

VARIOUS	
GP	NOTES
AR60	Stirling Moss, GB recorded fastest practice time of 1:36.4 (146.091 km/h) on Friday, but it was decided that only Saturday times would be valid for qualifying to determine the starting grid positions. Moss qualified on pole position with his best Saturday time of 1.36.9 (145.337 km/h).
MC60	Stirling Moss, GB was asked by Lance Reventlow, US to evaluate the Scarab F1 car. After several laps, Moss only managed a lap time nine seconds slower than his own pole position time, set in Lotus Climax.
IT60	Not only was this the last World Championship race won by a front-engine car, but incredibly, none of the 16 starters was prior Grand Prix winner.
1960	In 1960, UDT-Laystall built own front-engine Formula 2 car with an intention to convert it for the planned entry into the World Championship the following year, when the new specifications called for 1½-liter Formula 1. However, after (in the hands of Henry Taylor, GB) the car proved too slow even for Formula 2, the team acquired customer Lotus 18 for its 1961 Formula 1 entry.
1961	In 1960, Walker Racing built own Formula 1 car, designed by Alf Francis and Valerio Colotti. The project was beset by lingering delays and the team was not able to test it until 1961 (driven by Jack Fairman, GB). By that time, it was already ineligible for the new 1½-liter Formula 1 World Championship. In the end, it was not used in the Inter-Continental Formula races either, because Stirling Moss, GB preferred the Cooper Climax and Fairman was driving the Ferguson Climax. Rob Walker started initial work on designing an upgraded and lighter chassis for a 1½-liter engine, but the project was abandoned, as the team realized they would not be able to match performance of their customer Lotus 18 cars.
BE61	Willy Mairesse, BE was entered by and drove for Equipe Nationale Belge, but was also invited by Team Lotus to practice in the new factory car. Jim Clark, GB and Innes Ireland, GB switched their starting grid positions due to error.
GB61	The Ferguson Climax driven by Jack Fairman, GB was disqualified for push start early in the race, but the team decided to continue anyway, with Fairman being relieved by Stirling Moss, GB on lap 45. The race officials have finally shown the black flag on lap 57 and the car was required to pull into the garage.
DE61	After damaging his car in practice, Wolfgang Seidel, DE arranged to drive the factory Team Lotus car, until his car was repaired and ready for the race.
IT61	Stirling Moss, GB was entered by and drove for Walker Racing, but was also invited by Team Lotus to practice in the factory car. Then Moss persuaded Innes Ireland, GB to lend him his Team Lotus factory car for the race as he felt that it may give him better chance to win the World Championship. Ireland agreed to the switch and the cars were repainted and entered by the respective teams.
US61	During practice, John Surtees, GB drove several laps in the car entered for Lloyd Ruby, US but it is not clear why. Stirling Moss, GB qualified 2nd at 1:17.2 (172.608 km/h) but damaged his car later in the session. He was then required to re-qualify (using the spare car) at 1:18.2 (170.401 km/h) for 3rd position on the starting grid.
BE62	John Campbell-Jones, GB was entered by Bowmaker-Yeoman in Emeryson Climax. After he crashed the car in pre-race warm-up, he was just able to take the race start in Lotus Climax borrowed by Emeryson Cars from Seidel Autosport. Willy Mairesse, BE is credited with leading lap 5 (14.100 km) but Trevor Taylor, GB might have crossed the line first instead.
DE62	Tony Maggs, ZA qualified 7th at 9:04.8 (150.727 km/h) but damaged his car later in the session. He was then required to re-qualify (using the spare car) at 10:21.2 (132.189 km/h) for 23rd position on the starting grid.
ZA62	Jim Clark, GB qualified on pole position at 1:29.3 (158.044 km/h) in his race Lotus Climax fitted with carburetors (R5). He also drove fuel-injection car (R4) in practice/qualifying and recorded time of 1:28.9 (158.755 km/h). Trevor Taylor, GB qualified in 9th at 1:32.6 (152.412 km/h) in his race Lotus Climax fitted with carburetors (R2). He also drove fuel-injection car (R4) in practice/qualifying and recorded overall 3rd best time of 1:30.9 (155.262 km/h).
MC63	After having engine problems with his own car, Jack Brabham, AU persuaded Colin Chapman to lend him the Team Lotus spare car.
FR63	Peter Arundell, GB qualified for the Grand Prix but the race organizers insisted that he could only drive in the support Formula Junior race. Graham Hill, GB finished 3rd after being already disqualified by CSI for not moving to the back of the starting grid after a push start prior to formation lap. However, he was assessed a 60 seconds penalty by local race organizers instead, and classified 3rd. He was awarded no Championship points by the FIA.
IT63	First Friday practice was held on the 10 km road course and oval circuit over driver objections, and GPDA considered an official protest. The matter was resolved when Italian police declared the banking section spectator-unsafe public hazard. Qualifying and the race then took place on the road course circuit.
US63	Stebro Racing entered two cars for the race, but only one car was completed in time. The car was initially equipped with Ford-derived Martin F1 engine and tested by John Cannon, CA. However, relationship between Stebro Racing and Martin Engines of England deteriorated, and the firm refused to provide engines for the Grand Prix. The team was forced to quickly modify their own Ford 105E unit with twin Webber carburetors and other performance enhancing components. Nonetheless, Cannon as well as Ernie DeVos, CA both refused to drive the underpowered car. Determined to make the race, team principal Peter Broeker, CA decided to drive the car himself.
1964	Reg Parnell Racing, facing the prospect of continuing with obsolete Lola and Lotus cars, decided to build own chassis for 1964. Unfortunately, Reg Parnell died unexpectedly early in the year. His son Tim merged Reg Parnell Racing with his own operation, and being able to secure a pair of customer Lotus 25 cars, discontinued all work on the already mostly completed Parnell car.
NL64	Dan Gurney, US is credited with fastest qualifying lap at 1:31.2 (165.513 km/h) possibly in error. Jim Clark, GB may have posted real fastest lap at 1:31.1 (165.695 km/h) while Gurney's best lap might have been only 1:31.8 (164.431 km/h).

