

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

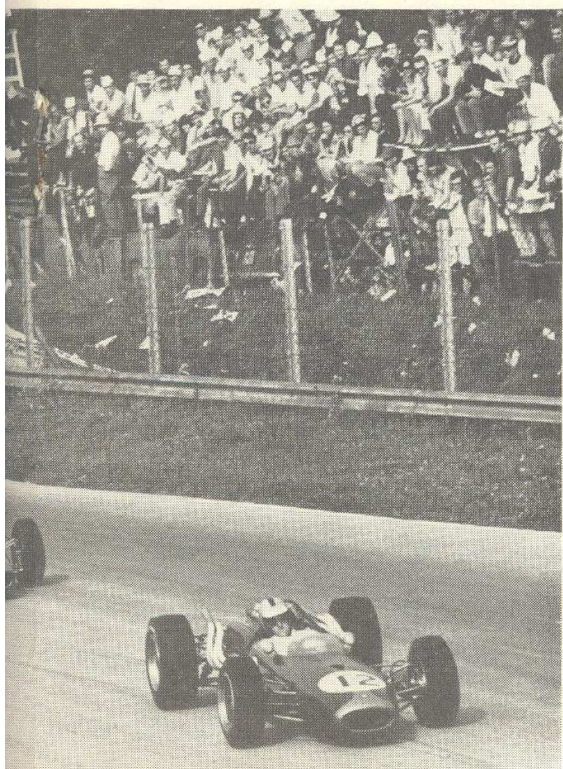
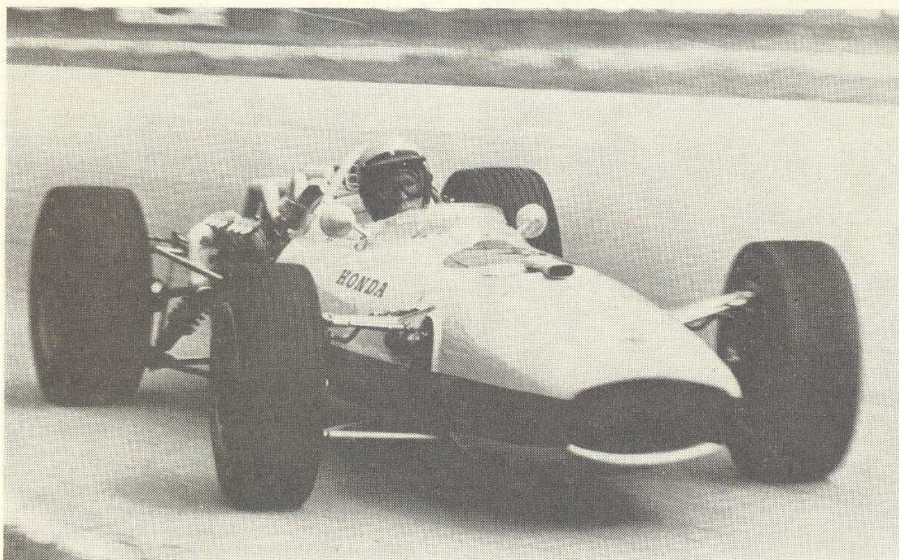
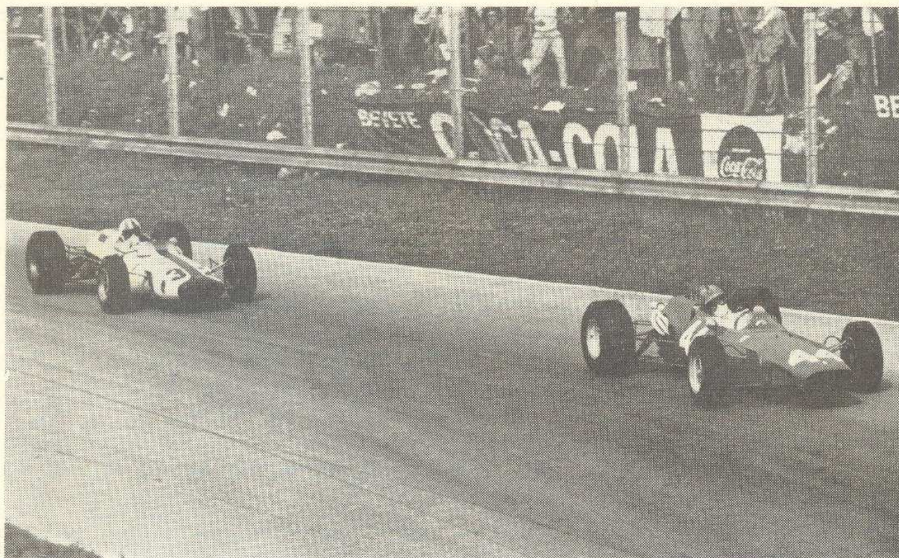
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GIANCARLO BAGHETTI had a ride in this Ferrari for Tim Parnell. Here he leads Mike Spence in the other Tim Parnell entry, the 2-litre Lotus-BRM (top). THE NEW HONDA displayed great promise and considerable speed before being severely damaged in an accident which followed a thrown tread.

