

VARIOUS	
GP	NOTES
1970	In a quest for greater safety, Jackie Stewart, GB and Piers Courage, GB tested the Gentex helicopter pilot helmets, and Courage wore it in at least one race.
ZA70	John Surtees, GB and Jack Brabham, AU are credited with shared fastest race lap at 1:20.8 (182.844 km/h) but Surtees possibly posted only 1:21.1 (182.167 km/h) or 1:22.8 (178.427 km/h).
ES70	The first day of practice was divided into three sessions, the third one being reserved for the drivers who needed to qualify for the starting grid, as opposed to those who were automatically eligible to start. Due to misunderstanding, this soon led to confusion, because the times recorded in this half-hour session were going to select the fastest six for places on the grid, but apparently did not determine the grid positions. Upon learning this, the shop steward of the team managers demanded another half-hour of practice for everyone, the times to count for grid positions, but not everyone was fully informed about this, so a number of people thought it was an untimed session. Overnight another announcement came out from the FIA that there would be a change and only times recorded during the two half-hour periods of Friday would count for the grid. This provoked immediate protests from teams McLaren and Surtees, for neither had taken part in the final Friday session, thinking that their earlier times were good enough. While regular practice session took place on Saturday, there were union officials, team-managers, race organizers and FIA officials making so many decisions that the situation was ever more uncertain. In an attempt to simplify everything, race organizers announced that all 22 drivers who took part in any practice session would be eligible to start. Then on Sunday morning the FIA had over-ruled all others enforcing the initial rule that only allowed 16 starters to take part in the Grand Prix. These would be the ten seeded drivers, plus Pescarolo, Oliver, McLaren, Courage, Servoz-Gavin, and Andretti, with Stommelen as first reserve. In spite of this declaration, 20 cars assembled on the starting grid. Missing were Courage as his car could not be fixed after Saturday's accident and Eaton whose BRM was cannibalized for parts to keep Oliver's car going. Walker Racing's mechanics were hard at work to repair Hill's car, causing him to arrive in his grid position late. The race stewards decided that it was a transgression worthy of exclusion from the race start. Getting Hill's cooperation proved rather problematic, as the Englishman made it very clear that he was prepared to physically confront anybody who would dare to touch his car! After a few minutes the stewards decided that it would be wiser to concentrate their efforts at the other problem at hand, namely too many cars on starting grid, and soon the extra four cars were pushed back into the pitlane. All this caused the filed to finally depart for a formation lap 20 minutes later than intended.
MC70	Graham Hill, GB qualified in Walker Racing's Lotus 49C, but in the race used factory entered 49C that John Miles, GB failed to qualify. The only possibility to monitor the cars from the start/finish line was to watch them approach the last corner behind the pits. On the last lap, Jack Brabham, AU was observed in the lead but missed his braking point and slid into the guardrail, allowing Jochen Rindt, AT to pass him. When Rindt arrived at the finish line, the marshal supposed to wave the checkered flag did not realize he was the winner, and the flag was waived only when Brabham arrived some 20 seconds later.
BE70	Pedro Rodríguez, MX allegedly won with an illegal 3.30 liter sportscar engine in 1:38:09.9 (241.308 km/h). Chris Amon, NZ was next across the line in 1:38:11.0 (241.263 km/h).
GB70	Jochen Rindt, AT was initially disqualified for bodywork irregularities but reinstated after appeal.
AT70	John Miles, GB and Denny Hulme, NZ switched their starting grid positions due to error.
AT70	Clay Regazzoni, CH and Jacky Ickx, BE were initially credited with shared fastest race lap at 1:40.40 (211.948 km/h) but it was later verified that the best times were 1:40.39 (211.969 km/h) for Regazzoni and 1:40.42 (211.906 km/h) for Ickx.
CA70	Jackie Stewart, GB drove March Ford in the first qualifying session achieving 1:31.9 (167.064 km/h) which would place him 4th on the starting grid. He then qualified in Tyrrell Ford at 1:31.5 (167.794 km/h) for the pole position.
IT71	After failing to qualify for his home Grand Prix in 1970, Hubert Hähne, DE (March Ford) decided to rent his car to Shell Arnold Team, who then entered it for Jean Pierre Jarier, FR at Monza 1971, but the car livery still prominently featured the Hubert Hahne Racing logo.
IT71	Jacky Ickx, BE was initially credited with fastest qualifying time at 1:22.82 (249.940 km/h) but later the credit was given to Chris Amon, NZ after it was confirmed that he posted 1:22.40 (251.214 km/h).
CA71	Scheduled for 80 laps (316.590 km) but was stopped & declared after 64 laps (80.000%) due to rain.
NL72	The race was scheduled for 18 June but was cancelled after GPDA declared the Zandvoort circuit too dangerous.
FR72	The race was scheduled for 2 July at Paul Ricard circuit but after the organizers failed to obtain sufficient funds it was re-scheduled to Clermont-Ferrand circuit. Jean Pierre Beltoise, FR posted 14th fastest qualifying time in BRM P160C car, but damaged it in the warm-up session. He used the P160B car, in which his teammate (Howden Ganley, NZ) qualified in 22nd place. Although 29 drivers set qualifying time and the starting grid was restricted to 25 cars, only 24 started.
ZA73	Jackie Stewart, GB posted 2nd fastest qualifying time at 1:16.33 (193.650km/h) but damaged the car later in the session. Was then required to set new qualifying time and did so using his teammate's (François Cevert, FR) car at 1:17.65 (190.269 km/h) for 16th position on the starting grid.
ZA73	François Cevert, FR qualified 10th at 1:16.98 (191.925 km/h) but his car was later taken over by his teammate. He was able to start the race in his teammate's repaired car but was demoted to the back of the starting grid.
ZA73	Jackie Stewart, GB was excluded from initial result after McLaren team manager Teddy Mayer alleged that he passed at least three cars during the yellow flag period. Stewart denied any wrongdoing and was declared a winner while receiving reprimand from race director. When the accident occurred at the beginning of lap three Stewart was shown in 10th position. The yellow flag was displayed for over three laps. Stewart was 7th at the end of lap three and 3rd by the end of lap six.
MC73	David Purley, GB and Graham Hill, GB switched their starting grid positions due to error.
GB73	Stopped on lap 1 due to multiple accidents when Jackie Stewart, GB was leading. The lap was rescinded and race re-started for remaining distance.
NL73	Emerson Fittipaldi, BR (Lotus Ford) set best qualifying time of 1:20.61 (188.731 km/h) in chassis No,R5 but this car was destroyed in qualifying accident. Race organizers have determined that Fittipaldi's starting grid position needs to be determined by the time 1:22.24 (184.990 km/h) he set in chassis No.R7, which he used in the race.

