

1970s FACTS & NUMBERS			
1970-77	World Championship sanctioned by FIA through CSI subsidiary.		
1978-79	World Championship sanctioned by FISA.		
1970-NL74	No regulatory restrictions on how many cars can qualify unless imposed by local organizers. Starting grid was determined in several timed practice sessions held over 2-3 days preceding the race.		
1970-71	Maximum engine capacity 3000cc or 1500cc supercharged or turbocharged. Minimum weight 530 kg car only.		
1972	Maximum engine capacity 3000cc or 1500cc supercharged or turbocharged. Minimum weight 550 kg car only.		
1973-1979	Maximum engine capacity 3000cc or 1500cc supercharged or turbocharged. Minimum weight 575 kg car only.		
FR74-1975	CSI authorized to pre-determine the number of cars that would be allowed to start in each Grand Prix. Starting grid was determined in several timed practice sessions held over 2-3 days preceding the race.		
1976-79	Maximum number of cars taking part in any Grand Prix was limited to 26 and 20 in Monaco. However, for many race tracks the starting grid was further restricted to 24 or 22 cars, and was determined in several timed practice sessions held over 2 days preceding the race.		
World Championship Grands Prix	144		
Drivers Taking Part in a World Championship GP Event	175		Includes 6 from 1950s and 32 from 1960s.
Drivers Taking Part in World Championship GP Race	156	89.143%	Includes 6 from 1950s and 31 from 1960s. Plus 4 qualified for but never started in GP.
Average Number of Starters per GP	23.833		Range 16 – 31.
Average Number of GP Starts per Driver	22.000		Range 1 – 130.
Drivers Achieving Top-Ten Race Result	102	65.385%	
Drivers Achieving Top-Six Race Result	66	42.308%	
Drivers Achieving Top-Three Qualifying Result	34	21.795%	
Drivers Achieving Top-Three Race Result	45	28.846%	
Drivers Achieving Fastest Race Lap	33	21.154%	Includes shared result.
Drivers Achieving Fastest Qualifying Lap	27	17.308%	
Drivers Achieving Pole Position	27	17.308%	
Drivers Achieving Race Lead	38	24.359%	
Drivers Achieving GP Win	29	18.590%	
Drivers Achieving World Championship Points Lead	14	8.974%	
World Champions	7	4.487	
Circuits Holding World Championship Event	28		
Constructor Teams Participating in World Championship	44		
Customer Teams Participating in World Championship	44		
Private Entrants Participating in World Championship	2		
Total Race Laps	9282+		
Total Race Kilometers	43855.031		
Average Race Distance in km	304.549		Range 109.939 – 399.761.

Once again, most newcomers entered the scene quietly and largely unnoticed. Jabouille did not qualify in his first two tries, and Tambay, Cheever and Arnoux also failed to qualify at first. Those who qualified but did not finish included Cevert, Gethin, Lauda, Hunt, Mass, Watson, Pryce, Laffite, Jones, Nilsson, Rosberg and Piquet. Jarier and Depailler finished too far back to be classified. Among those classified in their first race were Peterson, E. Fittipaldi, Pace, J. Scheckter, Brambilla, Patrese, Villeneuve, Pironi and de Angelis. Reutemann qualified on the pole position for his home track debut in 1972 and finished 7th, but only Regazzoni was able to score points immediately when he finished 4th in the 1970 Dutch Grand Prix, after qualifying 6th. Nonetheless, Scheckter led the race in his second and third GP starts.

Rindt, who had a run of four consecutive wins in 1970 made only nine starts and took one Championship title. Stewart, E. Fittipaldi, and Lauda had each won two titles, with the rest going to Hunt, Andretti, and Scheckter. If there were any dominant figures, it would have to be first Stewart with 29 top three qualifying and 24 podiums in 49 races, and later Lauda who qualified in top three 46 times and had 39 podium finishes (including nine in a row in 1975/1976) in 113 races. Fittipaldi started in 130 races, qualified in top three 25 times, had 34 podiums, and contributed points in four Constructor Championships. With the exception of Stewart, other drivers could no longer enjoy the privilege of driving for a competitive team every year. As money became increasingly important and influential, most had to start at the bottom with small budget teams, and wait for their chance. Some, like Fittipaldi, made personal decisions that have hurt them competitively, while others were probably just unlucky. Lotus Ford and Ferrari each won four Constructor titles, with the other two going to Tyrrell Ford and McLaren Ford.

While fuel regulations remained stable, technical development and innovation produced first slick and later radial tyres, turbo engines, ground effects, carbon brake and chassis components, transverse gearbox, and even six-wheel cars. The driver safety was further improved and now a pre-race safety inspection was mandatory for all racetracks. This eventually led to the abandonment of Nürburgring-Nordschleife after Lauda's accident in 1976, and configuration changes at other circuits. Maximum race distance of 200 miles (321.869 km) subject to a two hour limit was established in 1974. Other measures included FIA regulation of such details as rearview mirrors and materials used for fireproof driver overalls and helmets, or composition of gravel traps. The single-cell fuel tank construction went through numerous upgrades, while the cockpit had to be constructed in such a way that the driver could leave it, or be removed, within five seconds. The six-point safety belts have finally become mandatory, as did a wall separating the track from the pit-lane,

or safety barriers. A red light was mounted at the rear of all cars to aid drivers in low visibility conditions, and both the safety car and medical car made first appearances. Ultimately, since 1979 all drivers entered in the Championship were required to obtain a FIA Superlicense.