BE64	Team Lotus have set-up a workshop garage at the mid-point of the circuit near Stavelot corner, in addition to the regular pitlane garage. Jim Clark, GB was using Lotus 33 in practice, while a Lotus 25B was available to him at the workshop. At one point during practice, Clark has left the pits in 33, stopped at Stavelot and completed the lap in a 25B.
	After Clark switched cars at Stavelot garage, the team's racing manager Jim Endruweit, GB took the abandoned Lotus 33 and drove it to the regular pit garage half-lap away, while the official practice was still in progress. Perhaps an argument could be made for Endruweit to be listed as world championship driver.
BE64	At the finish line, the race director expected Graham Hill, GB who was reported as late stage race leader, but Hill run out of fuel and the checkered flag was shown to his teammate Richie Ginther, US instead. Before the race director realized his mistake, he would also wave-off Peter Arundell, GB in a Lotus, before the real winner arrived. With Bruce McLaren, NZ also running out of fuel just before the end, Clark did not realize he has won and had to be told.
AT64	The race was held at a temporary circuit, laid out on an airport runway by only a wall of straw-bales marking the perimeter. The surface was made of concrete plates that were extremely worn and bumpy. Consequently, many cars suffered suspension and other failures and as a result the teams were running out of spare parts. Allegedly, Jim Clark, GB arrived on the starting grid in Lotus 33 that featured suspension from the team's spare 25B and steering components from British Racing Partnership's spare Lotus 24.
US64 & MX64	Late in 1964, Ferrari intended to homologate their 250LM to compete in GT racing. In accordance with the rules, 100 road-production models of a car had to be built before it was eligible to race. Since it could not satisfactorily verify that Ferrari actually had completed the 100 required cars, the FIA refused to endorse eligibility. Ferrari defaulted to the Italian Autoclub for support, but it was not provided. This enraged Enzo Ferrari to the point where he surrendered his competition license, claiming that Ferrari will never again represent Italy. Consequently, for the last two races of the season, the factory cars were entered by North American Racing instead of Scuderia Ferrari, and featured blue & white liveries.
ZA65	Enzo Ferrari has not yet fully resolved his dispute with the Italian and FIA authorities and entered the again red cars under the name of team principal Eugenio Dragoni.
	Brabham Racing was contracted to Goodyear tyres for the 1965 season. Practice and qualifying for this race were held in December 1964 and Jack Brabham, AU completed those sessions on Dunlop tyres. He then decided to use Dunlops in the race as well.
MC65	Exiting the tunnel on lap 25, Graham Hill, GB came upon ailing car of Bob Anderson, GB and was forced to take avoiding action by driving into escape area at the chicane. He then got out and pushed his car back onto the racing line, in direction opposite to the incoming traffic. Hill lost approximately 30 seconds and four track positions before re-starting the car, but continued to win the race.
	On lap 80 Paul Hawkins, AU spun-off into the Mediterranean, but was classified 10th, even if his car was still at the bottom of the harbor when the winner took the checkered flag.
GB65	Dan Gurney, US qualified car No.8 in for 7th position but it failed on the starting grid. His teammate and team boss Jack Brabham, AU voluntarily surrendered his car No.7 that was qualified in 8th position on the starting grid.
AT65	The race was scheduled for 22 August but was cancelled after GPDA declared the Zeltweg circuit too dangerous.
BE66	Scuderia Ferrari switched to Firestone tyres from Dunlop they used in 1965. John Surtees, GB qualified on pole position. But when it was clear the race would start in a rain, both cars were put on wet Dunlop tyres shortly before the start, because the team had no prior experience with wet Firestone rubber.
FR66	Graham Hill, GB recorded 4th fastest qualifying time at 2:09.2 (231.325 km/h) but started from P8 in accordance with the best qualifying time he set in a car he then used in the race at 2:12.8 (225.054 km/h).
IT66	Denny Hulme, NZ is credited with leading lap 11 (5.750 km) but Mike Parkes, GB might have crossed the line first instead.
US66	Jochen Rindt, AT finished 2nd completing all 108 scheduled laps, but his last lap was disallowed due to being timed at more than twice the time of the race winner's fastest lap. He remained classified 2nd.
MC67	Owen Racing filed a protest claiming that Pedro Rodriguez, MX (Cooper Maserati) passed Mike Spence, GB (BRM) during yellow flag condition after Lorenzo Bandini, IT (Ferrari) crashed, but the race organizers decided to allow the result to stand. Consequently to Lorenzo Bandini, IT fatal accident straw-bales were banned from use as course barriers.
MX67	Chris Amon, NZ finished 5th completing 63 of the scheduled 65 laps, but his last lap was disallowed due to being timed at more than twice the time of the race winner's fastest lap. He was classified 9th.
BE68	Jackie Stewart, GB finished 4th completing all 28 scheduled laps, but his last lap was disallowed due to being timed at more than twice the time of the race winner's fastest lap. He remained classified 4th.
FR68	After its partnership with Matra-Simca ended, Elf oil company coordinated the effort by Jean Rédélé to build an all French Formula 1 car, called Alpine and powered by Gordini engine. The intended entry for the race was stopped by Renault Automobiles, as part of the process of the carmaker's acquisition of Gordini.
IT68	Jo Schlesser, FR and Vic Elford, GB switched their starting grid positions due to error.
	Jackie Oliver, GB is credited with fastest race lap at 1:26.50 (239.306 km/h) possibly in error. Jacky Ickx, BE may have posted real fastest lap at 1:26.60 (239.030 km/h).
MX68	Johnny Sevoz-Gavin, FR was entered to race for Matra International but both team cars were reserved for team leader Jackie Stewart, GB in Friday practice/qualifying. Sevoz-Gavin was invited by Cooper Cars, as their driver Vic Elford, GB was not due to arrive at the circuit until Saturday and recorded best time of 1:51.51 (161.421 km/h).
	Joakim Bonnier, SE practiced in his McLaren BRM achieving best time of 1:52.30 (160.285 km/h) before the engine broke. He then managed to rent the spare car from Honda R&D and qualified at 1:49.96 (163.696 km/h).
	Jackie Stewart, GB set 7th fastest qualifying time at 1:46.69 (168.713 km/h) before damaging the car. He then set 5th fastest time 1:46.14 (169.587 km/h) in a spare car, but decided to use the repaired primary car for the race. He was then required to take 7th position on the starting grid.

