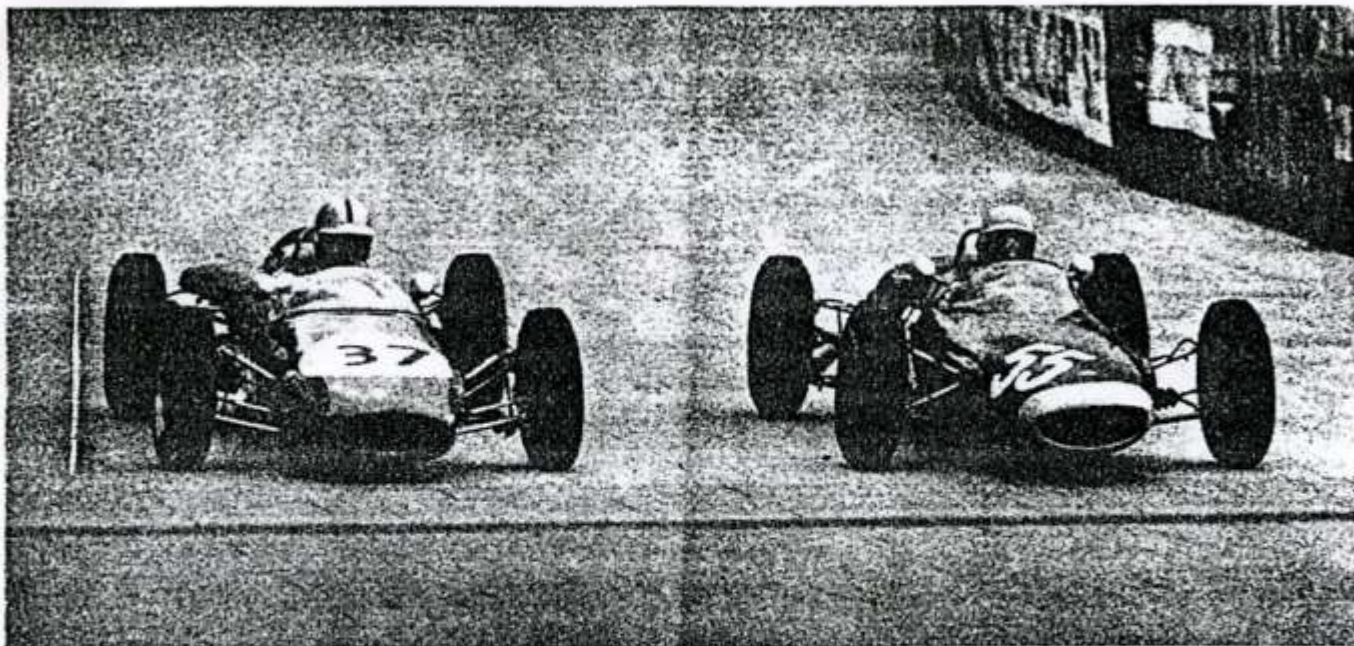
Back in England again, Stewart chalked up another couple of victories within a week of each other. First one was at the Oulton Park Spring meeting, which proved another 1-2 for the Tyrrell cars. These were followed home to good effect by John Cardwell and Rodney Bloor (both in Brabham-Fords). On 18th April, a week later, at the Aintree "200" meeting, Stewart led from start to finish. Next up were Cardwell, Bloor and Long. A quote from the report of that meeting states: "Either this class of racing should be properly supported or not included in an international race meeting, for as it is at the moment, neither one thing nor the other, it has little spectator appeal."

Jean-Claude Franck (Cooper-B.M.C.) won the race on the Nürburgring Südschleife on 26th April. The 26-year-

*TWO top protagonists fight it out during the Oulton Park Gold Cup meeting's epic F3 race—Jackie Stewart in the Tyrrell Cooper-B.M.C. and Chris Irwin with the works Merlyn-Ford.*







old Belgian had a fine tussle with Australian John Ampt (Alexis-Ford), and third, after his team-mate Piers Courage, had dropped out, was Lotus driver Jonathan Williams. On the same day, two other F3 meetings were held—at Monthéry and at Lake Garda. Silvio Moser, back from his successful series of F.J. meetings in the Argentine Temporada, won the Italian meeting from the Wainer-Ford of Giancarlo Rigamonti, while in France it was Eric Offenstadt's turn once more. Second was Jean-Pierre Jaussaud and former Lotus mechanic Philippe Vidal was third.