IT73	Team Lotus owner Colin Chapman was found guilty of manslaughter in case of Jochen Rindt's death in 1970. Realizing that they would be exposed to similar prosecution in case of serious accident, remaining team owners threatened not to race in Italy, unless Chapman's security and freedom of movement are guaranteed. The matter was resolved just days before the race but the charges were not officially dismissed until 1976.
CA73	In the confusion caused by changing weather conditions and deployment of a Safety Car, Howden Ganley, NZ was waved-off with the checkered flag as race winner, but unsure about his position continued to complete another lap and received the checkered flag for second time. After the race, the organizers declared Peter Revson, US a winner, while Ganley was classified a lap down in 6th. Nonetheless, the accuracy of classification for positions beyond 2nd place remains doubtful.
1973	Howden Ganly, NZ and Martin Read designed and constructed Formula 1 car that Ganley wanted Frank Williams Racing Cars to use in 1974. On paper, the car was apparently superior to the Iso-Marlboro cars being used by the team. Supporting the idea, Phillip Morris agreed to reimburse Ganley and Read for incurred expenses, and donate the car to Williams as part of their sponsorship package. However, Frank Williams refused and the mostly completed Ganley F1 car was put to storage without ever being driven.
1974	Already during 1973 the FIA introduced new rule for allocating car numbers that would remain the same during an entire season. The intention was for a current world champion to be assigned No.1 and Emerson Fittipaldi, BR carried that number since BR73. In 1974 this rule became official, however, because Jackie Stewart, GB retired after the 1973 season, numbers 1 and 2 were assigned to Team Lotus, which won the 1973 constructors championship, and Ronnie Peterson, SE drove car No.1.
BR74	Scheduled for 40 laps (318.400 km) but was stopped & declared after 32 laps (80.000%) due to rain.
ES74	Scheduled for 90 laps (306.360 km) but was stopped & declared after 84 laps (93.333%) due to two-hour limit.
ES74	Patrick Depailler, FR qualified in Tyrrell 005, which he later damaged and he used spare 006 in the race.
BE74	Clay Regazzoni, CH is credited with fastest qualifying lap at 1:09.82 (192.014 km/h) probably in error. Jody Scheckter, ZA set next official fastest qualifying lap at 1:10.86 (189.196 km/h). It is alleged that with 32 drivers attending qualifying the timekeepers might have been overwhelmed and this might have led to the error.
MC74	Patrick Depailler, FR qualified in Tyrrell 007, which failed on its way to the starting grid and he used spare 006 in the race.
FR74	After local organizers excluded certain teams from practice in Monaco and Sweden due to high number of entries, CSI issued a statement during the Dutch Grand Prix stipulating that such exclusions are not authorized. When two drivers were refused to complete practice session in France, an official protest from the Ensign team principal Morris Nunn led to a meeting between FOCA and CSI. A ban of the exclusions was reinforced with a provision authorizing CSI to pre-determine the number of cars that would be allowed to start in each race, based on case-by-case basis.
FR74	Patrick Depailler, FR qualified in Tyrrell 007, which he later damaged and he used spare 006 in the race.
GB74	Niki Lauda, AT finished 9th after completing 73 of the 75 laps but was awarded one extra lap after appeal and classified 5th, because his pit exit was blocked by service vehicle.
ES75	Scheduled for 75 laps (284.325 km) but was stopped & declared after 29 laps (38.667%) due to accident. Half points were awarded.
MC75	Scheduled for 78 laps (255.684 km) but was stopped & declared after 75 laps (96.154%) due to two-hour limit.
SE75	Vittorio Brambilla, IT is credited with pole position at 1:24.630 (170.918 km/h). Allegedly a team member cut the timing beam by waving a hand in front of it before Brambilla's car did. Patrick Depailler, FR might have posted the real pole position time at 1:25.010 (170.154 km/h).
GB75	Scheduled for 67 laps (316.146 km). Race was run until the conclusion of lap 57 when it was stopped due to multiple accidents and results were declared at the end of lap 56 (83.582%).
AT75	Scheduled for 54 laps (319.194 km) but was stopped & declared after 29 laps (53.704%) due to heavy rain. Half points were awarded.
CA75	The race was scheduled for 21 September at Mosport Park but was cancelled due to unresolved dispute between race organizers and FOCA over the starting money.
AR76	The race was scheduled for 11 January at Buenos Aires but had to be cancelled because race organizers failed to secure sufficient funds.
ZA76	James Hunt, GB and Niki Lauda, AT switched their starting grid positions due to error.
ES76	James Hunt, GB was initially disqualified for bodywork irregularities but reinstated after appeal. The team was assessed monetary fine instead.
ES76	Jacques Laffite, FR was initially disqualified for bodywork irregularities but reinstated after appeal. The team was assessed monetary fine instead.
FR76	John Watson, GB was initially disqualified for bodywork irregularities but reinstated after appeal.
GB76	Stopped on lap1 when Niki Lauda, AT was leading. The lap was rescinded and race re-started for original distance. James Hunt finished 1st in 1:43:27.61 (186.080 km/h) and recorded fastest lap at 1:19.82 (189.733 km/h) but was running illegally due to failing to complete a full lap after the initial start. He retains credit for laps in lead.
DE76	Prior to Saturday qualifying, the RAM Automotive cars driven on Friday by Lella Lombardi, IT and Rolf Stommelen, DE were impounded by local police, due to claims by Loris Kessel, CH and sponsor Tissot that Kessel had priority over Lombardi to drive the car. Stommelen accepted an invitation to drive spare Brabham Racing car and after local organizers accepted the time he set on Friday in the RAM Automotive car, he was able to start the race.
DE76	Ronnie Peterson, SE led the first lap but the race was stopped due to accident on lap 2 when Jochen Mass, DE was leading. Those 2 laps were rescinded and the race re-started for original distance.
AT76	Three new Austrian drivers were entered for the home race in absence of Niki Lauda, who was injured two weeks earlier at the Nürburgring. It is alleged that Raiffeisenbank (the main sponsor of the event) used their influence to persuade the Austrian autoclub to exclude Karl Oppitzhauser and Otto Stuppacher from participation, in order to minimize the possibility that Raiffeisenbank sponsored Hans Binder would fail to qualify.