1968	All American Racers attempted to enter the 1969 season with new Eagle chassis to be powered by Ford-Cosworth V8, but all plans were abandoned after the team did not complete the 1968 season.
	Cooper Cars attempted to enter the 1969 season with new models T86C and/or T91 powered by either Alfa Romeo V8 or Ford-Cosworth V8, but all plans were abandoned at the end of 1968 with neither car being completed.
ZA69	John Surtees, GB set 9th fastest qualifying time at 1:21.8 (180.609 km/h) in the car fitted with new 48-valve engine but the unit broke later in the session. He had to race with the 24-valve engine and his qualifying times were erased.
BE69	The race was scheduled for 6 June but was cancelled after GPDA declared the Spa-Francorchamps circuit too dangerous.
GB69	Cosworth Engineering constructed own Formula 1 chassis that was driven during development testing by Mike Costin, GB, Jackie Stewart, GB and Trevor Taylor, GB. Taylor was entered for the race but the entry was withdrawn because the car was not race-ready.
	Because Team Lotus transporter was delayed on its way to the circuit, Graham Hill, GB was invited to drive factory Brabham Ford in the first practice/qualifying session, achieving 1:24.1 (201.641 km/h) which would place him 14th on the starting grid. He then qualified his regular Lotus Ford at 1:23.6 (202.847 km/h) for 13th on the starting grid.
	Jackie Stewart, GB qualified on pole position at 1:20.6 (210.397 km/h) but damaged his car later in the session. He was then required to re-qualify (using his team-mate's car) at 1:21.2 (208.842 km/h) for 2nd position on the starting grid.
	Jean Pierre Beltoise, FR qualified 3rd at 1:21.1 (209.100 km/h) but his car was later taken over by his teammate. He was then required to re-qualify (using the spare 4WD car) at 1:31.2 (185.943 km/h) for 17th position on the starting grid.
1969	Owen Racing engineer Peter Wright introduced the first conceptually ground-effects Formula 1 car design for what would have become BRM type P142. However, the idea was rejected by John Surtees, GB who persuaded the team to concentrate on advancing the development of model P138 into P139 instead.