It was Stewart's turn again when he competed in the race at the *Daily Express* International Trophy meeting at Silverstone on 2nd May. Again the familiar names cropped up in the places—Warwick Banks, John Cardwell, Rodney Bloor, Peter Revson and Melvyn Long filling the next positions.

The following day, several hundred miles away at Italy's Monza circuit, "Geki" was busy winning the F3 race. He was followed home by Corrado Manfredini in a Wainer. This was to be the order at the Vigorelli Trophy

meeting at the same circuit a few days later, when Warwick Banks was placed third, ahead of Pierre Ryser. John Ampt (Alexis) was sixth and heat winners were Banks and "Geki".

It was now Monaco time and to no one's amazement it was Stewart the winner. This was the first major international of the season, and the only driver to challenge the Scot throughout was Swissman Moser. The two drivers won their respective heats, and in the final Stewart was 7 secs. ahead of Moser. Third place went to the French Alpine-Renault of Mauro Bianchi, Lucien's brother. It was during this meeting that Jean-Pierre Jaussaud crashed during practice the Cooper-B.M.C. he had won as being a potential quick boy. He reappeared later in the season.

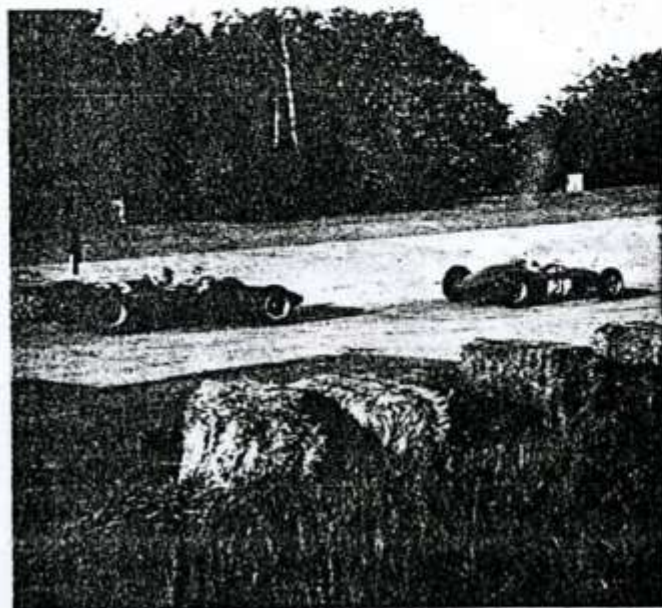
At Mallory Park on 17th May the Tyrrell twins were at it again, duelling the whole of their way through the 15-lap F3 race. David Baker, the M.R.P. man, was third after an equally tense tussle with Melvyn Long. The following week it was Monthéry again, where the winner was Mauro Bianchi, ahead of Englishman Charles Crichton-Stuart,

**BILL BRADLEY'S** best race—where he set best time—was at Monaco. The M.R.P. man is seen battling with Mauro Bianchi's Alpine-Renault.

who had been placed fifth with his old Mk. 3A Cooper-B.M.C. at the Mallory meeting.

On the same day over in East Germany, at Bernauer-Schleife, an uninspiring Autobahn track, American John Peterson was busy winning with his Brabham. Second was the Melkus-Wartburg of Heinz Melkus and third was Jonathan Williams's Lotus. The Melkus is a well-engineered car, having inboard suspension front and rear, disc brakes, a very small frontal area, and has its two-stroke engine mounted on its side. The East Germans had also managed to get some Dunlop R6s.

**AT MONTLHÉRY** Henry Grandsire (Alpine) heads Eric Offenstadt, who then had a Cooper-Ford (below left). **EARLIER** during the season Offenstadt changed his Lola for a Cooper and is seen at Zolder in the former (below).





