

# SEASONAL SURVEY: 4

## FORMULA THREE

By IAN TITCHMARSH

IT is very difficult to present a coherent picture of Formula 3 as it was in 1967. From its inception in 1964, this 1-litre Formula for single-seaters with production-based engines has grown in importance year by year until it has become the obvious stepping-stone for ambitious young men with their eyes on a Formula 1 drive. The restrictions imposed by the Formula, combined with this ever-increasing influx of young professionals that can only be tapped very sparingly by the Grand Prix and F2 teams, has resulted in some desperately close racing by large numbers of evenly matched cars and drivers. With the modern developments in chassis and tyre design there has grown up a host of drivers who can exploit the limitations of their cars to the full, and who are therefore having to drive continuously on the limit to finish even in the first six, let alone emerge the winner.

Prior to last year, good fortune prevented any serious consequences and F3 racing had a remarkably good record as far as fatalities and multiple accidents were concerned. Very unhappily last season the luck ran out and what had for some time been a potentially dangerous situation flared into a string of tragic accidents; for a time during the middle of the season it seemed that every weekend brought another disaster. However, it is unfashionable to dwell on accidents, this being the province of the popular press, unless lessons can be learned from them to prevent their repetition; yet it is difficult to see how to stop a competitor from trying to drive at eleven-tenths when he knows that ten-tenths will do no more than keep him breathing someone else's exhaust fumes.

The current term of the Formula expires at the end of 1969, and a change of Formula might provide the answer. The Italians have suggested 1150 cc engines with overhead camshafts permitted but with greater restriction on tuning. Although this is in their interests, it might nonetheless clear the air while engine-tuners sought the best way of extracting the most power. Until then there will be races which will seem nothing more than a case of every man for himself and the devil take the hindmost, for Colin Chapman and Ken Tyrrell certainly won't be interested in him.

Despite the accidents, and they cannot be ignored, F3 racing in 1967 has continued to provide one of the finest spectacles in motor-racing, for the sight of a bunch of highly-skilled professionals extracting the utmost from their cars and themselves in close combat for lap after lap is part of the life-blood of motor-racing. All right, so it's not Formula 1, and there probably isn't a Jim Clark or a Jackie Stewart among them, but there would be no stars without the sup-

porting cast from which to draw them, and not every spectator can be expected to remain in a paroxysm of delight for two hours as Jim Clark gains another runaway victory.

Two cars, the Matra and the Brabham, dominated the season, scoring an equal number of wins between them in International events, but for different reasons. Matra Sports continued to run a works team of MS5s and, with the backing of a vast organization behind them, the cars could hardly fail to continue their 1965/66 run of successes. As with most manufacturers no new ideas were forthcoming, so the monocoque MS5s were developed suspension-wise to cope with the latest designs in tyres and to make the best use of the increased engine power available. Their suspension tweaks worked out better than most, and the Matras seemed able to put their power on the road more effectively and out-corner the other marques. In addition the Matra concern's experience in the field of aerodynamics helped to produce a car that was very fast on the straights.

Of the other French manufacturers, Alpine continued their team of Gordini-powered spaceframe cars, but with less enthusiasm than before, since most of their energies were directed towards their successful sports-prototypes. By the end of the season only one works car was being run, although at Monaco, early on, the 1967 T27 had been very competitive. Constructions Mécaniques Pygmée came up with entirely new monocoques, the whole car having a much neater appearance than the rather "bitza" cars of 1966; nevertheless, despite apparently sturdy construction, the monocoque appeared insufficiently rigid on the rougher circuits and the successes which they did have reflected great credit on Trevor Blokdyk's determination and experience as the number one driver. Enough cracks have probably already been made about the GRACs, so suffice it to say that a few of these cars continued to turn up for French races, nicely prepared but achieving little.

The average private entrant contemplating a season of F3 racing with a new car chose a Brabham BT21, knowing that he would be buying a machine which needed the minimum of sorting before the season began, one which was very forgiving to drive as compared with some other cars, and one which was backed by an efficient spares service; the ease of repair of a spaceframe as compared with a monocoque was another point to be borne in mind. The BT21, a development of the 1966 BT18 F2/3 car, had made its debut in the hands of Jack Brabham during 1966 as a Honda-powered F2 machine. A year's development had produced a more rigid chassis and detailed suspension modifications, so that the power available could be used more effectively. This was most noticeable on rougher surfaces, where the BT21 could corner that much more smoothly and efficiently than the BT18. Right at the end of the season the 1968 car, the BT21B, was seen, and just

about the only alteration was the relocation of the rear suspension pick-up points, which many BT21 owners had already done anyway. But each improvement, however small, will count for something in the close racing of F3, and although the basic layout of the Brabham chassis has remained unchanged since the first Formula Junior BT2 in 1962, only a driver with above-average ability could keep his BT10/15/16/18 up front.

Of the other established British makes, Lotus took a hard look at the 41, altered this and that, and produced a car that with the right driver was as fast as any. The 41 required much greater precision from the driver to achieve the best results and was less well-disposed to being chucked into corners at any old angle.