IT76	John Watson, GB qualified 8th at 1:42.47 (203.767 km/h) James Hunt, GB 9th at 1:42.51 (203.687 km/h) and Jochen Mass 11th at 1:42.68 (203.350 km/h). After qualifying, race organizers erased Saturday times for all three, citing slightly ambiguous fuel violations. This meant that only their times from Friday rainy session counted, being respectively 2:13.95 (155.879 km/h) 2:08.76 (162.162 km/h) and 2:11.06 (159.316 km/h) which was good only for positions 27-29 for the 26-car starting grid. However due to absence of Otto Stuppacher, AT and Arturo Merzario, IT and withdrawal of Guy Edwards, GB all three were able to take the start from the back of the grid.
JP76	It is alleged that at the pre-race meeting, all drivers refused to take part in the race. Team owners agreed, but supported the proposal put forth by FOCA president Bernie Ecclestone that (in order to satisfy the race organizers and to receive the TV contract fee) the drivers complete two laps and then return to the pitlane. Nonetheless, when the cars were assembled on the starting grid, the team owners allegedly pressured the drivers not to abandon the race, under threat of cancellation of next-year contracts. So, after some delay, the race took place. Niki Lauda, AT was the first driver to withdraw as per the original agreement, eventually followed by Carlos Pace, BR and Emerson Fittipaldi, BR.
JP76	Masahiro Hasemi, JP is credited with fastest race lap at 1:18.23 (200.593 km/h) probably in error. Jacques Laffite, FR likely had real fastest race lap at 1:19.97 (196.229 km/h).
1977	Frank Williams bought a March 761 from March Engineering's Max Mosley with the understanding that it is brand new and unused chassis from 1976. Nonetheless, it was an ex-Brambilla car and could even have been model 751 from 1975.
AR78	Mario Andretti, US completed all of the scheduled 53 laps (316.304 km) in the lead, but the checkered flag was waved in error for Ronnie Peterson, SE when he completed lap 52 in 5th place. Although all running drivers proceeded to finish full 53 laps, official timing for the race was declared as of the conclusion of 52 laps (98.113%).
JP78	The race was scheduled for 16 April at Fuji circuit but after race organizers requested it to be moved to an October date, CSI decided to cancel the race instead.
DE78	Race organizers decided to take advantage of the in-season test held on 27 June at the Hockenheimring, to schedule pre-qualifying session for the German Grand Prix, instead of the customary Thursday before the race. French and British Grands Prix were run in between the German pre-qualifying and GP.
AT78	Carlos Reutemann, AT spun-off on lap 6 and Ronnie Peterson, SE spun-off at the beginning of lap 8, but their cars were recovered and somewhat controversially declared eligible for re-start. Although both have received outside assistance being freed from the muddy off-track, race organizers decided that as long as they drove back to the pitlane under own power, everything was fine. In contrast, Riccardo Patrese, IT was towed into the pitlane and was therefore ineligible for re-start. Nonetheless, Team Arrows management decided to take advantage of the overall confusion and put their repaired car on the starting grid. Nobody protested and Patrese took the re-start, only to crash after just few meters.
AT78	Stopped due to heavy rain after 8 laps when Patrick Depailler, FR was leading, with timing stopped at conclusion of lap 7 when Ronnie Peterson, SE was leading. When re-started for the remaining 47 laps, Carlos Reutemann, AR led laps 19-22 on the road but due to deficit from the first part of the race was two laps behind the actual aggregate-time leader. Gilles Villeneuve, CA led laps 23-28 on the road, but also had large time deficit from the first part of the race. It is estimated that on aggregate time, Depailler led lap 19 while the overall winner Peterson led all the remaining laps.