With 50 laps chalked up the order was Scarfiotti, Parkes, Hulme and Rindt.

At 55 laps, the positions read:

- 1, Scarfiotti, 1 h 26 m 47.6 s, 135.84 mph;
- 2, Parkes, 1 h 27 m 02.5 s;
- 3, Hulme, 1 h 27 m 03.5 s;
- 4, Rindt, 1 h 27 m 59.7 s.

The pace of Clark was something of a revelation, and as he scorched past Scarfiotti one thought that it was a pity that he was so many laps adrift. Baghetti, who had been going so well in the Parnell-entered 2.4-litre V6 Ferrari, went off the road when the throttle jammed open.

It was now a question of whether or not Scarfiotti could keep going. At 57 laps he had a 16 secs lead over Parkes and Hulme, but at 60 laps this was down to 13 secs. With 66 laps covered and two to go, his lead over Parkes was 10 secs, but evidently Ferrari wanted an all-Italian victory. Eventually, to tremendous cheers from the partisan crowd, Scarfiotti took the chequered flag about 6 secs ahead of Parkes, who had just managed to keep in front of Hulme.

Rindt was overdue, having been doubled by the leader on the last lap. He came into view, wobbling all over the road with his nearside front tyre in ribbons. As he crossed the finishing line he swerved on to the grass and managed to stop without hitting anything.

The unlucky Arundell had blown up just past the pits, so it was Spence who captured fifth place ahead of Bob Anderson, who had gone surprisingly well with his 4-cylinder machine.

It was a first full-scale grand prix for Firestone, who celebrated afterwards in the Hotel de la Ville at Monza with a suitably noisy and bread-throwing dinner party.

RESULTS

- 1, Lodovico Scarfiotti (3.0 Ferrari V12), 1 h 47 m 14.8 s, 135.93 mph.
 - 2, Michael Parkes (3.0 Ferrari V12), 1 h 47 m 20.6 s.
 - 3, Denny Hulme (3.0 Brabham-Repco V8), 1 h 47 m 20.9 s.
 - 4, Jochen Rindt (3.0 Cooper-Maserati V12), 67 laps.
 - 5, Mike Spence (2.0 Lotus-BRM V8), 67 laps.
 - 6, Bob Anderson (2.5 Brabham-CC4), 66 laps.
 - 7, Bob Bondurant (2.0 BRM V8), 65 laps.
 - 8, Peter Arundell (2.0 Lotus-BRM V8), 63 laps.
 - 9, "Geki" (2.0 Lotus-CC V8), 63 laps.
- Fastest lap: Scarfiotti, 1 m 32.4 s, 139.19 mph (new record).

RETIREMENTS

Hill (3.0 BRM H16), engine, lap 1. Bonnier (Cooper-Maserati), engine, lap 4. Stewart (3.0 BRM H16), fuel tank, lap 6. Brabham (3.0 Repco-Brabham), engine, lap 8. Gurney (3.0 Eagle-Weslake V12), engine, lap 17. Ginther (3.0 Honda V12), crash, lap 17. Surtees (3.0 Cooper-Maserati), fuel tank, lap 32. Bandini (3.0 Ferrari V12), fuel feed, lap 34. Siffert (3.0 Cooper-Maserati), lap 47. Clark (3.0 Lotus-BRM H16), wheel weights, lap 59.