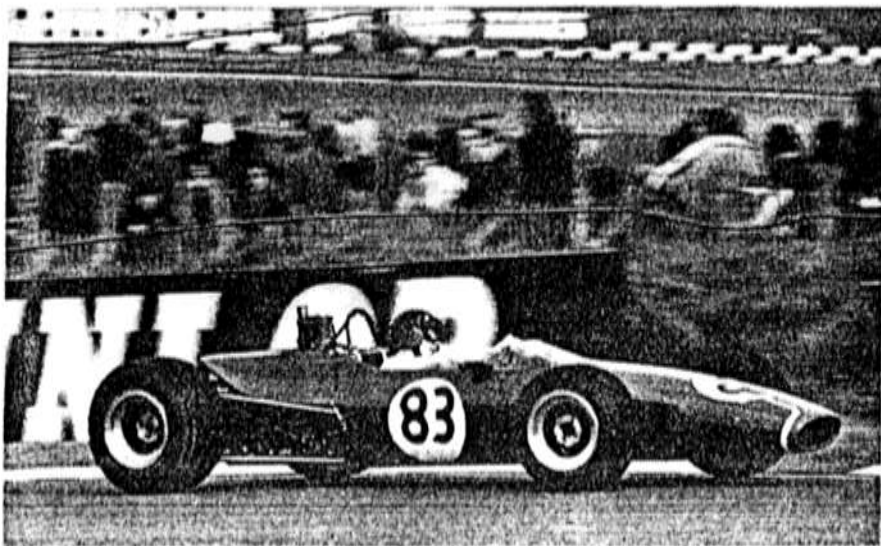
Merlyn, after a season of almost total abstinence, revised the Mk 9 into the Mk 10 by bringing the front suspension out into the open again, lowering the car a little and selling it for £500 less than a Brabham or a Lotus. This last factor encouraged several drivers to invest in a new Merlyn rather than a year-old Brabham and by all accounts none of them regretted the choice, feeling that the car was more competitive. A 1966 Cooper T83 did win a couple of races, but against negligible opposition, and this firm seem to have lost interest in the lesser formulae which they once so overwhelmed. Lola abandoned the Formula altogether and the T60s that did appear, although in some cases brand new cars, were nevertheless 1965 designs and met with no success.

The healthy state of F3 in Britain was underlined by the appearance during the season of three new marques, two of which bid fair to deprive Jack Brabham of several customers for the coming season. The unpretentious title of C. Lucas (Engineering) Ltd describes one of the most enthusiastic and well-organized teams in F3. After a year of mixed fortunes running the Lotus 41s for the factory, Charles Lucas and Roy Thomas laid plans for their own car, entrusting Roy Pike with the development, driving and racing. The end-product, the Titan, has been described as a combination of the best of a Brabham and a Lotus, and certainly the whole car is totally orthodox with its spaceframe layout, which is narrower than a BT21. Pike's driving has ensured that the prototype has always been up with the leaders, and whether the car will prove to be as manageable as a Brabham remains to be seen.

The same query hangs over the Chevron, another spaceframe car, this time from the drawing-board of Derek Bennett who has already been responsible for some very successful clubmen's and GT cars as well as an early Formula Junior car. This is another slim straightforward design, which appeared later than the Titan in the hands of Peter Gethin, and Gethin, like Pike, has only one place in an F3 race and that is right at the front. Small production lines have been laid down for both cars and it will be interesting to see how the two cars

Five marques at Paddock during the Motor Show 200 meeting: Mike Beckwith (DAF) leads Tony Lanfranchi (Merlyn Mk 10), John Miles (Lotus 41C), Henri Pescarolo (Matra MS5) and Kurt Ahrens (Brabham BT21).





One of several exciting new F3 cars which appeared in prototype form towards the end of last season is C. Lucas Eng.'s Titan; this is Roy Pike at Brands Hatch.

compare with the established makes in the hands of lesser men.

The Chequered Flag were asked by the Dutch manufacturer DAF to run a team of cars featuring their Variomatic transmission, after an encouraging start the year before. New cars were designed by Chas Beattie along Brabham lines, but the team had all the bad luck going in 1967 as if to compensate for their outstandingly successful 1966 season with Chris Irwin. The DAF transmission really proved its worth when the track was very wet, minimizing uncontrollable wheel-spin. There were those who felt that, since the F3 regulations stipulate four forward speeds, the infinitely variable belts were outside the spirit of the Formula; but then it could be argued that the DAFs have only one forward speed. For 1968 the Flag will be introducing yet another new marque to F3, the McLaren.

Because the Italian customs regulations make it just about impossible to import new racing cars into Italy, the Italians are thrown back on their own resources and racing car constructors proliferate. Having lost star driver Jonathan Williams to Ferrari, Signor de Sanctis found it hard to maintain his position as Italy's top constructor. The car was unchanged from 1966, a spaceframe similar to a Brabham clad in a rather attractive and distinctive body. Tecno, ace kart builders, had produced at the end of 1966 a spaceframe car of unusual aspect featuring a fuel tank located centrally behind the driver and the steering wheel level with the front wheels. These cars gave the team drivers some fun in the Argentine Temporada before Tecno reverted to orthodoxy and produced a car which was very low and very fast. In fact, so fast that there are those who rate it as second only to the Matra, and 1968 should see a number reaching private hands. As with many of the Italian constructors, Tecno produce their own castings for suspension uprights, steering and so on instead of relying on bought out parts.

BWA made a number of ultra-slim Dural monocoques, the T324, but the cars never really fulfilled their potential, and the firm folded for financial reasons before the end of the year. Another monocoque, built up from fabricated box-section side-members, emanated from Branca, and with an ex-Grand Prix driver at the wheel the car won one of the Monza slipstreamers; Bellasi and de Tomaso also eschewed the spaceframe in favour of the more advanced monocoque type of construction. Foglietti,

Wainers and Bianchinis completed the Italian scene, while old Brabhams were thinly disguised as Birels and Ippocampos and usually proved very rapid, chiefly because they had the right drivers.