Eric Offenstadt, the ex-motor-cyclist, won the F3 event at Magny-Cours in France on 31st May. Next up were Bruce Eglinton (Lotus-Ford 27), Charles Crichton-Stuart, Pierre Ryser and Eddie Fletcher. Then, on 7th June, it happened. Stewart was beaten—for the first time since he went into the new formula. However, there is more to the story than that, as for the whole race and heat—which he won—Stewart drove without a clutch. Winner was the now formidable Offenstadt, while Swiss drivers Moser and Ryser were third and fourth, followed by Eglinton and Crichton-Stuart.

At Caserta on 21st June it was an Italian's turn to win—Mario Casoni in a de Tomaso-Ford. Sweden's Picko Troberg (Brabham-Ford) — another driver to watch—was second and Luigi Malanca's Lotus-Ford was third. The feature of the race, however, was the scrap between "Geki," Corrado Manfredini, Troberg, Jonathan Williams, Charles Crichton-Stuart and American John Peterson in the first heat.

On 28th June, at a wet Monza, "Geki" scored another win. This time, however, victory was not quite so easy. It was Moser who made the running for the first eight of the 30 laps, but left the road and slightly damaged his Brabham. The Italian then took the lead and was followed home by Leo Cella, Andrea de Adamich and Bruce Eglinton. More excitement was provided in the preceding heats, run in the dry, and these were won by Troberg and Moser. In France at Rouen when the longest race was run the Tyrrell B.M.C.-engined Coopers came in 1-2 again at the supporting race to the Grand Prix de l'A.C.F. Sixth place went to Frenchman Philippe Vidal, who was later burned in a race at Snetterton and took no further part during the season.

John Fenning scored his first big win in the formula at Silverstone's Martini meeting on 4th July, while the next day Stewart led from start to finish once more in the race at the Rheims meeting.

At the very attractive Clermont-Ferrand circuit in the Auvergne mountains—the scene of this year's French Grand Prix—it was Moser's turn. His was an epic drive; his best time in the swirling mists that had descended on to the track was 6 secs. faster than "Geki's" fastest practice time—set in the sunshine! Pierre Ryser was second, and third was Merlyn man Chris Irwin.

At the August Bank Holiday meeting at Brands Hatch it was Warwick Banks the winner. What had happened to Stewart? Trying to wrest the lead from Brian Hart, with the new Cosworth engine in the Lotus, Stewart spun and had to wait for several cars to pass. Second to Banks was Irwin. The Copenhagen Grand Prix meeting on 16th August received a much poorer entry

than for previous years. Hartvig Conradson won with his Lotus-Ford 22 from Troberg. Pierre Ryser won the Nogaro race on the same day, while Adrian Chambers was third behind Jaussaud.

Silvio Moser dominated the F3 race supporting the Zolder Grand Prix. It was rather a pity that Stewart broke the diff. on the Cooper on the warming-up lap, as a very good tussle was promised. The following week, over the border in Holland, the Zandvoort Trophy meeting was held. Stewart was again the winner, ahead of Piers Courage in the Radio Caroline Brabham. During practice Chris Irwin had an accident with the Merlyn, but was okay to win the Crystal Palace National the next Saturday ahead of several prominent F3 drivers. French F3 Champion Henri Grandsire scored a win at the supporting race at the Albi Grand Prix.

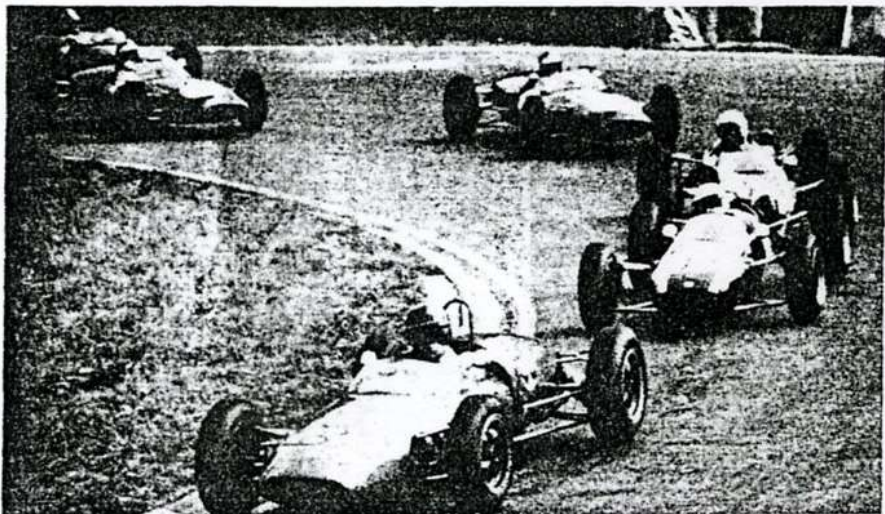
Stewart won the F3 race at the Oulton Park Gold Cup meeting. The meeting was not without incident, however, as Stewart, driving the latest Cooper-B.M.C. Type 76, capsized the car after sliding on an oil patch. Chris Irwin was beginning to get his name in the result sheets with great regularity now, finishing second at Oulton. Roger Mac was third, while Rhodesian John Love, brought over to Europe expecting to drive the second works F1 Cooper in the Italian Grand Prix, took the other Tyrrell Cooper into fourth place. Banks was taking part in the Budapest Grand Prix in Hungary on his way to winning the European Touring Car Championship. The next day at Montlhéry Grandsire won the F3 race. On the same day, 20th September, "Geki" was