NL78	Race organizers decided to take advantage of the in-season test held on 2 August at the Zandvoort track, to schedule pre-qualifying session for the Dutch Grand Prix, instead of the customary Thursday before the race. The Austrian Grand Prix was run in between the Dutch pre-qualifying and GP.
IT78	For some reason, race organizers decided to hold pre-qualifying for the Italian Grand Prix on 3 September, instead of the customary Thursday before the race.
IT78	On Sunday prior to the Grand Prix weekend, Harald Ertl, AT failed to advance from pre-qualifying in the Sachs Sporting's Ensign Ford and was subsequently invited by the ATS team to enter qualifying in place of the injured Jochen Mass, DE.
IT78	Scheduled for 52 laps (301.600 km). Stopped on lap 1 when Gilles Villeneuve, CA was leading. The lap was rescinded and race re-started for reduced distance of 40 laps (76.923%). Mario Andretti finished 1st in 1:06:50.87 (208.234 km/h) but was assessed a 60 seconds penalty for jumped start and classified 6th. Villeneuve finished 2nd in 1:06:53.02 (208.123 km/h) but was assessed 60 seconds penalty for jumped start and classified 7th.
1978	After the success of Brabham BT46B (Fan-Car) Brabham Racing designer Gordon Murray tried to explore the fundamental concept in a way that would be legal under the existing regulation. Brabham BT47 employing two small fans was apparently under construction, but the project was never completed.
1978	There were some indications that successful Formula Ford and SportsCar manufacturer Tiga Racing Cars would enter the World Championship as constructor. Their car would have been an upgraded Ganley F1 from 1973. Nonetheless, no sponsorship deal ever presented itself, and the project never really was viable.
AR79	Stopped on lap 1 due to accident when Jacques Laffite, FR was leading. The lap was rescinded and race re-started for original distance.
BR79	Carlos Reutemann, AR was initially disqualified for push start but reinstated after appeal.
ZA79	Stopped after 2 laps due to rain when Gilles Villeneuve, CA was leading. Re-started for the remaining 76 laps. Villeneuve led on the road at the conclusion of the second part and was the overall winner on aggregate time.
BE79	Jody Scheckter, ZA set fastest race lap at 1:22.39 (186.226 km/h) but it was later withdrawn by the organizers and fastest race lap credit was given to Gilles Villeneuve, CA at 1:23.09 (184.658 km/h).
SE79	During the years when the season was split in two parts and certain number of results from each part counted for the Championship (1967-1980), for years with odd number of Grands Prix, the first part of the season would consist of more races than the second part. The provisional 1979 calendar contained 16 races, but the Swedish GP was withdrawn after both Gunnar Nilsson and Ronnie Peterson have died late in 1978. The season split had not been adjusted in accordance with the established practice, which resulted in the first part of the season being shorter than the second part (7-8). If the split was adjusted to 8-7, Gilles Villeneuve, CA would have finished the Championship with total of 53 eligible points, while Jody Scheckter, ZA would remain at 51 eligible points.
CA79	Local organizers denied both Alfa Romeo cars participation in practice, after the team refused to take part in the scheduled Friday pre-qualification session. After negotiations between FOCA and FISA only one of team's cars was allowed to join the Saturday practice.