An American Le Grand Mk 5 was brought over for the Continental season and acquitted itself well in the smaller events. This is lighter than a Brabham, with very thin gauge metal used for the chassis, and light magnesium castings. The car also incorporated American Airheart brakes. The only other countries to produce cars were East Germany (Melkus and SEG) and Czechoslovakia (Skoda), apart from one-off specials which were occasionally still to be found and the Swedish (Swebe) and Belgium (Belgica) pseudo-Brabhams. The cars from behind the Iron Curtain are all fine efforts when it is considered that they have to employ exclusively Communist components, although they still lag some way behind the Western machines.

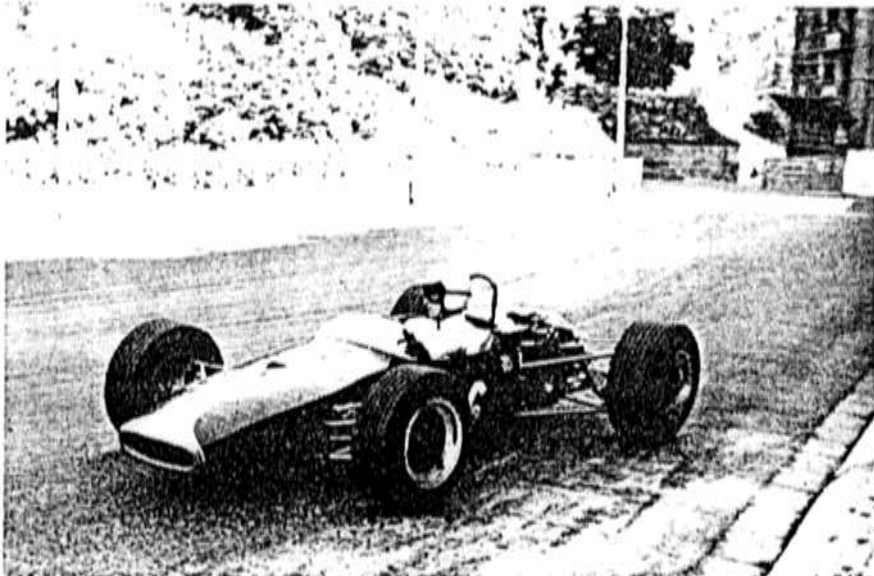
Engines seemed to take on an even greater significance last year, with more and

more people opting for demon down-draughts as the season progressed. At the start the sidedraught Cosworth MAE engine was almost universal wear, although some entrants tried their own tweaks to gain that little bit extra. Holbay then came along with their downdraught R67 engine, and it soon became clear that this not only gave more power but did so reliably by relying on the strong Cosworth bottom-end. An ordinary MAE was reckoned to give around 107 bhp, while the Cosbays and Holbays had something like 112-113 bhp available. Side-by-side with the Titan project, "The Eng" were also developing their own downdraught head, which first appeared in June. The production versions became even more prolific than Holbays, and an engine with this head and assembled by Lucas's mechanics gave anything between 110 and 116 bhp. Broadspeed too put their experience with the 1-litre Group 5 Anglias to good use and prepared a downdraught engine giving around 112 bhp, but it came rather late in the season and has not yet had the chance to prove itself.

In Italy Novamotor developed a sidedraught version of the ubiquitous 105E Ford unit which featured a manifold enabling both chokes of a Weber carburettor to be used. Greater flexibility and 109 bhp were claimed for these engines, and certainly the best ones seemed at little disadvantage to the downdraughts. Towards the end of the year a roller-bearing version was used by Ernesto Brambilla in his Tecno. ATS supplied Matra with engines, but little was heard of these after early season appearances, and the Fiat 124 engine was also experimented with. Alpine managed to extract 109 bhp from their Renault-Gordini engines, which kept their cars competitive, while behind the Curtain the two-stroke found its last supporters among the many users of the 90 bhp Wartburg motors. Colotti in Italy and Hewland almost everywhere else provided the gearboxes to transmit this power.

Space does not permit the mention of every driver who took part in F3 in 1967, but the appended results show who were the most successful. Matra kept Jean-Pierre Jaussaud and Henri Pescarolo and added Roby Weber, who moved over from Alpine. Pescarolo soon took over Chris Irwin's mantle as the man to beat in F3; Jaussaud seemed to fade towards the end

Perhaps the most successful of the British private owners racing in F3 on the Continent was Chris Williams, whose ever-immaculate black and gold BT21 is seen here at Pau in its early-season sidedraught form.