WORLD CHAMPIONSHIP

Drivers		Pts.
1, Jack Brabham	39
2, Jochen Rindt	18
3, Graham Hill	17
4, John Surtees	15
5, Jackie Stewart	14
Denny Hulme	14
7, Lorenzo Bandini	12
Michael Parkes	12
9, Lodovico Scarfiotti	9
10, Jim Clark	7
11, Mike Spence	4
12, Bob Bondurant	3
13, Dan Gurney	2
Richie Ginther	2
15, Bruce McLaren	1
John Taylor	1
Bob Anderson	1
Constructors		Pts.
1, Brabham-Repco	43
2, Ferrari	32
3, BRM	22
4, Cooper-Maserati	20
5, Lotus-CC	7
6, Lotus-BRM	4
7, Eagle-CC	2
8, McLaren-Serenissima	1
Brabham-CC	1

The Agip Trophy

Supporting race
for F3 cars

THE F3 race preceding the Italian Grand Prix ran to true Monza F3 form on Sunday when Jonathan Williams beat Ernesto Brambilla in another classic photo finish. So close was the race that the Brabham-mounted Brambilla was given the decision until the camera verdict was produced; so convinced was Brambilla that he had won that he jumped onto the winner's rostrum to the applause of his large following. But Italian honour was saved, as the Williams victory also meant another win for the Rome-based De Sanctis.

In practice Carlo Facetti (Brabham) had set the pace with a fastest lap of 1 min 48.9 secs, very slightly slower than Williams' record lap of 1 min 48.5 secs set up at the Vigorelli Trophy meeting here in May. Second quickest was Clay Regazzoni, the Swiss team-mate of Silvio Moser in the Martinelli-Sonvico team from Lugano; Regazzoni, who later proved to have the fastest car here, recorded 1 min 49.2 secs. Third quickest was the redoubtable Jonathan with 1 min 50.1 secs, although complaining that all was not well with the car.

The race, the Agip Trophy, followed standard Monza practice with two 12-lap heats and a 30-lap final, a rolling start being used in the heats and in the final. In the first heat from the fall of the flag it was all Regazzoni, and when he completed his first lap he had the extraordinary lead (for Monza) of at least ten car lengths over the duelling bunch. After Regazzoni (Brabham) on the first lap were Brambilla, Giorgio Pianta (a Lola called Butterfly), "Tiger" (De Sanctis), Nestor Salerno (Automundo Brabham), Francesco Ghezzi (Brabham), and Martin Davies. Second time round Regazzoni had pulled out an even greater lead over his rivals, but the battle between Pianta, "Tiger", Ghezzi and Brambilla was becoming more intense. On the fifth lap Carlos Pairetti (Automundo Brabham) joined the leading bunch by passing three cars in one lap and was disputing third place with "Tiger"

and Pianta, but nobody could get near the quick machine of Regazzoni. Two laps later Pairetti had got past Brambilla to take second spot, but Brambilla reversed the positions at Lesmo on the next lap. Australian Martin Davies was having fun with Ghezzi, getting past the Italian two or three times a lap and being re-passed the same amount of times, sometimes these two catching up Pairetti and "Tiger" who were playing the same follow-my-leader variations. With two laps to go, and with Regazzoni still being unsociable, the battle for second spot was becoming more dramatic by virtue of Pairetti's attempts at winning gold from Brambilla and Pianta, with "Tiger" equally determined to bring his De Sanctis into the picture. In the Curva Grande it was Pairetti, at Lesmo it was Brambilla, and at the Parabolica Pianta pushed past Pairetti. They were all tied together like bananas on the penultimate (except

Regazzoni who was noticeably quicker on the straights), and then up to the finishing line with Regazzoni winning by almost 4 secs from duellers Brambilla, Pianta, "Tiger", and Pairetti. Ghezzi took sixth place from Martin Davies.