FIRST ACROSS THE FINISH LINE BUT NOT RACE WINNER

GP	DRIVER	NOTES
GB76	James Hunt, GB	Took illegal re-start and was disqualified. Winner Niki Lauda, AT.
IT78	Mario Andretti, US	Assessed 60 seconds penalty for jumped start. Winner Niki Lauda, AT.

POSTED FASTEST QUALIFYING TIME BUT DID NOT START FROM POLE POSITION

GP	DRIVER	NOTES
ZA70	Chris Amon, NZ	Posted identical time to Jackie Stewart, GB who attained the pole position. Amon started from P2 on row 1.
GB70	Jack Brabham, AU	Posted identical time to Jochen Rindt, AT who attained the pole position. Brabham started from P2 on row 1.
GB71	Jackie Stewart, GB	Posted identical time to Clay Regazzoni, CH who attained the pole position. Stewart started from P2 on row 1.
GB74	Ronnie Peterson, SE	Posted identical time to Niki Lauda, AT who attained the pole position. Peterson started from P2 on row 1.
AR75	Jean Pierre Jarier, FR	Posted fastest qualifying time but did not start the race. Pole position was left vacant.

DOMINANT VICTORIES

GP	CIRCUIT	DRIVER	CAR
FASTEST QUALIFYING LAP-POLE POSITION-FASTEST RACE LAP-ALL LAPS LED			
MC71	Monte Carlo	Jackie Stewart, GB	Tyrrell Ford
FR71	Paul Ricard	Jackie Stewart, GB	Tyrrell Ford
AT71	Österreichring	Joseph Siffert, CH	BRM
DE72	Nürburgring	Jacky Ickx, BE	Ferrari
US72	Watkins Glen	Jackie Stewart, GB	Tyrrell Ford
USw76	Long Beach	Clay Regazzoni, CH	Ferrari
BE76	Zolder	Niki Lauda, AT	Ferrari
BR79	Interlagos	Jacques Laffite, FR	Ligier Ford
USw79	Long Beach	Gilles Villeneuve, CA	Ferrari
FASTEST QUALIFYING LAP-POLE POSITION-FASTEST RACE LAP-MOST LAPS LED			
NL71	Zandvoort	Jacky Ickx, BE	Ferrari
ES74	Jarama	Niki Lauda, AT	Ferrari
GB76*	Brands Hatch	Niki Lauda, AT	Ferrari
ES78	Jarama	Mario Andretti, US	Lotus Ford
AT78	Österreichring	Ronnie Peterson, SE	Lotus Ford
AR79	Buenos Aires	Jacques Laffite, FR	Ligier Ford

*James Hunt, GB (McLaren Ford) finished 1st, led laps and drove fastest race lap but was not classified due taking the start illegally.

FASTEST QUALIFYING LAP-POLE POSITION-FASTEST RACE LAP-LAPS LED

USe76	Watkins Glen	James Hunt, GB	McLaren Ford
FR77	Dijon-Prenois	Mario Andretti, US	Lotus Ford
GB77	Silverstone	James Hunt, GB	McLaren Ford
CA79	Montréal	Alan Jones, AU	Williams Ford

Mario Andretti, US (Lotus Ford) posted fastest qualifying time, started from pole position, recorded fastest race lap, led laps, and finished 1st in IT 1978 but was assessed a 60 seconds penalty and classified 6th.

SHARED FASTEST QUALIFYING LAP-FASTEST RACE LAP-MOST LAPS LED

GB71*	Silverstone	Jackie Stewart, GB	Tyrrell Ford
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*Clay Regazzoni, CH (Ferrari) posted identical qualifying time and started from pole position.

FASTEST QUALIFYING LAP-POLE POSITION-ALL LAPS LED

DE71	Nürburgring	Jackie Stewart, GB	Tyrrell Ford
DE73	Nürburgring	Jackie Stewart, GB	Tyrrell Ford
IT73	Monza	Ronnie Peterson, SE	Lotus Ford
US73	Watkins Glen	Ronnie Peterson, SE	Lotus Ford
NL74	Zandvoort	Niki Lauda, AT	Ferrari
US74	Watkins Glen	Carlos Reutemann, AR	Brabham Ford
FR75	Paul Ricard	Niki Lauda, AT	Ferrari
US75	Watkins Glen	Niki Lauda, AT	Ferrari

MC76	Monte Carlo	Niki Lauda, AT	Ferrari
DE76	Nürburgring	James Hunt, GB	McLaren Ford
ES77	Jarama	Mario Andretti, US	Lotus Ford
AR78	Buenos Aires	Mario Andretti, US	Lotus Ford
BE78	Zolder	Mario Andretti, US	Lotus Ford
NL78	Zandvoort	Mario Andretti, US	Lotus Ford
MC79	Monte Carlo	Jody Scheckter, ZA	Ferrari
FASTEST RACE LAP-ALL LAPS LED			
AR72	Buenos Aires	Jackie Stewart, GB	Tyrrell Ford
MC72	Monte Carlo	Jean Pierre Beltoise, FR	BRM
IT75	Monza	Clay Regazzoni, CH	Ferrari
ZA76	Kyalami	Niki Lauda, AT	Ferrari
MC77	Monte Carlo	Jody Scheckter, ZA	Wolf Ford
BR78	Jacarepaguá	Carlos Reutemann, AR	Ferrari
SHARED FASTEST RACE LAP-ALL LAPS LED			
BR73*	Interlagos	Emerson Fittipaldi, BR	Lotus Ford
*Denny Hulme, NZ (McLaren Ford) posted identical race lap.			
ALL LAPS LED			
ES70	Jarama	Jackie Stewart, GB	March Ford
Winning margin: 1+ lap (fastest race lap 1:24.3)			
SE74	Anderstorp	Jody Scheckter, ZA	Tyrrell Ford
DE74	Nürburgring	Clay Regazzoni, CH	Ferrari
AT74	Österreichring	Carlos Reutemann, AR	Brabham Ford
JP77	Fuji	James Hunt, GB	McLaren Ford
FR78	Paul Ricard	Mario Andretti, US	Lotus Ford
ES79	Jarama	Patrick Depailler, FR	Ligier Ford
DE79	Hockenheimring	Alan Jones, AU	Williams Ford
OTHER ONE LAP+ WINNING MARGIN			
GB75 (fastest race lap 1:20.90)	Silverstone	Emerson Fittipaldi, BR	McLaren Ford
JP76 (fastest race lap 1:18.23)	Fuji	Mario Andretti, US	Lotus Ford