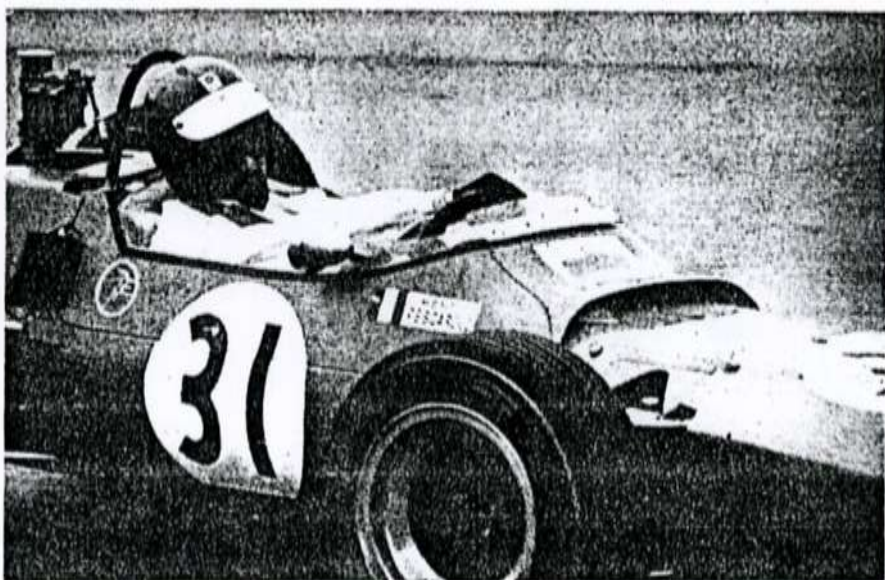
of the year, while poor Weber lost his life when his Group 6 Matra-BRM crashed and caught fire at the Le Mans test weekend. Team Crio Tournesol, sponsored by a French detergent company, entered two MS5s for Philippe Vidal and Jean-Pierre Jabouille, the latter replacing Robert Challooy early in the season after some promising drives in his own Brabham BT18. Another Matra went to Italy for Giacomo "Geki" Russo, but this unhappily featured in the disastrous Caserta race when Geki hit a wall and was burned to death. Geki had been the star of FJ and F3 in Italy since the days of the front-engined Stanguellini and he was tremendously popular with the Italian crowds.

Alpine continued with the ever-faithful Mauro Bianchi and Henri Grandsire, but they soon left the single-seaters to the promising young recruit to the team, Patrick Depailler. The man who beat Depailler in the 1966 Shell Volant competition, François Cevert, met with less success with his prize, a 1967 T27 Alpine entered by the Winfield Racing Organization. The Chequered Flag gave up running the works-supported Brabhams and ran their DAFs with the vastly experienced Mike Beckwith and single-seater newcomer Gij van Lennep as the drivers, although after the Dutchman's terrible Spa accident had put him out of racing for several weeks Roy Pike, Robin Widdows, Peter Gethin and Trevor Blokdyk all had their experiences of automatic drive.

Peter Westbury's Felday team entered three beautifully prepared Brabham BT21s for Derek Bell, Mac Daghorn and Westbury himself, although Roy Pike had a few drives in this team as well while Daghorn's leg mended after the Monaco pile-up. Frank Lythgoe entered BT21s for Alan Rollinson, until his F2 McLaren arrived, and later for Welshman Dave Berry, who has suggested considerable potential. Harry Stiller had two BT21s which started the season entered by Motor Racing Stables for Stiller and Tony Lanfranchi, until Stiller took them to Charles Lucas, whereupon Luke took over Lanfranchi's seat. Stiller was the only driver to take the club racing Les Leston championship seriously all year, and consequently won it with ease. Other first-class Brabham drivers included the stylish Chris Williams, Mike Walker, Peter Gethin, Mike Knight and Peter Gaydon of Britain, Kurt Ahrens and Manfred Mohr (Germany), Reine Wisell and Ulf Svensson (Sweden), Jean-Pierre Cassegrain (France), Jürg Dubler and Silvio Moser (Switzerland), Ole Vejlund (Denmark) and Andrea de Adamich and Ernesto Brambilla (Italy).

Ken Bass ran a works-supported Merlyn Mk 10, and Tony Lanfranchi ensured that this was always well up with the leaders, while John Miles, in his first season of single-seaters, and Morris Nunn did the same for Lotus, although they tended to concentrate on British events. Ron Harris ran Lotus 35s and 41s for a variety of drivers including John Cardwell, Eric Offenstadt, Chris Williams and Rob Slotemaker with varying success, and in Sweden Freddy "Elbows" Kottulinsky ensured that the 41 was a force to be reckoned with.

In Italy Teeno had a great asset in Gianclaudio Regazzoni, the Swiss driver, who along with Pescarolo and the ever-reliable Ahrens must rate at the top of the F3 ladder. Regazzoni has been accused in the British press of over-forceful driving, but one can't help feeling that if he had been a British driver the criticism would have been much less harsh. Carlo Facetti lost interest in F3, so Brambilla and Moser joined the team later, while BWA were represented by Chris Craft and Enzo Corti. De Sanctis tried a variety of drivers and,



*Matras go better with Pescarolo: On 1967 performances the bariferous Henri surely has greater claim than any other driver to the unofficial title of F3 king.*

after Jonathan Williams and Geki had won on their sole appearances, Manfred Mohr was allowed to take the car round Europe and met with some success in the lesser events. Despite an edict by the FIA at the end of 1966 that no past or present graded driver should be allowed to participate in F3, Giancarlo Baghetti drove for Branca and had one win to show for it.

With over sixty events held during the year, most of them already adequately reported in AUTOSPORT and elsewhere, it would be foolish to attempt any résumé, and again the results tables can be left to speak for themselves. However, one or two comments can be made. In England, Silverstone was the only circuit to offer International races until right at the end of the year, when Grovewood realized that they were missing out on something good and, with much prize money, they lured the best-ever F3 field to this country at Brands Hatch with the promise of more for 1968.