busy winning the Vallelunga race from Troberg.

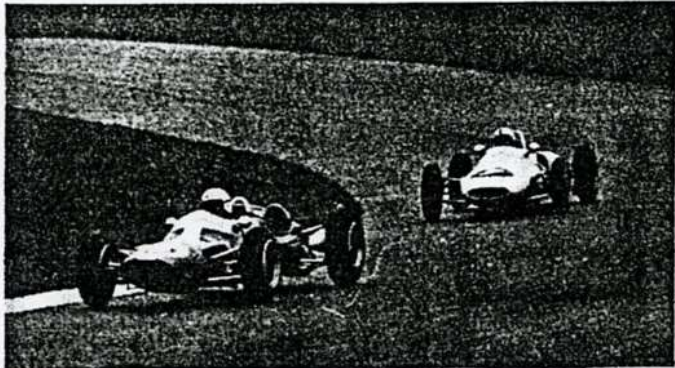
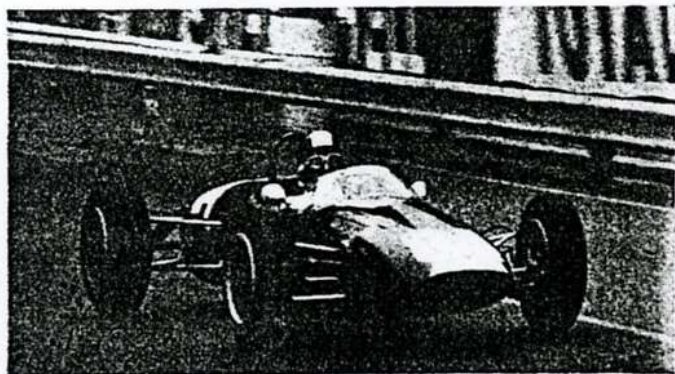
Fresh from his Albi victory, Grandsire won the Coupes des Paris at Montlhéry on 27th September from Adrian Chambers. Jean-Claude Franck and Eric Offenstadt decided they liked the look of each other's cars and did a swap, Offenstadt using the same Holbay engine in the Cooper he had just acquired. Jacques Bernusset won at Nürburgring on the same day with his Cooper-B.M.C. British drivers Jonathan Williams and Charles Crichton-Stuart, who had campaigned successfully on the Continent most of the season, were fourth and sixth respectively.

Eric Offenstadt, driving his newly acquired Type 72 Cooper, won at Montlhéry on 4th October. He was followed home by Harry Stiller, who was at the wheel of the ex-Barry Wood Lotus-Ford 27, which was impounded by the Monza officials two weeks later for having an oversize engine. Chris Irwin continued his successful way by taking third place, despite an earlier spin. Also on the same day Jonathan Williams was in fine fettle to take second place in the last Austrian race of the season, the Tyrol Prix. The race was won by the prominent Swede Picko Troberg with his Brabham. Silvio Moser added to his long list of victories on 18th October with a win in a race at Monza. Offenstadt and Moser won their respective heats.

And that was practically Formula 3 for the season. It was received with mixed feelings, but as long as F2 remains, F3 is bound to be run, although the C.S.I. have not yet stated anything definite as to its future.



