

VARIOUS	
GP	NOTES
1950	Already in 1948, successful Indy 500 entrant Preston Tucker announced ambitious plan to create multi-car Grand Prix team for the 1950 season. The cars would be based on the Gulf-Miller and Tucker-Torpedo mid-engine cars that appeared at the Indy 500 as early as 1939, but most recently in 1946 and 1947, and were still viewed as advanced design. The project run into trouble almost immediately, when the designated driver Ralph Hepburn, US was killed in practice for the 1948 Indy 500. Soon thereafter, US Securities and Exchange Commission initiated highly publicized stock fraud investigation of Tucker Corporation, which was proven baseless in court. Nonetheless, heavy negative publicity generated by the trial led to the company going bankrupt in March 1949.
GB50	When Alfa Romeo SpA reserve driver Pierro Taruffi, IT failed to arrive, team's research engineer and occasional test driver Giovanni Battista Guidotti, IT drove several laps in the car entered for Luigi Fagioli, IT. Guidotti's best time was 1:52.4, which was easily enough to qualify, but it was never his intention to actually participate.
MC50	During second practice/qualifying, Luigi Fagioli, IT drove a lap at 1:51.7 (102.489 km/h) which was sufficient for P2 on the starting grid. Nonetheless, race organizers decided that the first two rows of the starting grid (P1-P5) would be determined by times from first practice/qualifying only, when Fagioli recorded 7th fastest qualifying time of 1:54.2 (100.245 km/h). Fagioli started from 5th position on row 2. Luigi Villorosi, IT recorded 3rd fastest qualifying time, but under the rule started from 6th position on row 3.
IT50	Generally, Clemente Biondetti is not considered as independent constructor, but perhaps he should be. The Ferrari 166l (sometimes identified as 166S or 166T) that he took to Monza in 1950, was a complex fusion of components, put together by himself. The chassis was likely based on Maserati frame, although it is not evident what model. The engine, gearbox, transmission, brakes and suspension parts came from Jaguar XK120. The rest of the car was taken from Ferrari 166, but it is again not entirely clear which one, because the Scuderia used this designation for a sports car as well as Formula 2 car.
DE51	Paul Pietsch, DE initially practiced in a Maserati entered by Enrico Platé but then was invited to join the Alfa Romeo factory team, after Willy Peter Dätwyler, CH withdrew from practice due to driver discomfort. Pietsch qualified the Alfa Romeo 7th at 1:15.7 (133.370 km/h) but some sources suggest his time might have been 1:13.1 (133.936 km/h). The faster time would still have him qualified in 7th position.
IT51	Jean Behra, FR allegedly drove in the race impersonating indisposed Maurice Trintignant, FR so the team would not lose starting money. Trintignant is credited with the race start.
ES51	Juan Manuel Fangio, AR is credited with a fastest race lap time of 2:16.93 (166.053 km/h), but there is certain confusion about that time, as 2:14.31 (169.292 km/h) and 2:14:93 (168.514 km/h) were also reported by various sources.
1952-53	The World Championship was declared for Formula 2 cars, while the Formula 1 category remained unchanged. Several non-Championship races were run exclusively with Formula 1 cars conforming to the 1951 rules and specifications.
FR52	Alberto Ascari, IT completed 77 laps, however, the race distance of 386.874 km was apparently calculated based on his position on the track when the official timing was stopped at three hours when Ascari was on his 76th lap. Nonetheless, some sources indicate a race time of 3:00:20.2 (or exactly 3:00:20.267) for full 76 laps (387.600 km), nonetheless, this appears to be a backtrack calculation based on the average race speed of 128.268 km/h. Giuseppe Farina, IT completed 76 laps but is credited with 75.
ES52	The race was scheduled for 26 October at Pedralbes circuit but had to be cancelled because race organizers failed to secure sufficient funds.
1952	In October, Alfa Romeo SpA tested a heavily modified model 159 at Monza, with driver position, steering, pedals and other controls extended behind the rear axle. Consalvo Sanesi, IT completed at least four timed laps with best time of 1:59.0 (190.588 km/h). Although he complained about considerable driver discomfort, he praised the car's behavior in turns and thought the design had potential that could be unlocked. Apparently, all this was in anticipation of new for 1954 monoposto, to be designated as type 160. The car was never built, but would have been equipped with new 2½-liter engine. Alfa Romeo initially designed horizontal V12, but the project was cancelled. Later, flat 12-cylinder engine apparently was completed and used in one of the sports cars.