The prestige races were therefore confined chiefly to France, Monaco and Belgium, with the odd race in Spain and Holland attracting the cream as well. Italian racing suffered severe jolts with the Monza and Caserta tragedies, but so thriving is the formula there that it appears to have weathered the storm, even though some of the famous road circuits like Lake Garda and Caserta may be lost for ever. With their restrictions on the number of foreign competitors the Italian races never attracted the very best, so that Italy together with Scandinavia, Portugal and Eastern Europe provided the hunting ground for the faithful band of "penniless wanderers" who spend a happy summer travelling round the Continent existing on the proceeds of their racing. This sector of F3 suffered a severe shock when Tim Cash, Merlyn driver and character (in the best sense of the word) inexplicably hit a wall head on in Portugal and was killed. Another larger-than-life member of the F3 circus to lose his life was Boley Pittard, who was another victim of fire, after courageously steering his burning car off the grid at the start of the Monza Cup.

Argentina is the only country outside Europe which has any interest in F3, and the Temporada series in January and February provided a welcome change of scenery for a selected band of European

drivers. The organization of this series is truly Latin in its absence, for the crowds reach Nürburgring proportions but lack the Teutonic ability to keep themselves under control. The Mar del Plata event was halted in chaos after some spectators and a local driver, Carlos Martin, had been killed through cars plunging into the unprotected crowds. This tragedy had its European sequel later when two cars collided at the Djursland Ring in Denmark and Doug Revson and a number of spectators, including the circuit owner Jan-Christian Legarth, were killed.

West Germany's only offering was the European Challenge on the unsuitable straights of Hockenheim. It was decreed beforehand that the winning country should have the honour of staging next year's event, and so the only country where motor racing is not permitted, Switzerland, went and won it! Will the 1968 event be a hill-climb?

Really it should be easy to assess relative driver ability, since there is no great disparity between any of the cars. But because so many drivers are able to exploit their machines to the full on so many circuits, the slightest tilt of the scales in someone's favour, for whatever reason, may give him a victory and no one else can do anything about it. An exceptional driver will always stand out, however, and it can hardly be coincidence that Jean-Pierre Beltoise, Jonathan Williams and Piers Courage have all won the only F3 events in which they have taken part this year, while Andrea de Adamich and Alan Rollinson, although not devoting all their time to the formula, usually managed to assert their superiority. A suggested Top Ten (in alphabetical order!) would be Ahrens, Beckwith, Bell, Blokdyk, Brambilla, Gethin, Pescarolo, Pike, Regazzoni and Chris Williams, with Miles, Wisell and Depailler as the most promising newcomers.

This year promises a fresh crop of aspirants, and with Teeno, Titan, Chevron and McLaren producing cars for sale, the Brabham domination of entry lists and results may well cease. In Britain there will be more opportunities to sample real International F3 racing, albeit without the natural hazards, something which has hitherto been the privilege of the Continental spectator.