#### POSTED FASTEST QUALIFYING TIME BUT DID NOT START FROM POLE POSITION

GP	DRIVER	NOTES
NL61	Wolfgang von Trips, DE	Posted identical time to Phil Hill, US who attained the pole position. von Trips started from P2 on row 1.
GB61	Richie Ginther, US & Joakim Bonnier, SE & Wolfgang von Trips, DE	Posted identical time to Phil Hill, US who attained the pole position. Ginther started from P2 and Bonnier from P3 on row 1. von Trips started from P4 on row 2.
CA68	Chris Amon, NZ	Posted identical time to Jochen Rindt, AT who attained the pole position. Amon started from P2 on row 1.
GB69	Jackie Stewart, GB	Posted fastest qualifying lap but damaged his car later in the session. He then proceeded to qualify his team-mate's car for 2nd position on row 1. Pole position was attained by Jochen Rindt, AT.

#### NO POINTS AWARDED FOR RACE RESULT

GP	DRIVER	RESULT	NOTES
AR60	Maurice Trintignant, FR & Stirling Moss, GB	(3rd)	Car sharing not permitted.
FR63	Graham Hill, GB	3rd	Started from wrong grid position.
DE67	Jackie Oliver, GB	5th	Participated in Formula 2 race in simultaneous F-1/F-2 event.