During the decade, various awards were created usually by the race organizers or sponsors, to honor drivers for exceptional conduct on the circuit, or outstanding effort behind the wheel. They included the BP Man of the Meeting, Prix Rouge et Blanc, Jo Siffert Award, and the Prix d'Orange & Prix d'Citron given out by the International Racing Press Association to drivers, who were most and least cooperative with journalists. Aristocrats returned to the FIA presidency, Belgian Amaury de Merode (1971-1975) and Paul Alfons Fürst von Metternich-Winneburg (1975-1985) from Germany.

‡ Wilfried Andrews, Jo Bonnier, Tony Brise, François Cevert, Louis Chiron, Piers Courage, Mark Donohue, George E.T. Eyston, Rudolf Fischer, Yves Giraud Cabantous, Ignazio Giunti, Amédée Gordini, Graham Hill, Tony Hulman, Helmut Köinigg, Count Hadelin de Liedekerke Beaufort, Ernesto Maserati, Bruce McLaren, Carlos Menditeguy, Silvio Moser, Gunnar Nilsson, Fred Offenhauser, sir Alfred Owen, Carlos Pace, Mike Parkes, Ronnie Peterson, Luigi Piotti, Tom Pryce, Peter Revson, Edward V. Rickenbacker, Jochen Rindt, Pedro Rodríguez, Jo Siffert, Hans Stuck, Roger Williamson, and several others.

Jako obvykle, většina nováčků vstoupila na scénu spíše bez povšimnutí. Jabouille se v prvních dvou pokusech ani nekvalifikoval a stěhně napoprvé dopadli Tambay, Cheever a Arnoux. Mezi těmi, kdo se kvalifikovali ale svůj první závod nedokončili byli Cevert, Gethin, Lauda, Hunt, Mass, Watson, Pryce, Laffite, Jones, Nilsson, Rosberg a Piquet. Jarier a Depailler sice dijeli, ale s takovou ztrátou, že nebyli klasifikováni. Větší štěstí měli Peterson, E. Fittipaldi, Pace, J. Scheckter, Brambilla, Patrese, Villeneuve, Pironi a de Angelis. Reutemann se v debutu na domácí trati kvalifikoval na pole position a dojel sedmý, ale pouze Regazzoni hned při prvním startu bodoval za čtvrté místo v Holandsku 1970, kde startoval ze šesté pozice. Nicméně, Scheckter se hned ve svém druhém a třetím startu objevil v čele závodu.

Rindt, který v sezoně 1970 vyhrál čtyři závody v řadě, měl pouze devět startů a získal jeden mistrovský titul. Stewart, E. Fittipaldi, a Lauda shráblí po dvou titulech a zbytek vyhráli Hunt, Andretti, a Scheckter. Pokud v dekadě byly nějaké dominantní postavy, pak to byl nejprve Stewart s 29 kvalifikacemi mezi prvními třemi a 24 stupni vítězů ve 49 závodech, kterého pak nahradil Lauda, když se kvalifikoval mezi prvními třemi 46 krát a stál na stupních vítězů ve 39 případech ze 113 startů. Fittipaldi startoval ve 130 GP, měl 25 kvalifikací mezi prvními třemi a na stupně vítězů se postavil 34 krát, zatím co přispěl ke čtyřem vítězstvím v poháru konstruktérů. S výjimkou Stewarta, ostatní piloti už neměli šanci jezdit pro silný tým každý rok. Peníze hrály čím dál tím důležitější roli a většina pilotů musela začínat v malých týmech, odkud se pak snažili vypracovat a čekat na svoji příležitost. Někteří, jako například Fittipaldi, udělali osobní rozhodnutí, která jejich kariéře moc neprosperla a někteří další měli prostě jenom smůlu. Lotus Ford a Ferrari získali po čtyřech titulech konstruktérů, ostatní dva připadly na Tyrrell Ford a McLaren Ford.

Předpisy týkající se paliva zůstaly stabilní, ale technický vývoj a inovace vyprodukovaly nejprve hladké a pak radiální pneumatiky, turbomotory, přísavný efekt, grafitové brzdy a další komponenty, diagonální převodovku a dokonce vůz se šesti koly. Zlepšila se i bezpečnost pilotů a každá trať musela projít prověrkou před závodem. Toto pravidlo eventuálně přispělo k tomu, že Nürburgring-Nordschleife byl po Laudově havárii v roce 1976 z šampionátu vyřazen, zatímco ostatní tratě prošly různými úpravami. Maximální délka závodu byla v roce 1974 ustanovena na 200 mil (321.869 km) a podléhala dvouhodinovému limitu. Další změny v regulích FIA se věnovaly tak zdánlivým maličkostem, jako velikost zpětných zrcátek, materiály použité na výrobu overalů a přileb, nebo dokonce složení šterkových zón kolem trati. Mnoha úpravami prošel vývoj palivové nádrže a kokpit vozu musel být zkonstruován tak, aby ho pilot mohl opustit (nebo být vytažen) během pěti vteřin. Šestibodové záchranné pásy byly konečně povinné, boxy byly od trati odděleny zdí, a kolem trati byly umístěny záchranné bariéry. Na zádi všech vozů bylo umístěno červené světlo pro případ snížené viditelnosti a během závodů se poprvé objevila i bezpečnostní (safety car) a záchranná vozidla. Nakonec, od roku 1979 musí všichni piloti přihlášení do mistrovství světa disponovat superlicencí FIA.

