1900-1905 GORDON BENNETT CUP

1900: Paris-Lyon.		
1	France	Fernand Charron, FR	Panhard

1901: Paris-Bordeaux.		
1	France	Léonce Girardot, FR	Panhard
The race was won by Henri Fournier, FR who was not designated Gordon Bennett Cup entrant.			

1902: Paris-Innsbruck.		
1	Great Britain	Selwyn Edge, AU	Napier
Australia established independence from Great Britain in 1901, however, Selwyn Edge was entered by the British autoclub. Gordon Bennett Cup results were declared in Innsbruck, although the complete race continued to Vienna and was won by Marcel Renault.			

1903: Athy Circuit.		
1	Germany	Camille Jenatzy, BE	Mercedes
Camille Jenatzy was entered by the German autoclub through Mercedes factory.			

1904: Hochtaunuskreis.		
1	France	Léon Théry, FR	Richard-Brasier

1905: Circuit d'Auvergne.		
1	France	Léon Théry, FR	Richard-Brasier

1925-1927 AUTOMOBILE WORLD CHAMPIONSHIP

Point Scoring System
1 point for 1st position, 2 points for 2nd position, 3 points for 3rd position, 4 points for running at finish, 5 points for not running at finish, 6 points for not starting the race at all. Manufacturers not competing in the Italian Grand Prix were not eligible for Championship points in any other event.

1925: Indianapolis 500, Belgian Grand Prix, ACF Grand Prix, Italian Grand Prix.	
1	Alfa Romeo	7 points

1926: Indianapolis 500, ACF Grand Prix, British Grand Prix, San Sebastian Grand Prix, Italian Grand Prix.	
1	Bugatti	11 points

1927: Indianapolis 500, ACF Grand Prix, British Grand Prix, Spanish Grand Prix, Italian Grand Prix.	
1	Delage	10 points

1931-1932 EUROPEAN RACING CHAMPIONSHIP

Point Scoring System
Not sure. Possibly identical to the 1935-1939 Driver Championship.

1931. Italian Grand Prix, ACF Grand Prix, Belgian Grand Prix.		
1	Ferdinando Minoia, IT	Alfa Romeo	9 points

1932. Italian Grand Prix, ACF Grand Prix, German Grand Prix.		
1	Tazio Nuvolari, IT		4 points
1	Alfa Romeo		4 points

1935-1939 EUROPEAN DRIVER CHAMPIONSHIP

Point Scoring System
1 point for 1st position, 2 points for 2nd position, 3 points for 3rd position, 4 points for completing 75% of the race, 5 points for completing 50% of the race, 6 points for completing 25% of the race, 7 points for completing less than 25% of the race, and 8 points for not starting the race at all.

1935: Belgian Grand Prix, German Grand Prix, Swiss Grand Prix, Italian Grand Prix, Spanish Grand Prix.		
1	Rudolf Caracciola, DE	Mercedes-Benz	12 points
2	**Luigi Fagioli, IT**	Mercedes-Benz	20 points
3	Tazio Nuvolari, IT	Alfa Romeo	23 points
Some sources suggest that Caracciola's points total was 16 instead of 12.			

1936: Monaco Grand Prix, German Grand Prix, Swiss Grand Prix, Italian Grand Prix.		
1	Bernd Rosemeyer, DE	Auto Union	10 points
2	**Hans von Stuck, DE**	Auto Union	13 points
3	Tazio Nuvolari, IT	Alfa Romeo	17 points
	Achille Varzi, IT	Auto Union	

1937: Belgian Grand Prix, German Grand Prix, Monaco Grand Prix, Swiss Grand Prix, Italian Grand Prix.		
1	Rudolf Caracciola, DE	Mercedes-Benz	13 points
2	Manfred von Brauchitsch, DE	Mercedes-Benz	15 points
3	**Hermann Lang, DE**	Mercedes-Benz	19 points
	Christian Kautz, CH	Mercedes-Benz	

1938: ACF Grand Prix, German Grand Prix, Swiss Grand Prix, Italian Grand Prix.		
1	Rudolf Caracciola, DE	Mercedes-Benz	13 points
2	Manfred von Brauchitsch, DE	Mercedes-Benz	14 points
3	Richard Seaman, GB	Mercedes-Benz	17 points

1939: Belgian Grand Prix, ACF Grand Prix, German Grand Prix, Swiss Grand Prix.		
1	**Hermann Lang**, DE	Mercedes-Benz	
2	Rudolf Caracciola, DE	Mercedes-Benz	
3	Manfred von Brauchitsch, DE	Mercedes-Benz	
The season was interrupted by World War II. Consequently, AIACR did not proclaim an official European Champion. Instead, the German national sports authority published their decision identifying Lang as the winner of the title. This was a logical choice because Lang had won most races, however, it seems that in accordance with the rules, Hermann Paul Müller in an Auto Union should have been the correct Champion.			