DOMINANT VICTORIES			
GP	CIRCUIT	DRIVER	CAR
<b>FASTEST QUALIFYING LAP-POLE POSITION-FASTEST RACE LAP-ALL LAPS LED</b>			
GB62	Aintree	Jim Clark, GB	Lotus Climax
NL63	Zandvoort	Jim Clark, GB	Lotus Climax
Winning margin: 1+ lap (fastest race lap 1:33.7)			
FR63	Reims	Jim Clark, GB	Lotus Climax
MX63	Mexico City	Jim Clark, GB	Lotus Climax
GB64	Brands Hatch	Jim Clark, GB	Lotus Climax
ZA65	East London	Jim Clark, GB	Lotus Climax
FR65	Clermont-Ferrand	Jim Clark, GB	Lotus Climax
DE65	Nürburgring-Nordschleife	Jim Clark, GB	Lotus Climax
GB66	Brands Hatch	Jack Brabham, AU	Brabham Repco
FR69	Clermont-Ferrand	Jackie Stewart, GB	Matra Ford
<b>FASTEST QUALIFYING LAP-POLE POSITION-FASTEST RACE LAP-MOST LAPS LED</b>			
FR60	Reims	Jack Brabham, AU	Cooper Climax
IT60	Monza	Phil Hill, US	Ferrari
Winning margin: 2:27.6			
US62	Watkins Glen	Jim Clark, GB	Lotus Climax
DE64	Nürburgring-Nordschleife	John Surtees, GB	Ferrari
IT64	Monza	John Surtees, GB	Ferrari
MC65	Monte Carlo	Graham Hill, GB	BRM
US65	Watkins Glen	Graham Hill, GB	BRM
MX67	Mexico City	Jim Clark, GB	Lotus Ford
ZA68	Kyalami	Jim Clark, GB	Lotus Ford
DE69	Nürburgring-Nordschleife	Jacky Ickx, BE	Brabham Ford
US69	Watkins Glen	Jochen Rindt, AT	Lotus Ford
<b>FASTEST QUALIFYING LAP-POLE POSITION-FASTEST RACE LAP-LAPS LED</b>			
BE66	Spa-Francorchamps	John Surtees, GB	Ferrari
<b>FASTEST QUALIFYING LAP-POLE POSITION-SHARED FASTEST RACE LAP-ALL LAPS LED</b>			
BE60*	Spa-Francorchamps	Jack Brabham, AU	Cooper Climax
*Phil Hill, US (Ferrari) Innes Ireland, GB (Lotus Climax) posted identical fastest race lap.			
<b>FASTEST QUALIFYING LAP-POLE POSITION-SHARED FASTEST RACE LAP-MOST LAPS LED</b>			
MC61*	Monte Carlo	Stirling Moss, GB	Lotus Climax
CA69**	Mosport Park	Jacky Ickx, BE	Brabham Ford
*Richie Ginther, US (Ferrari) and **Jack Brabham, AU (Brabham Ford) posted identical fastest race lap.			
<b>FASTEST QUALIFYING LAP-POLE POSITION-ALL LAPS LED</b>			
ZA63	East London	Jim Clark, GB	Lotus Climax
GB65	Silverstone	Jim Clark, GB	Lotus Climax
<b>FASTEST RACE LAP-ALL LAPS LED</b>			
IT62	Monza	Graham Hill, GB	BRM
BE63	Spa-Francorchamps	Jim Clark, GB	Lotus Climax
Winning margin: 4:54.0			
NL64	Zandvoort	Jim Clark, GB	Lotus Climax
BE65	Spa-Francorchamps	Jim Clark, GB	Lotus Climax
DE68	Nürburgring-Nordschleife	Jackie Stewart, GB	Matra Ford
Winning margin: 4:03.2			
US68	Watkins Glen	Jackie Stewart, GB	Matra Ford
<b>SHARED FASTEST QUALIFYING LAP-ALL LAPS LED</b>			
NL61*	Zandvoort	Wolfgang von Trips, DE	Ferrari
*Phil Hill, US (Ferrari) posted identical qualifying time and started from pole position.			
<b>ALL LAPS LED</b>			
NL60	Zandvoort	Jack Brabham, AU	Cooper Climax
DE61	Nürburgring-Nordschleife	Stirling Moss, GB	Lotus Climax

MX65	Mexico City	Richie Ginther, US	Honda
DE66	Nürburgring-Nordschleife	Jack Brabham, AU	Brabham Repco
<b>OTHER SIGNIFICANT WINNING MARGIN</b>			
FR62	Rouen-les-Essarts	Dan Gurney, US	Porsche
Winning margin: 1+ lap (fastest race lap 2:16.9)			
MC64	Monte Carlo	Graham Hill, GB	BRM
Winning margin: 1+ lap (fastest race lap 1:33.9)			
NL66	Zandvoort	Jack Brabham, AU	Brabham Repco
Winning margin: 1+ lap (fastest race lap 1:30.6)			
US66	Watkins Glen	Jim Clark, GB	Lotus BRM
Winning margin: 1+ lap (fastest race lap 1:09.67)			
MC67	Monte Carlo	Denny Hulme, NZ	Brabham Repco
Winning margin: 1+ lap (fastest race lap 1:29.5)			
FR68	Rouen-les-Essarts	Jacky Ickx, BE	Ferrari
Winning margin: 1:58.6			
CA68	Mont-Tremblant	Denny Hulme, NZ	McLaren Ford
Winning margin: 1+ lap (fastest race lap 1:35.1)			
ES69	Montjuïc Park	Jackie Stewart, GB	Matra Ford
Winning margin: 2+ laps (fastest race lap 1:28.30)			
GB69	Silverstone	Jackie Stewart, GB	Matra Ford
Winning margin: 1+ lap (fastest race lap 1:21.3)			