FR53	Froilán Gonzáles, AR recorded 2nd best qualifying time of 2:41.5 (186.063 km/h) in a car used in the race by Felice Bonetto, IT. Race organizers have determined the starting grid in accordance with the qualifying times recorded by a car rather than driver. Consequently, Bonetto started from P2 and Gonzáles from P5, based on the best qualifying time he set in his race car at 2:42.4 (185.032 km/h). It is not known what best qualifying time was set by Bonetto, if any.
	Alberto Ascari, IT and Juan Manuel Fangio, AR are credited with shared fastest race lap at 2:41.1 (186.525 km/h) but Fangio possibly posted 2:41.0 (186.641 km/h).
DE53	Maurutz von Strachwitz, DE lost his racing license prior to the event, but did arrive and took part in the initial untimed practice on Wednesday.
ES53	The race was scheduled for 25 October at Pedralbes circuit but had to be cancelled because race organizers failed to secure sufficient funds.
1953	In 1946, Piero Dusio set-off to build an ultimate Grand Prix car. To that end he was successful in securing backing from Porsche KG and the Argentinean government. Work started in 1948 and Dusio moved the entire project to Argentina in 1949 (partially in an attempt to escape his Italian creditors). The plan was to have at least one car ready for the 1951 Buenos Aires Grand Prix, but that did not happen. The World Championship engine specifications changed for 1952, making the car obsolete due to its 1½-liter supercharged flat 12 engine. The car with 4WD option did finally run in testing during 1953 with Clemar Bucci, AR driving, but the entire project was then abandoned.
AR54	Ferrari team manager Nello Ugolini filed a protest against Officine Maserati, claiming that more than allowed number of mechanics serviced the car of Juan Manuel Fangio, AR during a pitstop. The claim was dismissed by local race organizers and later their decision was upheld by the FIA.
NL54	The race was scheduled for 6 June at Zandvoort circuit but had to be cancelled because race organizers failed to secure sufficient funds.
1955	In order to assess the car's handling first-hand, Daimler-Benz AG engineer Rudolf Uhlenhaut, DE drove several laps in practice on at least three occasions in MC, BE and IT. In Monaco, he also drove Maserati 250F entered by his driver's Equipe Moss. Although he almost certainly set times sufficient to qualify for those races, it never was his intention to actually participate.

MC55	André Simon, FR initially practiced in privately entered Maserati but was later invited by Daimler-Benz to join their factory team as replacement for Hans Herrmann, DE who was injured in Thursday practice
FR55	The race was scheduled for 3 July at Reims circuit but after the tragedy at Le Mans was initially rescheduled to 25 September and later cancelled.
DE55	The race was scheduled for 31 July at Nürburgring-Nordschleife but was cancelled after the tragedy at Le Mans.
CH55	The race was scheduled for 21 at Bremgarten circuit August but was cancelled after the tragedy at Le Mans.
IT55	Per various sources, Robert Manzon, FR either refused to drive on the high banking or had to attend urgent family matter, but in any case, he left the track after Thursday practice. Equipe Gordini team manager (and sometime sportscar racer) Jean Lucas, FR took over to drive the new car for the rest of the weekend.
ES55	The race was scheduled for 23 October at Pedralbes circuit but was cancelled after the tragedy at Le Mans.
AR56	Maserati team manager Nello Ugolini filed a protest against Scuderia Ferrari, claiming that Juan Manuel Fangio, AR received push-start after a spin. The claim was dismissed by local race organizers.
BE56	Scuderia Ferrari arrived with five cars and three drivers. One spare car was designated for Mike Hawthorn, GB whose team Owen Racing did not arrive. Nonetheless, Hawthorn decided to instead drive for Officine Maserati, which created certain tensions between the two Italian teams. Ferrari replaced Hawthorn with Paul Frère, BE and the remaining car (with a crew of factory mechanics) was rented to Equipe Nationale Belge.
DE56	Césaire Perdisa, IT qualified car No.8 (Officine Maserati) but withdrew from the Grand Prix after being injured in the morning SportsCar race. His car was taken over by Umberto Maglioli, IT who qualified in car No.17 (Scuderia Guastalla). Luigi Villoresi, IT missed the qualifying but was offered to race car No.18 qualified and entered by Luigi Piotti, IT. However, since car No.17 became available at the last minute, Villoresi took it for the race and Piotti was able to start in his original car. André Pilette, BE qualified car No.11 (Equipe Gordini) but was injured in morning practice. The car was driven in the race by André Milhoux, BE.