A COSWORTH-POWERED Brian Hart leads Stewart, Banks, Williams, Courage and Irwin at Brands at August Bank Holiday (above). SILVIO MOSER, seen below (left) at Monaco, had a very successful season. COOPER man Charles Crichton-Stuart leads Martin Davies's Lotus at Goodwood (below).





## RESULTS OF THE MAJOR FORMULA 3 RACES OF 1964

Date	Place, Distance and Speed	First	Second	Third	Fourth	Fifth	Sixth
14 Mar.	Snetterton Great Britain 27 miles 76.22 m.p.h.	Jackie Stewart Cooper-B.M.C.	John Fenning Lotus-B.M.C.	Rodney Bloor Brabham-Ford	John Greene Cooper-B.M.C.	Tony Goodwin Lola-B.M.C.	Clive Baker Brabham-B.M.C.
30 Mar.	Goodwood Great Britain 24 miles 92.47 m.p.h.	Jackie Stewart Cooper-B.M.C.	John Fenning Lotus-B.M.C.	Warwick Banks Cooper-B.M.C.	Melvyn Long Lotus-Ford	Roger Mac Brabham-Ford	Clive Baker Brabham-B.M.C.
5 April	Pau France 60 miles 53.81 m.p.h.	J.-P. Jaussaud Cooper-B.M.C.	Vincent Palarmio Lotus-Ford	Pierre Gelé Lotus-D.K.W.	Henri Grandsire Alpine-Renault	Denis Cassas Sirmac-Renault	Michel Dourel Cooper-B.M.C.
5 April	Monza Italy 74 miles 70.87 m.p.h.	"Geki" de Sanctis-Ford	Franco Bernabei de Tomaso-Ford	Carlo Facetti Branca-Ford	Luigi Malanca Lotus-Ford	D. lo Coco Branca-Ford	Giorgio Corradi Foglietti-D.K.W.
11 April	Oulton Park Great Britain 51 miles 88.45 m.p.h.	Jackie Stewart Cooper-B.M.C.	Warwick Banks Cooper-B.M.C.	John Cardwell Brabham-Ford	Rodney Bloor Brabham-Ford	Melvyn Long Lotus-Ford	C. Crichton-Stuart Cooper-B.M.C.
18 April	Aintree Great Britain 51 miles 84.63 m.p.h.	Jackie Stewart Cooper-B.M.C.	John Cardwell Brabham-Ford	Rodney Bloor Brabham-Ford	Melvyn Long Lotus-Ford	Derek Bennett Gemini-Ford	John Fenning Lotus-B.M.C.
26 April	Nürburgring Germany 58 miles 83.60 m.p.h.	J.-C. Franck Cooper-B.M.C.	John Ampt Alexis-Ford	Jonathan Williams Lotus-Ford	Josef Hecht Lola-Ford	Alain Jamar Cooper-B.M.C.	John Harwood U2-Ford
26 April	Lake Garda Italy 82 miles 80.99 m.p.h.	Silvio Moser Brabham-Ford	G. Rigamonti Wainer-Ford	D. lo Coco Branca-Ford	A. de Adamich Lola-Ford	Franco Ghezzi Lotus-Ford	Pierre Ryser Cooper-B.M.C.
26 April	Montlhéry France 50 miles 75.73 m.p.h.	Eric Offenstadt Lola-Ford	J.-P. Jaussaud Cooper-B.M.C.	Philippe Vidal Lotus-B.M.C.	Pierre Dal-Bo Brabham-Ford	Claude Robert Lotus-Ford	Jean Audhuy Lotus-Ford
2 May	Silverstone Great Britain 73 miles 98.07 m.p.h.	Jackie Stewart Cooper-B.M.C.	Warwick Banks Cooper-B.M.C.	John Cardwell Brabham-Ford	Rodney Bloor Brabham-Ford	Peter Revson Cooper-B.M.C.	Melvyn Long Lotus-Ford
3 May	Monza Italy 71 miles 108.35 m.p.h.	"Geki" de Sanctis-Ford	C. Manfredini Wainer-Ford	Pierre Ryser Cooper-B.M.C.	A. de Adamich Lola-Ford	C. Ferlaino de Sanctis-Ford	Guglielmo Bellasi Lotus-Ford