**POSTED TIME SUFFICIENT TO QUALIFY BUT DID NOT START THE RACE**

GP	DRIVER	NOTES
AR60	Oscar Cabalén, AR	Qualified in the same car as Nasif Estéfano, AR who drove it in the race.
BE60	Stirling Moss, GB	Injured in qualifying.
BE60	Mike Taylor, GB	Injured in qualifying.
NL60	Chuck Daigh, US	Withdrawn by team due to compensation dispute with race organizers.
NL60	Lance Reventlow, US	Withdrawn by team due to compensation dispute with race organizers.
NL60	Roy Salvadori, GB	Withdrawn by team due to compensation dispute with race organizers.
NL60	Masten Gregory, US	Withdrawn by team due to compensation dispute with race organizers.
FR60	David Piper, GB	Engine broke down in practice.
FR60	Richie Ginther, US	Engine broke down in practice.
FR60	Chuck Daigh, US	Engine broke down in practice.
MC61	Innes Ireland, GB	Injured in qualifying.
MC61	Henry Taylor, GB	Posted 17th fastest time for the top-16 starting grid, which would be sufficient to qualify after Ireland's withdrawal, but had to surrender the position to Jack Brabham, AU who qualified 21st but was guaranteed a grid position due to being regular factory team driver and World Champion.
NL61	Masten Gregory, US	Reserve entry.
NL61	Ian Burgess, GB	Reserve entry.
BE61	Tony Marsh, GB	Withdrawn after being offered money for surrendering the car to Willy Mairesse, BE.
BE61	Wolfgang Seidel, DE	Withdrew after qualifying too slow to be eligible for starting money.
BE61	Ian Burgess, GB	Withdrew after qualifying too slow to be eligible for starting money.
MC62	Joseph Siffert, CH	Posted 13th fastest time for the top-16 starting grid but had to surrender the position to Trevor Taylor, GB who qualified 17th but was guaranteed a grid position due to being regular factory team driver.
MC62	Jack Lewis, GB	Posted 15th fastest time for the top-16 starting grid but had to surrender the position to Joakim Bonnier, SE who qualified 19th but was guaranteed a grid position due to being regular factory team driver and prior Grand Prix winner.
MC62	Ricardo Rodríguez, MX	Posted 18th fastest time for the top-16 starting grid but would have been allowed to start due to being regular factory team driver. However, the team had no car available for him to race.
DE62	Tony Shelly, NZ	Excluded by race organizers due to not completing minimum required 5 practice laps.
DE62	Wolfgang Seidel, DE	Excluded by race organizers due to not completing minimum required 5 practice laps.
DE62	Jay Chamberlain, US	Excluded by race organizers due to not completing minimum required 5 practice laps.
DE62	Günther Seiffert, DE	Excluded by race organizers due to not completing minimum required 5 practice laps.
US62	Roy Salvadori, GB	Per team order surrendered his car to teammate John Surtees, GB.
US62	Jim Hall, US	Car broke down beyond repair during pre-race warm up.
MC63	Chris Amon, NZ	Per team order surrendered his car to teammate Maurice Trintignant, FR.
MC63	Bernard Collomb, FR	Became eligible as first reserve after Chris Amon withdrew but decided not to start due to being too slow in practice.
FR63	Lodovico Scarfiotti, IT	Injured in qualifying.
FR63	Peter Arundell, GB	Excluded by race organizers for unspecified reasons.
IT63	Chris Amon, NZ	Injured in qualifying.
IT63	Mário de Araújo-Cabral, PT	Posted 21st fastest time for the top-20 starting grid, which would be sufficient to start after Amon's withdrawal, but had to surrender the position to Giancarlo Baghetti, IT who qualified 25th but was guaranteed a grid position due to being former Grand Prix winner.
ZA63	Paddy Driver, ZA	Car was damaged beyond repair in qualifying crash.
MC64	Innes Ireland, GB	Injured in qualifying.
NL64	Tony Maggs, ZA	Car was damaged beyond repair in qualifying crash.
BE64	Tony Maggs, ZA	Car broke down beyond repair in qualifying.
BE64	Bob Anderson, GB	Car broke down beyond repair in qualifying.
FR64	Peter Revson, US	Per team order surrendered his car to teammate Mike Hailwood, GB.
GB64	Richard Attwood, GB	Withdrawn by team for unspecified reasons.
GB64	Maurice Trintignant, FR	Withdrawn by team for unspecified reasons.
DE64	Carel Godin de Beaufort, NL	Suffered fatal injuries in qualifying crash (also did not complete minimum required 5 practice laps).
DE64	André Pilette, BE	Excluded by race organizers due to not completing minimum required 5 practice laps.
IT64	Jean Claude Rudaz, CH	Car broke down beyond repair in practice.