Během tohoto desetiletí vznikla i různá ohodnocení, která zavedli většinou pořadatelé nebo sponzoři. Jezdci mohli být vyznamenáni za vyjimečné vystupování nebo výkon. Mezi ty hlavní patřily BP Man of the Meeting, Prix Rouge et Blanc, Jo Siffert Award, a Prix d'Orange & Prix d'Citron, kterou udělovali novináři pilotům za nejlepší a nejhorší spolupráci s médii. Do prezidentství FIA se vrátila šlechta, Belgičan Amaury de Merode (1971-1975) a Paul Alfons Fürst von Metternich-Winneburg (1975-1985) z Německa.

1970s GRANDS PRIX

015	SOUTH AFRICA			
Kyalami	1970-1979	GPs: 10	Laps: 785	Km: 3221.626
008	SPAIN			
Jarama	1970-1979	GPs: 7	Laps: 564	Km: 1919.856
Montjuïc Park	1971-1975	GPs: 3	Laps: 179	Km: 678.589
Total	1970-1979	GPs: 10	Laps: 743	Km: 2598.445
002	MONACO			
Monte Carlo	1970-1979	GPs: 10	Laps: 776	Km: 2522.178
004	BELGIUM			
Spa-Francorchamps	1970	GPs: 1	Laps: 28	Km: 394.800
Nivelles-Baulers	1972-1974	GPs: 2	Laps: 170	Km: 633.080
Zolder	1973-1979	GPs: 6	Laps: 420	Km: 1787.100
Total	1970-1979	GPs: 9	Laps: 618	Km: 2814.980
009	NETHERLANDS			
Zandvoort	1970-1979	GPs: 9	Laps: 672	Km: 2834.922
005	FRANCE			
Clermont-Ferrand	1970-1972	GPs: 2	Laps: 76	Km: 612.180
Paul Ricard	1971-1978	GPs: 5	Laps: 271	Km: 1574.510
Dijon-Prenois	1974-1979	GPs: 3	Laps: 240	Km: 871.120
Total	1970-1979	GPs: 10	Laps: 587	Km: 3057.810
001	GREAT BRITAIN			
Brands Hatch	1970-1978	GPs: 5	Laps: 383	Km: 1624.598
Silverstone	1971-1979	GPs: 5	Laps: 327	Km: 1541.895
Total	1970-1979	GPs: 10	Laps: 710	Km: 3166.493
007	GERMANY			
Hockenheimring	1970-1979	GPs: 4	Laps: 187	Km: 1269.543
Nürburgring-Nordschleife	1971-1976	GPs: 6	Laps: 82	Km: 1872.470
Total	1970-1979	GPs: 10	Laps: 269	Km: 3142.013
017	AUSTRIA			
Österreichring	1970-1979	GPs: 10	Laps: 521	Km: 3084.599
006	ITALY			
Monza	1970-1979	GPs: 10	Laps: 531	Km: 3068.806
018	CANADA			
Mont-Tremblant	1970	GPs: 1	Laps: 90	Km: 383.829
Mosport Park	1971-1977	GPs: 6	Laps: 464	Km: 1836.222
Montréal	1978-1979	GPs: 2	Laps: 142	Km: 632.520
Total	1970-1979	GPs: 9	Laps: 696	Km: 2852.571
014	UNITED STATES			
Watkins Glen	1970-1975	GPs: 6	Laps: 403	Km: 2003.016
016	MEXICO			
Mexico City	1970	GPs: 1	Laps: 65	Km: 325.000
010	ARGENTINA			
Buenos Aires	1972-1979	GPs: 7	Laps: 455	Km: 2214.447
019	BRAZIL			
Interlagos	1973-1979	GPs: 6	Laps: 232	Km: 1843.280
Jacarepaguá	1978	GPs: 1	Laps: 63	Km: 316.953
Total		GPs: 7	Laps: 295	Km: 2160.233
020	SWEDEN			
Anderstorp	1973-1978	GPs: 6	Laps: 454	Km: 1825.082
021	UNITED STATES WEST			
Long Beach	1976-1979	GPs: 4	Laps: 320+	Km: 1043.792
022	UNITED STATES EAST			
Watkins Glen	1976-1979	GPs: 4	Laps: 236	Km: 1282.604
023	JAPAN			
Fuji	1976-1977	GPs: 2	Laps: 146	Km: 636.414