7 May	Monza Italy 74 miles 84.17 m.p.h.	"Geki" de Sanctis-Ford	C. Manfredini Wainer-Ford	Warwick Banks Cooper-B.M.C.	Pierre Ryser Cooper-B.M.C.	E. Brambilla Wainer-Ford	John Ampt Alexis-Ford
9 May	Monte Carlo Monaco 47 miles 65.97 m.p.h.	Jackie Stewart Cooper-B.M.C.	Silvio Moser Brabham-Ford	Mauro Bianchi Alpine-Renault	Philippe Vidal Lotus-B.M.C.	Eric Offenstadt Lola-Ford	Jack Pearce Lotus-Ford
17 May	Mallory Park Great Britain 21 miles 83.80 m.p.h.	Jackie Stewart Cooper-B.M.C.	Warwick Banks Cooper-B.M.C.	David Baker Lola-B.M.C.	Melvyn Long Lotus-Ford	C. Crichton-Stuart Cooper-B.M.C.	Keith St. John Lotus-B.M.C.
24 May	Montlhéry France 50 miles —	Mauro Bianchi Alpine-Renault	C. Crichton-Stuart Cooper-B.M.C.	Jean-Paul Behra Lotus-Ford	Eric Offenstadt Lola-Ford	Bruce Eglinton Lotus-Ford	Eddie Fletcher Brabham-B.M.C.
31 May	Magny-Cours France 37 miles 76.86 m.p.h.	Eric Offenstadt Lola-Ford	Bruce Eglinton Lotus-Ford	C. Crichton-Stuart Cooper-B.M.C.	Pierre Ryser Cooper-B.M.C.	Eddie Fletcher Brabham-B.M.C.	—
7 June	La Châtre France 32 miles 67.40 m.p.h.	Eric Offenstadt Lola-Ford	Jackie Stewart Cooper-B.M.C.	Silvio Moser Brabham-Ford	Warwick Banks Cooper-B.M.C.	Bruce Eglinton Lotus-Ford	C. Crichton-Stuart Cooper-B.M.C.
21 June	Caserta Italy 71 miles 88.97 m.p.h.	Mario Casoni de Tomaso-Ford	Picko Troberg Brabham-Ford	Luigi Malanca Lotus-Ford	Gianfranco Stanga Stanguellini-Fiat	Piers Courage Lotus-Ford	Franco Ghezzi Lotus-Ford
28 June	Monza Italy 108 miles 99.69 m.p.h.	"Geki" de Sanctis-Ford	Leo Cella Cooper-B.M.C.	A. de Adamich Lola-Ford	Bruce Eglinton Lotus-Ford	C. Manfredini Wainer-Ford	C. Crichton-Stuart Cooper-B.M.C.
28 June	Rouen France 189 miles 93.73 m.p.h.	Jackie Stewart Cooper-B.M.C.	Warwick Banks Cooper-B.M.C.	Bill Bradley Lola-B.M.C.	John Ampt Alexis-Ford	Mauro Bianchi Alpine-Renault	Philippe Vidal Lotus-B.M.C.
4 July	Silverstone Great Britain 50 miles 95.96 m.p.h.	John Fenning Lotus-B.M.C.	David Porter Lotus-Ford	Brian Barton Lotus-Ford	—	—	—
5 July	Rheims France 103 miles 108.10 m.p.h.	Jackie Stewart Cooper-B.M.C.	Lucien Bianchi Alpine-Renault	Piers Courage Lotus-Ford	Clive Baker Brabham-B.M.C.	J.-C. Franck Cooper-B.M.C.	J.-C. Legarth Lotus-Ford
19 July	Clermont-Ferrand France 80 miles 75.48 m.p.h.	Silvio Moser Brabham-Ford	Pierre Ryser Cooper-B.M.C.	Chris Irwin Merlyn-Ford	Mauro Bianchi Alpine-Renault	"Geki" de Sanctis-Ford	Jacques Bernusset Cooper-B.M.C.