MC65	Jochen Rindt, AT	Posted 16th fastest time for the top-16 starting grid but had to surrender the position to Richie Ginther, US who qualified 17th but his team was guaranteed two grid positions by race organizers.
BE65	Bob Anderson, GB	Withdrew after qualifying too slow to be eligible for starting money.
GB65	Jack Brabham, AU	Voluntarily surrendered his car to teammate Dan Gurney, US whose car broke down on the starting grid.
GB65	Chris Amon, NZ	Per team order surrendered his car to teammate Ian Raby, GB.
GB65	Alan Rollinson, GB	Would be first reserve after Chris Amon, NZ withdrawal but withdrew himself.
DE65	Bob Anderson, GB	Car was damaged beyond repair in qualifying crash.
MX65	Lodovico Scarfiotti, IT	Per team order surrendered his car to teammate Pedro Rodríguez, MX.
MX65	Innes Ireland, GB	Per team order surrendered his car to teammate Bob Bondurant, US.
BE66	Bruce McLaren, NZ	Car broke down beyond repair during qualifying.
BE66	Peter Arundell, GB	Car broke down beyond repair during qualifying.
BE66	Vic Wilson, GB	Per team order surrendered his car to teammate Bob Bondurant, US.
FR66	Jim Clark, GB	Injured in qualifying.
NL66	Bruce McLaren, NZ	Car broke down beyond repair in qualifying.
MX66	Mike Spence, GB	Car was damaged beyond repair in qualifying crash.
MC67	Bob Anderson, GB	Posted 14th fastest time for the top-16 starting grid but had to surrender the position to Pedro Rodríguez, MX who qualified 19th but was guaranteed a grid position due to being regular factory team driver.
GB67	Piers Courage, GB	Ordered to surrender his car to factory team driver Jackie Stewart, GB.
CA67	Joseph Siffert, CH	Car broke down beyond repair during practice.
MX67	Mike Fisher, US	Car broke down on formation lap.
ES68	Jack Brabham, AU	Car broke down beyond repair in qualifying.
MC68	Joakim Bonnier, SE	Posted 15th fastest time for the top-16 starting grid but had to surrender the position to Lodovico Scarfiotti, IT who qualified 17th but was guaranteed a grid position due to being regular factory team driver.
MC68	Silvio Moser, CH	Posted 16th fastest time for the top-16 starting grid but had to surrender the position to Dan Gurney, US who qualified 18th but was guaranteed a grid position due to being previous Grand Prix winner.
FR68	Jackie Oliver, GB	Car was damaged beyond repair in qualifying crash.
IT68	Mario Andretti, US	Was not present after being excluded by race organizers for driving in another race during prior 24 hours.
IT68	Bobby Unser, US	Posted 21st fastest qualifying time for the top-twenty starting grid, but would have been allowed to start due to being entered by regular factory team. However, was not present after being excluded by race organizers for driving in another race during prior 24 hours.
CA68	Jacky Ickx, BE	Injured in qualifying.
CA68	Al Pease, CA	Car broke down beyond repair in qualifying.
US68	Jackie Oliver, GB	Car was damaged beyond repair in qualifying crash.
US68	Henri Pescarolo, FR	Car broke down beyond repair in qualifying.
DE69	John Surtees, GB	Withdrawn due to concerns about car reliability.
IT69	Tino Brambilla, IT	Per team order surrendered his car to teammate Pedro Rodríguez, MX.
US69	Bruce McLaren, NZ	Car broke down beyond repair in pre-race warm-up.
MX69	Bruce McLaren, NZ	Car broke down on formation lap.