POSTED TIME SUFFICIENT TO QUALIFY BUT DID NOT START THE RACE		
GP	DRIVER	NOTES
ES70	Piers Courage, GB	Car was damaged beyond repair in qualifying crash.
ES70	Andrea de Adamich, IT	Posted sufficient time during regular qualifying but was excluded by race organizers due to failing to advance from the subsequent 30 minute session reserved for drivers without guaranteed grid position.
ES70	John Miles, GB	Posted sufficient time during regular qualifying but was excluded by race organizers due to failing to advance from the subsequent 30 minute session reserved for drivers without guaranteed grid position.
ES70	Joseph Siffert, CH	Posted sufficient time during regular qualifying but was excluded by race organizers due to failing to advance from the subsequent 30 minute session reserved for drivers without guaranteed grid position.
MC70	Rolf Stommelen, DE	Posted shared sufficient time in the special 30 minute session reserved for drivers without guaranteed grid position, but was excluded by race organizers in favor of Henri Pescarolo, FR who did not advance from the special session but was fastest of all drivers without guaranteed grid position during regular qualifying.
MC70	Andrea de Adamich, IT	Posted shared sufficient time in the special 30 minute session reserved for drivers without guaranteed grid position, but was excluded by race organizers in favor of Henri Pescarolo, FR who did not advance from the special session but was fastest of all drivers without guaranteed grid position during regular qualifying.
MC70	Johnny Servoz-Gavin, FR	Posted sufficient time during regular qualifying but was excluded by race organizers due to failing to advance from the subsequent 30 minute session reserved for drivers without guaranteed grid position.
BE70	Alex Soler-Roig, ES	Excluded by race organizers due to not completing required minimum 5 practice laps.
NL70	Andrea de Adamich, IT	Posted 20th fastest time 1:21.36 (185.531 km/h) for top-20 starting grid but had to surrender the position to Graham Hill, GB who posted 21st fastest time 1:21.75 (184.646 km/h) but was guaranteed a grid position due to being former World Champion.

GB70	Andrea de Adamich, IT	Car broke down beyond repair in pre-race warm-up.
GB70	Rolf Stommelen, DE	Car was damaged beyond repair in qualifying crash.
GB70	Brian Redman, GB	Withdrawn by team due to car safety concerns.
DE70	Brian Redman, GB	Posted 20th fastest time 2:02.7 (199.188 km/h) for top-20 starting grid but had to surrender the position to Jean Pierre Beltoise, FR who posted 23rd fastest time 2:05.2 (195.211 km/h) but was guaranteed a grid position due to being regular factory team driver.
IT70	Jochen Rindt, AT	Suffered fatal injuries in qualifying crash.
IT70	Jonh Miles, GB	Withdrawn by team in respect to Rindt.
IT70	Graham Hill, GB	Withdrawn by team in respect to Rindt.
FR71	Nanni Galli, IT	Qualified in the same car as Alex Soler-Roig, ES who drove it in the race.
AT71	Joakim Bonnier, SE	Car broke down beyond repair in pre-race warm-up.
IT71	Rolf Stommelen, DE	Car was damaged beyond repair in qualifying crash.
CA71	Howden Ganley, NZ	Car damaged beyond repair in pre-race warm-up.
CA71	Henri Pescarolo, FR	Was injured in in pre-race warm-up crash.
CA71	Chris Craft, GB	Posted 1:20.3 (177.417 km/h) but had to surrender the position to Henri Pescarolo, FR who posted 1:21.9 (173.951 km/h) but was guaranteed a grid position due to being regular works-team driver. Craft then became first eligible replacement after Ganley and Pescarolo withdrew but his car broke down beyond repair in pre-race warm-up.
US71	Mario Andretti, US	Was not present due to driving in another race.
US71	Mark Donohue, US	Was not present due to driving in another race.
US71	Gijs van Lennep, NL	Qualified in the same car as Sam Posey, US who drove it in the race.
AR72	Chris Amon, NZ	Car broke down on formation lap.
ZA72	Willy Ferguson, ZA	Car broke down beyond repair in qualifying.
BE72	Vern Schuppan, AU	Per team order surrendered his car to teammate Peter Gethin, GB
FR72	Henri Pescarolo, FR	Car was damaged beyond repair in qualifying crash.
FR72	Howden Ganley, NZ	Per team order surrendered his car to teammate Jean Pierre Beltoise, FR.
FR72	Peter Gethin, GB	Car was damaged beyond repair in qualifying crash.
FR72	Derek Bell, GB	Became eligible replacement after Ganley withdrew but his car was withdrawn by team due to safety concerns.
GB72	François Migault, FR	Withdrawn by team due to car safety concerns.
AT72	Henri Pescarolo, FR	Car was damaged beyond repair in practice crash.
CA72	Derek Bell, GB	Car was damaged beyond repair in pre-race warm-up crash.
US72	John Surtees, GB	Voluntarily surrendered his car to teammate Tim Schenken, AU.
MC73	George Follmer, US	Car was damaged beyond repair in qualifying crash.
SE73	Tom Belsø, DK	Car was damaged beyond repair in pre-race warm-up by teammate Howden Ganley, NZ.
SE73	Reine Wisell, SE	Car broke down on formation lap.
GB73	David Purley, GB	Car was damaged beyond repair in qualifying crash.
NL73	Rikki von Opel, LI	Withdrawn by team due to car safety concerns.
DE73	Howden Ganley, NZ	Car was damaged beyond repair in qualifying crash.
AT73	Chris Amon, NZ	Car broke down beyond repair in qualifying.
IT73	James Hunt, GB	Car was damaged beyond repair in qualifying crash.
US73	François Cevert, FR	Suffered fatal accident in qualifying.
US73	Jackie Stewart, GB	Withdrawn by team in respect to Cevert.
US73	Chris Amon, NZ	Withdrawn by team in respect to Cevert.
AR74	Rikki von Opel, LI	Withdrew due to car safety concerns.
ES74	Vittorio Brambilla, IT	Car was damaged beyond repair in qualifying crash.
MC74	Jochen Mass, DE	Car broke down beyond repair in qualifying.
MC74	Chris Amon, NZ	Car broke down beyond repair in qualifying
SE74	Richard Robarts, GB	Per team order surrendered his car to teammate Tom Belsø, DK.
AR75	Jean Pierre Jarier, FR	Car broke down on formation lap.
ES75	Emerson Fittipaldi, BR	Withdrew due to circuit safety concerns.
NL75	Hiroshi Fushida, JP	Car broke down beyond repair in qualifying.
FR75	François Migault, FR	Car broke down beyond repair in qualifying.
DE75	Ian Ashley, GB	Was injured in qualifying crash.
AT75	Wilson Fittipaldi, BR	Was injured in qualifying crash.