IT56	João Rezende dos Santos, VE was invited by Equipe Gordini to try their car and posted 2:54.6 (206.186 km/h) practice time, which was faster than all the three factory drivers.
IT56	After observing Archie Scott-Brown's disabilities during practice, race organizers decided to exclude him from further participation in the event. Connaught Engineering recruited Ron Flockhart, GB as replacement, as his team Owen Racing decided that its car BRM P25 needed further development before it should race again. In his one-off start for the team, Flockhart delivered Connaught Engineering's best World Championship result.
AR57	Giorgio Scarlatti, IT and Joakim Bonnier, SE shared single car. Both recorded practice times on Thursday but race organizers decided that only Saturday times will count for starting grid positions. The qualifying time was set by Scarlatti but Bonnier used the car in Sunday race.
MC57	Because factory driver Jack Brabham, AU was delayed on his way to the circuit, the team Cooper Cars asked both Peter Collins, GB (Scuderia Ferrari) and Roy Salvadori, GB (Owen Racing) to drive their car during the initial practice.
BE57	The race was scheduled for 2 June at Spa-Francorchamps but was cancelled due to unresolved dispute between race organizers and the teams over the starting money.
NL57	The race was scheduled for 16 June at Zandvoort circuit but was cancelled due to unresolved dispute between race organizers and the teams over the starting money.
FR57	Jean Behra, FR finished 5th completing 70 of the scheduled 77 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 6th.
GB57	Stuart Lewis-Evans, GB stopped on track to repair throttle linkage, but neglected to re-attach the bonnet to the car before re-joining and completing the race, which caused him not being classified. Roy Salvadori, GB suffered gearbox failure and parked his car at the finish line, where he waited for the race winner to complete the race distance, at which point Salvadori pushed the car over the line and was classified in 5th place, rather than being considered as non-classified due to retirement.
Ps57	After cancellation of BE57 and NL57, the FISA needed to boost the World Championship with more races. The agreement was reached to add the Pescara circuit, which hosted Coppa Arcebo races between the wars, but was used primarily for sportscar events after WW2.
Ps57	Following the fatal accident of Alfonso de Portago, ES at the Mille Miglia, Enzo Ferrari was involved in a dispute with the Italian autoclub and initially refused to enter the race as demonstration of his dissatisfaction with the authorities. The top Italian driver at the time and former winner at the circuit Luigi Musso, IT believed that he was in strong position to win the Grand Prix and was able to persuade the Commendatore to enter a single car for him. Some sources identify this as Musso's private entry.
BE58	At the request of Mike Hawthorn, GB the pole position was switched from left to right of the first row. Rest of the starting grid remained unchanged.
FR58	Peter Collins, GB recorded 4th best qualifying time of 2:23.3 (208.564 km/h) in a car used in the race by Wolfgang von Trips, DE. Similarly, Juan Manuel Fangio, AR recorded fastest practice time in a car then raced by Francisco Godia, ES and Phill Hill, US recorded fastest practice time in a car then raced by Joakim Bonnier, SE. Race organizers have determined the starting grid in accordance with the qualifying times recorded by a car rather than driver. Consequently, von Trips started from P4, Godia from P12 and Bonnier from P14. It is not known what best qualifying time was set by these drivers, if any.
	Reims race organizers have generally determined the starting grid in accordance with the qualifying times recorded by a car rather than driver. But the starting grid for this race seems to have been determined by some other unknown method.
DE58	Drivers who did not complete required six practice laps were delegated to start from the last two rows of the starting grid (P19-P25). This appears to be done in a random way and results in somewhat inconsistent treatment. Of the F1 drivers, Cliff Allison, GB was penalized 13 places, Joakim Bonnier, SE 12 places and Hans Herrmann, DE did not lose or gain any places. Of the F2 drivers, Jack Brabham, AU was penalized 9 places while Graham Hill, GB and Christian Goethals, DE both gained 2 places. Brian Naylor, GB who was penalized for another reason started last, losing 4 places.
PT58	Mike Hawthorn, GB spun on the last lap and used service road parallel to the circuit to jump-start the car before crossing the finish line, officially still on the lead lap, but more than five minutes after the race winner Stirling Moss, GB. Was initially disqualified for driving in opposite direction but reinstated after appeal. Stuart Lewis-Evans, GB was classified 3rd a lap down, while his actual time deficit to Moss was less than three minutes.