#### DROVE IN CHAMPIONSHIP GRAND PRIX WITHOUT POSTING QUALIFYING TIME

GP	DRIVER	NOTES
GB60	Gino Munaron, AR	Guaranteed grid position by race organizers.
ZA62	Bruce Johnstone, ZA	Guaranteed grid position by race organizers.
US66	Peter Arundell, GB	Guaranteed grid position by race organizers.
BE68	Jack Brabham, AU	Guaranteed grid position by race organizers.

**DROVE IN CHAMPIONSHIP GRAND PRIX AFTER POSTING INSUFFICIENT QUALIFYING TIME**

GP	DRIVER	NOTES
MC61	Jack Brabham, AU	Guaranteed grid position by race organizers.
MC62	Tony Maggs, ZA	Authorized to race after Ricardo Rodríguez, MX withdrew.
MC62	Joakim Bonnier, SE	Guaranteed grid position by race organizers.
MC62	Trevor Taylor, GB	Guaranteed grid position by race organizers.
MC63	Jack Brabham, AU	Guaranteed grid position by race organizers.
IT63	Giancarlo Baghetti, IT	Guaranteed grid position by race organizers.
MC64	Joseph Siffert, CH	Authorized to race after Innes Ireland, GB withdrew.
GB64	Tony Maggs, ZA	Authorized to race after Richard Attwood, GB withdrew.
IT64	Maurice Trintignant, FR	Authorized to race after Jean Claude Rudaz, CH withdrew.
MC65	Richie Ginther, US	Guaranteed grid position by race organizers.
GB65	John Rhodes, GB	Authorized to race after Chris Amon, NZ and first reserve Alan Rollinson, GB withdrew.
MC67	Pedro Rodríguez, MX	Guaranteed grid position by race organizers.
MC68	Lodovico Scarfiotti, IT	Guaranteed grid position by race organizers.
MC68	Dan Gurney, US	Guaranteed grid position by race organizers.
IT68	Vic Elford, GB	Authorized to race after Mario Andretti, US withdrew.

**DRIVERS SHARING CAR IN A GRAND PRIX**

GP	DRIVERS	CAR	#	TEAM	LAPS DRIVEN
AR60	Maurice Trintignant, FR	Cooper Climax	38	Walker Racing	64
	Stirling Moss, GB				16
GB61	Jack Fairman, GB	Ferguson Climax	26	Walker Racing	45
	Stirling Moss, GB				11
US61	Olivier Gendebien, BE	Lotus Climax	21	UDT Laystall	31
	Masten Gregory, US				61
US64	Mike Spence, GB	Lotus Climax	2	Team Lotus	54
	Jim Clark, GB				48
	Jim Clark, GB	Lotus Climax	1	Team Lotus	51
	Mike Spence, GB				3

**NOT CLASSIFIED DUE TO RETIREMENT**
**NOT RUNNING WHEN THE RACE WINNER CROSSED THE FINISH LINE BUT POSITIONED AHEAD OF OTHER CARS STILL RUNNING ON TRACK**

GP	DRIVER	POSITION ON TRACK	RESULT
BE60	Graham Hill, GB	3rd	NC
GB60	Graham Hill, GB	14th	NC
GB61	Jim Clark, GB	17th	NC
DE61	Willy Mairesse, BE	15th	NC
US61	Roy Salvadori, GB	7th	NC
NL62	Richie Ginther, US	9th	NC
NL62	Ricardo Rodríguez, MX	8th	NC
NL63	Jack Brabham, AU	11th	NC
NL63	Graham Hill, GB	10th	NC