AT75	Brian Henton, GB	Car was damaged beyond repair in qualifying crash
AT75	Mark Donohue, US	Suffered fatal injuries in pre-race warm-up crash.
US75	Jacques Laffite, FR	Withdrew after accidentally causing himself bodily harm.
US75	Lella Lombardi, IT	Car broke down on formation lap.
IT76	Arturo Merzario, IT	Became eligible replacement after Hunt, Mass and Watson were penalized but had already left the circuit.
IT76	Otto Stuppacher, AT	Became eligible replacement after Hunt, Mass and Watson were penalized but had already left the circuit.
IT76	Guy Edwards, GB	Became eligible replacement after Hunt, Mass and Watson were penalized but withdrew voluntarily to allow Watson to race.
CA76	Harald Ertl, AT	Was injured in qualifying crash.
CA76	Chris Amon, NZ	Was injured in qualifying crash.
AR77	Gunnar Nilsson, SE	Per team order surrendered his car to teammate Mario Andretti, US.
ES77	Niki Lauda, AT	Aggravated old injury in pre-race warm-up and withdrew due to pain.
BE77	Brett Lunger, US	Car broke down beyond repair in pre-race warm-up.
CA77	Ian Ashley, GB	Was injured in qualifying crash.
BR78	Jean Pierre Jarier, FR	Per team order surrendered his car to teammate Jochen Mass, DE.
BR78	Lamberto Leoni, IT	Car broke down on formation lap.
USw78	Rupert Keegan, GB	Car was damaged beyond repair in qualifying crash.
USw78	Hans Joachim Stuck, DE	Became eligible replacement after Rupert Keegan, GB withdrew but damaged the car beyond repair in pre-race warm-up crash.
NL78	Rupert Keegan, GB	Was injured in pre-race warm-up crash.
AR79	Riccardo Patrese, IT	Car was damaged beyond repair in qualifying crash.
AR79	Hans Joachim Stuck, DE	Became eligible replacement after Riccardo Patrese, IT withdrew but the team could not prepare the car to race ready condition in time.
BR79	Jean Pierre Jarier, FR	Car broke down on formation lap.
USw79	Jean Pierre Jabouille, FR	Was injured in qualifying crash.
USw79	René Arnoux, FR	Car broke down beyond repair in pre-race warm-up.
FR79	Hans Joachim Stuck, DE	Withdrawn by team in protest against alleged bias by Goodyear Rubber Company.

DROVE IN CHAMPIONSHIP GRAND PRIX AFTER POSTING INSUFFICIENT QUALIFYING TIME

GP	DRIVER	NOTES
ES70	Johnny Servoz-Gavin, FR	Guaranteed grid position by race organizers.
ES70	Graham Hill, GB	Guaranteed grid position by race organizers.
ES70	Mario Andretti, US	Guaranteed grid position by race organizers.
ES70	Rolf Stommelen, DE	Authorized to race after Piers Courage, GB withdrew.
MC70	John Surtees, GB	Guaranteed grid position by race organizers.
MC70	Jackie Oliver, GB	Guaranteed grid position by race organizers.
MC70	Pedro Rodríguez, MX	Guaranteed grid position by race organizers.
MC70	Henri Pescarolo, FR	Posted insufficient time during the special 30 minute session reserved for drivers without guaranteed grid position, but was authorized to start due to being faster than Rolf Stommelen, DE and Andrea de Adamich, IT in regular qualifying.
NL70	Graham Hill, GB	Guaranteed grid position by race organizers.
DE70	Jean Pierre Beltoise, FR	Guaranteed grid position by race organizers.
IT70	Chris Amon, NZ	Authorized to race after Team Lotus withdrawal.
IT70	Tim Schenken, AU	Authorized to race after Team Lotus withdrawal.
IT70	George Eaton, GB	Authorized to race after Team Lotus withdrawal.
CA71	Skip Barber, US	Authorized to race after Howden Ganley, NZ and Chris Craft withdrew.
CA71	Pete Lovely, US	Authorized to race after Henri Pescarolo, FR and Chris Craft withdrew.
FR72	Niki Lauda, AT	Authorized to race after Henri Pescarolo, FR withdrew.
FR72	Dave Walker, GB	Authorized to race after Howden Ganley, NZ withdrew.
FR72	Mike Beuttler, GB	Authorized to race after Peter Gethin, GB withdrew.
ES74	Tim Schenken, AU	Authorized to race after Vittorio Brambilla, IT withdrew.
BE74	Vittorio Brambilla, IT	Granted exception by local organizers.