# RESULTS OF MAJOR INTERNATIONAL FORMULA 3 RACES, 1967

Date	Race	Distance and Speed	First	Second	Third	Fourth	Fifth	Sixth
Jan 22	Buenos Aires Argentina	87.5 miles 87.36 mph	Jean-Pierre Beltoise Matra MS5	Eric Offenstadt Lotus 35	Jean-Pierre Jussaud Matra MS5	Johnny Servoz-Gavin Matra MS5	John Cardwell Lotus 41	Alan Rollinson Brabham BT18
Jan 29	Mar del Plata Argentina	50.78 miles 83.03 mph	Jean-Pierre Beltoise Matra MS5	Jean-Pierre Jussaud Matra MS5	Charles Crichton-Stuart Brabham BT21	Manfred Mohr Brabham BT16	Silvio Moser Brabham BT16	Gianclaudio Regazzoni Tecno
Feb 5	Cordoba Argentina	73.20 miles 81.02 mph	Jean-Pierre Beltoise Matra MS5	Jean-Pierre Jussaud Matra MS5	Charles Crichton-Stuart Brabham BT21	John Cardwell Lotus 41	Juan-Manuel Bordeu Brabham BT15	Jürg Dubler Brabham BT15
Feb 12	Buenos Aires Argentina	87.5 miles 85.09 mph	Jean-Pierre Beltoise Matra MS5	Johnny Servoz-Gavin Matra MS5	Jean-Pierre Jussaud Matra MS5	Alan Rollinson Brabham BT18	Eric Offenstadt Lotus 35	Silvio Moser Brabham BT16
Mar 27	Silverstone England	58 miles 103.79 mph	Morris Nunn Lotus 41	Peter Gethin Brabham BT21	Kurt Ahrens Brabham BT21	Derek Bell Brabham BT21	Tony Lanfranchi Brabham BT21	Mike Walker Brabham BT18
Apr 2	Pau France	59.5 miles 68.84 mph	Jean-Pierre Jussaud Matra MS5	Roby Weber Matra MS5	Peter Gethin Brabham BT21	Chris Williams Brabham BT21	Henri Pescarolo Matra MS5	Derek Bell Brabham BT21
Apr 9	Barcelona Spain	78.75 miles 82.32 mph	Henri Pescarolo Matra MS5	Derek Bell Brabham BT21	Mike Knight Brabham BT21	Mac Daghorn Lotus 41	Peter Westbury Brabham BT21	Ulf Svensson Brabham BT21
Apr 9	Monza Italy	96 miles 76.6 mph	"Geki" De Sanctis	Pino Pica BWA	Giuglielmo Bellasi Brabham BT18	Kurt Ahrens Brabham BT21	Claudio Francisci De Sanctis	Manfred Mohr Brabham BT16
Apr 23	Djurklund Denmark		Kurt Ahrens Brabham BT21	Chris Williams Brabham BT21	Reine Wivell Brabham BT18	Freddy Kottulinsky Lotus 41		Malcolm Smith Brabham BT21
Apr 23	Montlhéry France	49.9 miles 76.7 mph	Jean-Pierre Jussaud Matra MS5	Henri Pescarolo Matra MS5	Philippe Vidal Matra MS5	Mauro Bianchi Alpine-Renault 27	Tico Martini Brabham BT21	Mike Knight Brabham BT21
Apr 23	Halle-Saale-Schleife E. Germany	54 miles 77.4 mph	Paul Deetens Brabham BT16	Barry Collinson Merlyn Mk 10	Heinz Melkus Mekus-Wartburg			
Apr 25	Valllunga Italy	99.4 miles 81.2 mph	Jürg Dubler Brabham BT21	"Geki" De Sanctis	Maurizio Montagnani Brabham BT21	Claudio Francisci De Sanctis	Corrado Manfredini Brabham BT21	Manfred Mohr Brabham BT16
Apr 29	Silverstone England	72.5 miles 105.55 mph	Peter Westbury Brabham BT21	Morris Nunn Lotus 41	Alan Rollinson Brabham BT21	Chris Williams Brabham BT21	Peter Gethin Brabham BT21	Harry Stiller Brabham BT21
Apr 30	Magny-Cours France		Jean-Pierre Jussaud Matra MS5	Henri Pescarolo Matra MS5	Mike Knight Brabham BT21	Tico Martini Brabham BT21	Patrick Depailler Alpine-Renault 17	Jean-Pierre Cassegrain Brabham BT21
Apr 30	Roskilde Denmark	17.9 miles 70.6 mph	Kurt Ahrens Brabham BT21	Jan Heggov Brabham BT21	Ole Vejlund Brabham BT21	Howden Ganley Brabham BT21	Wal Donnelly Brabham BT18	Steve Matchett Brabham BT15/18
May 3	Keimola Finland	40 miles	Freddy Kottulinsky Lotus 41	Ulf Svensson Brabham BT21	Curt Lincoln Brabham BT21	Leo Kinnunen Brabham BT18	Charles McCarty Brabham BT18	Kai Godenhjelm Brabham BT15
May 6	Monte Carlo Monaco	46.8 miles 71.81 mph	Henri Pescarolo Matra MS5	Jean-Pierre Jussaud Matra MS5	Derek Bell Brabham BT21	Jürg Dubler Brabham BT15	Mike Knight Brabham BT21	Alan Rollinson Brabham BT21
May 7	Imola Italy	80 miles 98.79 mph	Andrea de Adamich Brabham BT10	"Geki" Matra MS5	Manfred Mohr Brabham BT16	David Walker Merlyn Mk 10	Mastino Nardi Bianchini-Fiat	Luigi Petri De Sanctis
May 14	Chimay Belgium	66 miles 111.99 mph	Peter Westbury Brabham BT21	Mike Beckwith DAF	Derek Bell Brabham BT21	John Ralnh Brabham BT15	John Kendall Brabham BT21	Rollo Feilding Brabham BT21
May 14	Dijon France		Jean-Pierre Jussaud Matra MS5	Philippe Vidal Matra MS5	Tico Martini Brabham BT21	Trevor Blokdyk Pygmeé	Jean-Pierre Jabouille Matra MS5	Patrick Depailler Alpine-Renault 17
May 20	Silverstone England	72.5 miles 104.0 mph	Derek Bell Brabham BT21	Peter Gaydon Brabham BT18	Peter Westbury Brabham BT21	Charles Lucas Lotus 41	Ken Crook Brabham BT18	Harry Stiller Brabham BT21
May 21	Monza Italy	90 miles 90.08 mph	Ernesto Brambilla Brabham BT16	Carlo Facetti Brabham BT16	"Geki" Matra MS5	Maurizio Montagnani Brabham BT21	Antonio Magliocco De Sanctis	Sverrir Thoroddsen De Sanctis
May 21	Bernauer-Schleife E. Germany	50 miles	Hughes de Fierlant Cooper T83	Alan Stubbs Merlyn Mk 9	Eric de Koven Brabham BT16	Roy Johnson Merlyn Mk 7	Heinz Melkus Mekus-Wartburg	Peter Findleken Mekus-Wartburg
May 28	Montlhéry France	50.5 miles 66.25 mph	Patrick Depailler Alpine-Renault 17	Chris Williams Brabham BT21	Jean-Pierre Cassegrain Brabham BT21	Jean-Claude Guenard Matra MS5	David Walker Merlyn Mk 10	Philippe Vidal Matra MS5
May 28	Roskilde Denmark	18 miles 70.0 mph	Ole Vejlund Brabham BT21	Reine Wivell Brabham BT18	Inevar Pettersson Brabham BT21	Jan Heggov Brabham BT21	Hank Nilsson Lotus 41	Jean Johansson Brabham BT15
Jun 4	Monza Italy	125 miles 114.93 mph	Giancarlo Baghetti Branca	Manfred Mohr Brabham BT16	Carlo Facetti Brabham BT16	"Geki" Matra MS5	"Tiger" De Sanctis	Silvio Moser Brabham BT16
Jun 4	Djurklund Denmark		Peter Westbury Brabham BT21	Mike Beckwith DAF	Lars Lindberg Brabham BT21	Ulf Svensson Brabham BT21	Ronny Peterson Brabham BT18	Jean Johansson Brabham BT15
Jun 4	La Châtre France	73.11 mph	Henri Pescarolo Matra MS5	Jean-Pierre Cassegrain Brabham BT21	Jean-Pierre Jabouille Matra MS5	Patrick Champion Brabham BT15	Natalie Goodwin Brabham BT21	
Jun 11	Jyllands Denmark		Kurt Ahrens Brabham BT21	Trevor Blokdyk Pygmeé				
Jun 18	Clermont-Ferrand France	49.22 miles 83.82 mph	Peter Westbury Brabham BT21	Philippe Vidal Matra MS5	Derek Bell Brabham BT21	Roy Pike Brabham BT21	Mike Walker Brabham BT21	Jean-Pierre Cassegrain Brabham BT21
Jun 18	Opština Yugoslavia	87.05 mph	David Walker Merlyn Mk 10	Georges Crenier Merlyn Mk 10	Martin Stephani Merlyn Mk 10	Tim Cash Merlyn Mk 10	Fritz Kallenberger Brabham BT18	Marcel Hollebeck Brabham BT16
Jun 18	Caserta, Italy	FINAL STOPPED AFTER MULTIPLE ACCIDENTS ELIMINATED ALL BUT THREE COMPETITORS						