IT58	Masten Gregory, US & Carroll Shelby, US were initially disqualified for sharing the car but reinstated after appeal. They were not eligible for Championship points.
AR59	The race was scheduled for 25 January at Buenos Aires but was cancelled by race organizers due to lack of interest.

MC59	Stirling Moss, GB (Walker Racing) was asked by the Owen Racing team to evaluate their BRM car, and drove it for 10 laps in practice. Moss then did extensive testing with Owen Racing for several days before the next Grand Prix at Zandvoort.
NL59	Stirling Moss, GB (Walker Racing) was asked by Carel Godin de Beaufort, NL to assess his car's handling problem and drove it for several laps in practice.
BE59	The race was scheduled for 14 June at Spa-Francorchamps but was cancelled due to unresolved dispute between race organizers and the teams over the starting money.
FR59	Jean Behra, FR and Olivier Gendebien, BE both set best qualifying time in car No.30, which was a Formula 1 car. For the race, Behra kept this car, while Gendebien was given car No.22, which he did not drive before, as it was only used in practice by Behra. This was Formula 2 car fitted with full-size type 246 F1 engine. Also, Collin Davis GB qualified in car No.18 and Ian Burgess, GB in car No.20 but they switched the cars for the race. Stirling Moss, GB was disqualified for push start, but allowed to retain the fastest race lap credit.
GB59	Innes Ireland, GB became ill and could not race. Alan Stacey, GB replaced him and started the race from P12 based on the qualifying time set by Ireland. It is not known what best qualifying time was recorded by Stacey, if any.
DE59	Due to high banking and resulting tyre concerns, it was pre-determined that the race would consist of two separate 30-lap heats with the final results based on aggregate time. Overall winner Tony Brooks, GB finished 1st in both heats. Heat 1: 249.000 km @ 1:03:17.6 (236.044 km/h). Heat 2: 249.000 km @ 1:06:14.0 (225.566 km/h).
MA59	The race was scheduled for 11 October at Ain-Diab circuit but had to be cancelled because race organizers failed to secure sufficient funds.
US59	Harry Schell, US qualified 3rd in 3:05.2 (162.672 km/h) while using a shortcut on the 8.369 km long circuit. Tony Brooks, GB should have started 3rd instead after posting 3:05.9 (162.060 km/h). The best complete-lap time for Schell was 3:11.2 (157.568 km/h).
US59	The recent Indy 500 winner Rodger Ward, US entered a dirt-track Midget powered by a 1.70 liter Offenhauser engine. He expected that the Midget's power-to-weight ratio and cornering abilities would provide an advantage against the more powerful and sophisticated race cars. Also, the chassis was stretched to accommodate a Ford model A transmission and clutch assembly, so the car could carry a two-speed gearbox.

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

GP	DRIVER	NOTES
GB52	Alberto Ascari, IT	Posted identical time to Giuseppe Farina, IT who attained the pole position. Ascari started from P2 on row 1.
MC55	Alberto Ascari, IT	Posted identical time to Juan Manuel Fangio, AR who attained the pole position. Ascari started from P2 on row 1.
FR56	Juan Manuel Fangio, AR	Switched starting grid position with Peter Collins, GB who qualified 3rd, for a reason that is not entirely clear. Most likely because Reims race organizers considered the practice/qualifying times to be set by a car, not the driver. Apparently, the car Fangio set fastest qualifying time in was used in the race by Collins.
NL59	Jack Brabham, AU	Posted identical time to Joakim Bonnier, SE who attained the pole position. Brabham started from P2 on row 1.
GB59	Roy Salvadori, GB	Posted identical time Jack Brabham, AU who attained the pole position. Salvadori started from P2 on row 1.
DE59	Cliff Allison, GB	Posted fastest qualifying lap but as a reserve driver was not eligible for pole position, which was attained by Tony Brooks, GB. Allison was allowed to start from P14 on row 4.