MC74	Guy Edwards, GB	Authorized to race after Jochen Mass, DE withdrew.
MC74	Henri Pescarolo, FR	Authorized to race after Chris Amon, NZ withdrew.
SE74	Leo Kinnunen, FI	Authorized to race after Richard Roberts, GB withdrew.
SE74	Vern Schuppan, AU	Started illegally from the back of starting grid.
DE74	Ian Ashley, GB	Was at the back of starting grid as first reserve but was allowed to start due to confusion created by the collision of the two McLaren cars immediately after the green flag.
US74	Tim Schenken, AU	Started illegally from the back of starting grid.
ZA75	Wilson Fittipaldi, BR	Started illegally from the back of starting grid but voluntarily parked the car after first lap.
AT75	Harald Ertl, AT	Authorized to race after Wilson Fittipaldi, BR withdrew.
AT75	Roelof Wunderink, NL	Authorized to race after Brian Henton, GB withdrew.
AT75	Jo Volanthen, CH	Authorized to race after Mark Donohue, US withdrew.
FR76	Harald Ertl, AT	Started illegally from the back of starting grid.
IT76	Brett Lunger, US	Authorized to race after John Watson, GB James Hunt, GB and Jochen Mass, DE had their best times erased.
IT76	James Hunt, GB	Authorized to race due to Arturo Merzario, IT not being present.
IT76	Jochen Mass, DE	Authorized to race due to Otto Stuppacher, AT not being present.
IT76	John Watson, GB	Authorized to race after Guy Edwards, GB withdrew.
JP76	Hans Binder, DE	Exception rule by race organizers.
ES77	Brett Lunger, US	Authorized to race after Niki Lauda, AT withdrew.
BE77	Boy Haije, NL	Authorized to race after Brett Lunger, US withdrew.
DE77	Hans Heyer, DE	Started illegally from the back of starting grid.
USw78	Didier Pironi, FR	Authorized to race after Rupert Keegan, GB and Hans Joachim Stuck, DE withdrew.
NL78	Arturo Merzario, IT	Authorized to race after Rupert Keegan, GB withdrew.
AR79	René Arnoux, FR	Authorized to race after Riccardo Patrese, IT and Hans Joachim Stuck, DE withdrew.
FR79	Elio de Angelis, IT	Authorized to race after Team A.T.S. withdrew.

WAS NOT ON STARTING GRID BUT IS CREDITED WITH WORLD CHAMPIONSHIP GRAND PRIX START		
GP	DRIVER	NOTES
GB73	Jean Pierre Beltoise, FR	Took the initial start. Not on the grid for subsequent re-start due to car damage.
GB73	Andrea de Adamich, IT	Took the initial start. Not on the grid for subsequent re-start due to injury.
GB73	George Follmer, US	Took the initial start. Not on the grid for subsequent re-start due to car damage.
GB73	Mike Hailwood, GB	Took the initial start. Not on the grid for subsequent re-start due to car damage.
GB73	Jochen Mass, DE	Took the initial start. Not on the grid for subsequent re-start due to car damage.
GB73	Carlos Pace, BR	Took the initial start. Not on the grid for subsequent re-start due to car damage.
GB73	Jody Scheckter, ZA	Took the initial start. Not on the grid for subsequent re-start due to car damage.
GB73	Roger Williamson, GB	Took the initial start. Not on the grid for subsequent re-start due to car damage.
GB73	Jackie Oliver, GB	Took the initial start. Not on the grid for subsequent re-start due to car damage.
DE76	Hans Joachim Stuck, DE	Took the initial start. Not on the grid for subsequent re-start due to car breakdown.
DE76	Jacques Laffite, FR	Took the initial start. Not on the grid for subsequent re-start due to car breakdown.
DE76	Chris Amon, NZ	Took the initial start. Not on the grid for subsequent re-start after deciding to withdraw.
DE76	Niki Lauda, AT	Took the initial start. Not on the grid for subsequent re-start due to injury.
DE76	Brett Lunger, US	Took the initial start. Not on the grid for subsequent re-start due to car damage.
DE76	Harald Ertl, AT	Took the initial start. Not on the grid for subsequent re-start due to car damage.
IT78	Ronnie Peterson, SE	Took the initial start. Not on the grid for subsequent re-start due to injury.
IT78	Vittorio Brambilla, IT	Took the initial start. Not on the grid for subsequent re-start due to injury.
IT78	Brett Lunger, US	Took the initial start. Not on the grid for subsequent re-start due to car damage.
IT78	Didier Pironi, FR)	Took the initial start. Not on the grid for subsequent re-start due to car damage.
IT78	Hans Joachim Stuck, DE	Took the initial start. Not on the grid for subsequent re-start due to car damage.
AR79	Jody Scheckter, ZA	Took the initial start. Not on the grid for subsequent re-start due to injury.
AR79	Didier Pironi, FR	Took the initial start. Not on the grid for subsequent re-start due to car damage.
AR79	Patrick Tambay, FR	Took the initial start. Not on the grid for subsequent re-start due to car damage.
AR79	Nelson Piquet, BR	Took the initial start. Not on the grid for subsequent re-start due to injury.
AR79	Arturo Merzario, IT	Took the initial start. Not on the grid for subsequent re-start due to car damage.