3 Aug.	Brands Hatch Great Britain 27 miles 88.40 m.p.h.	Warwick Banks Cooper-B.M.C.	Chris Irwin Merlyn-Ford	John Fenning Lotus-B.M.C.	Jonathan Williams Lotus-Ford	Clive Baker Brabham-B.M.C.	Jackie Stewart Cooper-B.M.C.
16 Aug.	Nogaro France —	Pierre Ryser Cooper-B.M.C.	J.-P. Jaussaud Cooper-B.M.C.	Adrian Chambers Brabham-Ford	Bruce Eglinton Lotus-Ford	—	—
23 Aug.	Zolder Belgium 65 miles 86.96 m.p.h.	Silvio Moser Brabham-Ford	J.-C. Franck Cooper-B.M.C.	Picko Troberg Brabham-Ford	Mauro Bianchi Alpine-Renault	Jacques Bernusset Cooper-B.M.C.	Jonathan Williams Lotus-Ford
30 Aug.	Zandvoort Holland 65 miles 89.96 m.p.h.	Jackie Stewart Cooper-B.M.C.	Piers Courage Brabham-Ford	Rob Slotemaker Cooper-B.M.C.	John Rhodes Cooper-B.M.C.	Picko Troberg Brabham-Ford	Jacques Bernusset Cooper-B.M.C.
13 Sept.	Albi France 57 miles 89.86 m.p.h.	Henri Grandsire Alpine-Renault	Eric Offenstadt Lola-Ford	Jacques Bernusset Cooper-B.M.C.	J.-P. Jaussaud Cooper-B.M.C.	Manfred Mohr Brabham-Ford	Martini Merlyn-Ford
19 Sept.	Oulton Park Great Britain 51 miles 90.91 m.p.h.	Jackie Stewart Cooper-B.M.C.	Chris Irwin Merlyn-Ford	Roger Mac Brabham-Ford	John Love Cooper-B.M.C.	John Fenning Lotus-B.M.C.	John Cardwell Brabham-Ford
20 Sept.	Montlhéry France 48 miles 72.69 m.p.h.	Henri Grandsire Alpine-Renault	Pierre Ryser Cooper-B.M.C.	J.-P. Jaussaud Cooper-B.M.C.	C. Crichton-Stuart Cooper-B.M.C.	Michel Dagorne Cooper-B.M.C.	Alain le Guellec Lotus-Ford
20 Sept.	Valladolid Italy 50 miles 75.91 m.p.h.	"Geki" de Sanctis-Ford	Picko Troberg Brabham-Ford	Franco Bernabei de Tomaso-Ford	Mario Casoni de Tomaso-Ford	Jonathan Williams Lotus-Ford	P. Babbini Lotus-Ford
27 Sept.	Montlhéry France 72 miles 90.19 m.p.h.	Henri Grandsire Alpine-Renault	Adrian Chambers Brabham-Ford	J.-P. Jaussaud Cooper-B.M.C.	Michel Dagorne Cooper-B.M.C.	André Periat Cooper-B.M.C.	Michel Buis Cooper-B.M.C.
27 Sept.	Nürburgring Germany 96 miles 83.14 m.p.h.	Jacques Bernusset Cooper-B.M.C.	Manfred Mohr Brabham-Ford	Walter Habegger Brabham-Ford	Jonathan Williams Lotus-Ford	Pierre Ryser Cooper-B.M.C.	C. Crichton-Stuart Cooper-B.M.C.
4 Oct.	Montlhéry France 48 miles 81.37 m.p.h.	Eric Offenstadt Cooper-Ford	Harry Stiller Lotus-Ford	Chris Irwin Merlyn-Ford	Jacques Bernusset Cooper-B.M.C.	Adrian Chambers Brabham-Ford	J.-P. Jaussaud Cooper-B.M.C.
4 Oct.	Innsbruck Austria —	Picko Troberg Brabham-Ford	Jonathan Williams Lotus-Ford	H.-D. Dechent Brabham-Ford	Manfred Mohr Brabham-Ford	Walter Habegger Brabham-Ford	Heinz Melkus Melkus-Wartburg
18 Oct.	Monza Italy 74 miles 84.70 m.p.h.	Silvio Moser Brabham-Ford	E. Brambilla Wainer-Ford	Giorgio Bassi de Tomaso-Ford	"Tiger" de Sanctis-Ford	Pierre Ryser Cooper-B.M.C.	G. Moroni Wainer-Ford