# International Formula 3 results, 1967—continued

Date	Race	Distance and Speed	First	Second	Third	Fourth	Fifth	Sixth
Jun 25	Rheims France	103.2 miles 113.902 mph	Jean-Pierre Jabouille Matra MS5	Henri Pescarolo Matra MS5	Peter Westbury Brabham BT21	Jean-Pierre Jausaud Matra MS5	Jean-Pierre Cassegrain Brabham BT21	Mike Walker Brabham BT21
Jun 25	Avus West Berlin	55 miles 116.9 mph	Kurt Ahrens Brabham BT21	Paddy Alfrey Brabham BT15/18	Ernst Maring Lotus 35	Berry Collerson Merlyn Mk 10	Jorgen Ellekaer Brabham BT21	David Walker Merlyn Mk 10
Jun 29	Monza Italy	74.5 miles 89.49 mph	Jonathan Williams De Sanctis	L'Enzo Corti BWA	Maurizio Montagnani Brabham BT21	John Kendall Brabham BT21	Giuglielmo Bellasi Bellasi	Mauro Nesi Tecno
Jul 2	Le Mans France	82.43 miles 88.0 mph	Henri Pescarolo Matra MS5	Philippe Vidal Matra MS5	Chris Williams Brabham BT21	Harry Stiller Brabham BT21	Gijs van Lennep DAF	Trevor Blokdyk Pymée
Jul 2	Zandvoort Holland	89.85 mph	Hughes de Fierlandt Cooper T83	Tony Goodwin Brabham BT18	Dieter Langerath Lotus 35	Christophe Drier Brabham BT16	René Scalais Cooper T76	Jean-Pierre Cornet Brabham BT16
Jul 9	Rouen France	100.17 miles 102.15 mph	Henri Pescarolo Matra MS5	Philippe Vidal Matra MS5	Mike Walker Brabham BT21	Patrick Depailler Alpine-Renault 17	Jean-Pierre Jabouille Matra MS5	Jean-Pierre Cassegrain Brabham BT21
Jul 9	Vila Real Portugal	110 miles 93.12 mph	Chris Williams Brabham BT21	Reine Wisell Brabham BT18	Lars Lindberg Brabham BT21	Charles McCarty Brabham BT18	Paddy Alfrey Brabham BT15/18	Wal Donnelly Brabham BT18
Jul 15	Silverstone England	60 miles 105.32 mph	Charles Lucas Lotus 41	Tony Lanfranchi Merlyn Mk 10	Chris Williams Brabham BT21	Peter Westbury Brabham BT21	Peter Gethin Brabham BT21	Morris Nunn Lotus 41
Jul 16	Magny-Cours France		Henri Pescarolo Matra MS5	Jean-Pierre Jausaud Matra MS5	Jean-Pierre Cassegrain Brabham BT21	François Cevert Alpine-Renault 27	Gijs van Lennep DAF	Patrick Depailler Alpine-Renault 17
Jul 30	Djursland Denmark		Jean-Pierre Jabouille Matra MS5	Derek Bell Brabham BT21	Trevor Blokdyk Pymée	Mac Daghorn Brabham BT21	Ian Ashley Merlyn Mk 10	
Jul 30	Monsanto Portugal		Carlos Gaspar Brabham BT21	Filippe Nogueira Brabham BT18	Wal Donnelly Brabham BT18	Charles McCarty Brabham BT18	David Walker Merlyn Mk 10	Georges Crenier Merlyn Mk 10
Aug 6	Dax France	31.07 miles 73.25 mph	Jean-Pierre Jausaud Matra MS5	Henri Pescarolo Matra MS5	Jean-Pierre Jabouille Matra MS5	Philippe Vidal Matra MS5	Patrick Depailler Alpine-Renault 17	Jean-Claude Guenard Matra MS5
Aug 6	Hameenlinna Finland		Trevor Blokdyk Pymée	Leo Kinnunen Brabham BT18	Manfred Mohr De Sanctis	Ian Ashley Merlyn Mk 10	Tony Goodwin Brabham BT18	Wal Donnelly Brabham BT18
Aug 13	Schleiz E Germany	57.25 miles 94.09 mph	Chris Williams Brabham BT21	Jurg Dubler Brabham BT21	Ulf Svensson Brabham BT21	Bruce Eglinton Le Grand Mk 5	Ingvar Pettersson Brabham BT21	Berry Collerson Merlyn Mk 10
Aug 13	Nogaro France		Henri Pescarolo Matra MS5	Derek Bell Brabham BT21	Jean-Pierre Jausaud Matra MS5	François Cevert Alpine-Renault 17	Patrick Depailler Alpine-Renault 17	Philippe Vidal Matra MS5
Aug 15	Pergusa Italy	90 miles 123.58 mph	Roy Pike Brabham BT21	Harry Stiller Brabham BT21	Tony Lanfranchi Merlyn Mk 10	Enzo Corti BWA	Andres de Adamich Brabham BT10	John Cardwell Lotus 41