The grid for the second heat contained Williams, Facetti, Cacho Fangio, Pittard, and the Icelandic driver Sverrir Thoroddsen. From the third row of the grid Fangio made a superb start and led until Lesmo, where Jonathan Williams took over. At the end of the first lap it was Williams from Thoroddsen, Fangio, Boley Pittard, Facetti, Corti (BWA), and Maglione (De Sanctis): this was more like the norm at Monza—all together just like they were friends. On lap 3 Thoroddsen took the lead from Williams, whilst Fangio, after his superb start, was dropping back slightly and was down in ninth place, though near enough the front to see what was going on. At the end of the eighth lap the order was Thoroddsen from Williams, Facetti and Pittard (BWA), then Manfredini (Brabham) and Bernard Baur (Brabham).

Thoroddsen retained his lead from Williams right up until the last lap, but Facetti, who had been mere yards away from Williams, passed the Icelandic driver as the leading bunch took the Parabolica, and up to the line it was Facetti, Williams who slipped past Thoroddsen, and Pittard in fourth place. Baur, who finished eighth behind Cacho Fangio, had the satisfaction of making fastest lap with a time of 1 m 49.6 s.

For the 30-lap final the Swiss Regazzoni was the favourite, and sure enough he took the lead at the fall of the flag, followed by Brambilla, Pairetti, and Facetti. At the end of the first lap, the Swiss had a short lead over Brambilla, Pairetti, Facetti and Williams. Pianta did it all wrong at Lesmo and retired at the pits minus the bonnet cover.

On lap 3 Thoroddsen retired with a broken half shaft and two laps later Pittard had an incident in the first part of Lesmo, and retired, having made fastest lap of the race. Next lap Facetti was out with a dropped valve, but Regazzoni seemed to have the race tied up, being caught on the corners but always managing to pull out a lead on the straights from the pursuing Williams, "Tiger", Pairetti, and Corti. Then on lap 12 everything happened: Cacho Fangio touched another car and lost his bonnet top, which hit Baur. Baur went off the road, but was not badly hurt. At Lesmo Pairetti touched Regazzoni who spun and was hit by two cars. Into the lead swept Williams from Brambilla, and these two, having lost their playmates, dominated the race from this point. Behind them was a four-car struggle, featuring "Tiger", Corti, Martin Davies and Ghezzi, with the first two usually leading over the finish line.

The Williams-Brambilla duel was another Monza war of nerves, cunning and strategy, both drivers trying to be the one who benefited from a slipstream from the other. As they came out of the Parabolica on the final lap it was Brambilla, Jonathan Williams being an inch or two behind. Fifty yards before the finish line Jonathan pulled out of the slipstream to take the lead, or that was the intention, but when the flag fell the crowds, the officials, and even Brambilla thought that Brambilla had won: even for the wily Williams it looked as though he had made his effort a fraction of a second too late. Then the photographic proof was shown, and Williams was given the verdict.

DICK SUTER.

RESULTS

Heat 1 (12 laps): 1, Clay Regazzoni (Brabham), 22 m 20.4 s, 115.145 mph; 2, Ernesto Brambilla (Brabham); 3, Giorgio Pianta (Lola). Fastest lap: Carlos Pairetti (Brabham), 1 m 49.9 s, 117.047 mph. Heat 2 (12 laps): 1, Carlo Facetti (Brabham), 22 m 29.2 s, 114.392 mph; 2, Jonathan Williams (De Sanctis); 3, Sverrir Thoroddsen (Brabham). Fastest lap: Bernhard Baur (Brabham), 1 m 49.6 s, 117.380 mph. Final (30 laps): 1, Jonathan Williams (De Sanctis), 55 m 59.9 s, 114.815 mph; 2, Ernesto Brambilla (Brabham); 3, "Tiger" (De Sanctis); 4, Enzo Corti (BWA); 5, Martin Davies (Brabham); 6, Francesco Ghezzi (Brabham). Fastest lap: Boley Pittard (BWA), 1 m 49.8 s, 117.134 mph.

THEY WERE as close as this, and closer, for most of the final. Ernesto Brambilla (Brabham) hides his frontal area behind the De Sanctis of Jonathan Williams as the pair rush past the pits (below). ERNESTO looks resigned and Jonathan looks relieved after the announcement of the camera's verdict (bottom).