Aug 20	Roskilde Denmark	24 miles 71.4 mph	Kurt Ahrens Brabham BT21	Jurg Dubler Brabham BT21	Ole Vejlund Brabham BT21	Chris Williams Brabham BT21	Jorgen Ellekaer Brabham BT21	Ian Heggov Brabham BT21
Aug 27	Knutstorp Sweden	24.8 miles 58.5 mph	Reine Wisell Brabham BT18	Ronny Peterson Brabham BT18	Freddy Kottulinsky Lotus 41	Trevor Blokdyk Pymée	Mike Keens Brabham BT21	Ulf Svensson Brabham BT21
Aug 27	Zandvoort Holland	62.4 miles 97.06 mph	Henri Pescarolo Matra MS5	Jean-Pierre Jausaud Matra MS5	Roy Pike Titan	Charles Lucas Brabham BT21	Mike Beckwith DAF	Mike Knight Brabham BT21
Sep 3	Keimola Finland	27 miles	Curt Lincoln Brabham BT21	Freddy Kottulinsky Lotus 41	Ulf Svensson Brabham BT21	Lars Lindberg Brabham BT21	Leo Kinnunen Brabham BT18	Per-Jonas Ovarnstrom Merlyn Mk 10
Sep 3	Brno Czechoslovakia	105 miles	Manfred Mohr De Sanctis	Mike Beckwith DAF	Bernard Baur Brabham BT15	Kurt Keller Merlyn Mk 10	Vladimir Hubacek Lotus 41	Frieder Rädlein Melkus-Wartburg
Sep 5	Hameenlinna Finland	43 miles	Freddy Kottulinsky Lotus 41	Curt Lincoln Brabham BT21	Ulf Svensson Brabham BT21	Ronny Peterson Brabham BT18	Jouko Valli Brabham BT21	Ingvar Pettersson Brabham BT21
Sep 10	Montlhéry France	59.25 miles 91.49 mph	Philippe Vidal Matra MS5	Chris Williams Brabham BT21	Jean-Pierre Jausaud Matra MS5	Jean-Pierre Jabouille Matra MS5	Jean-Pierre Cassegrain Brabham BT21	Philippe de Henning Brabham BT21
Sep 10	Avus West Berlin	50 miles 118.43 mph	Kurt Ahrens Brabham BT21	Manfred Mohr De Sanctis	Ian Ashley Merlyn Mk 10	Ernst Maring Lotus 35	Mike Keens Brabham BT21	David Walker Merlyn Mk 10
Sep 17	Zolder Belgium	78.45 miles 94.09 mph	Derek Bell Brabham BT21	Chris Williams Brabham BT21	Kurt Ahrens Brabham BT21	Jean-Pierre Jausaud Matra MS5	Peter Westbury Brabham BT21	Philippe Vidal Matra MS5
Sep 17	Roskilde Denmark	18 miles 71.5 mph	Ole Vejlund Brabham BT21	Reine Wisell Brabham BT18	Ronny Peterson Brabham BT18	Ingvar Pettersson Brabham BT21	Ian Heggov Brabham BT21	Mike Keens Brabham BT21
Sep 24	Albi France	68.18 miles 97.90 mph	Henri Pescarolo Matra MS5	Derek Bell Brabham BT21	Charles Lucas Brabham BT21	Jean-Pierre Jausaud Matra MS5	Mike Knight Brabham BT21	Philippe Vidal Matra MS5
Sep 24	Skarpnack Sweden	82.6 mph	Gijs van Lennep DAF	Lars Lindberg Brabham BT21	Ronny Peterson Brabham BT18	David Walker Merlyn Mk 10	Dave Williamson Brabham BT18	Ove Nicklasson Lotus 35
Oct 1	Hockenheim W Germany	84.63 miles 109.62 mph	Kurt Ahrens Brabham BT21	Gianclaudio Regazzoni Tecno	Henri Pescarolo Matra MS5	Charles Lucas Brabham BT21	Jean-Pierre Jabouille Matra MS5	Manfred Mohr Brabham BT16
Oct 8	Montlhéry France	49.9 miles 82.34 mph	Philippe Vidal Matra MS5	Eric Offenstadt Lotus 41	Henri Pescarolo Matra MS5	Michel Dagorne Lola T60	François Cevert Alpine-Renault 27	Patrick Dal Bo Pymée
Oct 29	Brands Hatch England	26.5 miles 79.97 mph	Mike Beckwith DAF	Henri Pescarolo Matra MS5	John Miles Lotus 41	Peter Oethin Chevron	Harry Stiller Brabham BT23	Reine Wisell Brabham BT18
Nov 12	Jarama Spain	42 miles 76.69 mph	Gianclaudio Regazzoni Tecno	Reine Wisell Brabham BT18	Mike Beckwith DAF	Jean-Pierre Jausaud Matra MS5	Jean-Claude Guenard Matra MS5	Gijs van Lennep DAF