#### DOMINANT VICTORIES

GP	CIRCUIT	DRIVER	CAR
<b>FASTEST QUALIFYING LAP-POLE POSITION-FASTEST RACE LAP-ALL LAPS LED</b>			
MC50	Monte Carlo	Juan Manuel Fangio, AR	Alfa Romeo
Winning margin: 1+ lap (fastest race lap 1:51.0)			
FR52	Rouen-les-Essarts	Alberto Ascari, IT	Ferrari
*Winning margin: 1+ lap (fastest race lap 2:17.3)			
DE52	Nürburgring-Nordschleife	Alberto Ascari, IT	Ferrari
NL52	Zandvoort	Alberto Ascari, IT	Ferrari
AR53	Buenos Aires	Alberto Ascari, IT	Ferrari
Winning margin: 1+ lap (fastest race lap 1:48.4)			
DE56	Nürburgring-Nordschleife	Juan Manuel Fangio, AR	Lancia/Ferrari
FR58	Reims	Mike Hawthorn, GB	Ferrari
PT59	Monsanto Park	Stirling Moss, GB	Cooper Climax
<b>FASTEST QUALIFYING LAP-POLE POSITION-FASTEST RACE LAP-MOST LAPS LED</b>			
GB50	Silverstone	Giuseppe Farina, IT	Alfa Romeo
FR50	Reims-Gueux	Juan Manuel Fangio, AR	Alfa Romeo
CH51	Bremgarten	Juan Manuel Fangio, AR	Alfa Romeo
BE52	Spa-Francorchamps	Alberto Ascari, IT	Ferrari
BE54	Spa-Francorchamps	Juan Manuel Fangio, AR	Maserati

GB55	Aintree	Stirling Moss, GB	Mercedes-Benz
MC57	Monte Carlo	Juan Manuel Fangio, AR	Maserati
DE57	Nürburgring-Nordschleife	Juan Manuel Fangio, AR	Maserati
<b>POLE POSITION WITHOUT FASTEST QUALIFYING LAP--FASTEST RACE LAP- MOST LAPS LED</b>			
DE59*	Avus	Tonny Brooks, GB	Ferrari
* Cliff Allison, GB (Ferrari) posted fastest qualifying time but as reserve driver was not eligible for pole position.			
<b>SHARED FASTEST QUALIFYING LAP-FASTEST RACE LAP-ALL LAPS LED</b>			
GB52*	Silverstone	Alberto Ascari, IT	Ferrari
Winning margin: 1+ lap (fastest race lap 1:52.0)			
*Giuseppe Farina, IT (Ferrari) posted identical qualifying time and started from pole position.			
<b>FASTEST QUALIFYING LAP-POLE POSITION-SHARED FASTEST RACE LAP-ALL LAPS LED</b>			
GB53*	Silverstone	Alberto Ascari, IT	Ferrari
*Froilán González, AR (Maserati) posted identical fastest race lap.			
<b>FASTEST QUALIFYING LAP-POLE POSITION-SHARED FASTEST RACE LAP-MOST LAPS LED</b>			
IT52*	Monza	Alberto Ascari, IT	Ferrari
*Froilán González, AR (Maserati) posted identical fastest race lap.			
<b>FASTEST QUALIFYING LAP-POLE POSITION-ALL LAPS LED</b>			
NL53	Zandvoort	Alberto Ascari, IT	Ferrari
NL55	Zandvoort	Juan Manuel Fangio, AR	Mercedes-Benz
FR59	Reims	Tonny Brooks, GB	Ferrari
<b>SHARED FASTEST QUALIFYING LAP-POLE POSITION-ALL LAPS LED</b>			
GB59*	Aintree	Jack Brabham, AU	Cooper Climax
*Roy Salvadori, GB (Aston Martin) posted identical qualifying time.			
<b>FASTEST RACE LAP-ALL LAPS LED</b>			
CH54	Bremgarten	Juan Manuel Fangio, AR	Mercedes-Benz
BE55	Spa-Francorchamps	Juan Manuel Fangio, AR	Mercedes-Benz
NL58	Zandvoort	Stirling Moss, GB	Vanwall
MA58	Ain-Diab	Stirling Moss, GB	Vanwall
<b>SHARED FASTEST RACE LAP-ALL LAPS LED</b>			
GB54*	Silverstone	Froilán González, AR	Ferrari
*Alberto Ascari, IT (Maserati) Jean Behra, FR (Gordini) Juan Manuel Fangio, AR (Mercedes-Benz) Mike Hawthorn, GB (Ferrari) Onofré Marimón, AR (Maserati) Stirling Moss, GB (Maserati) posted identical fastest race lap.			
<b>ALL LAPS LED</b>			
MC56	Monte Carlo	Stirling Moss, GB	Maserati
GB58	Silverstone	Peter Collins, GB	Ferrari
<b>FASTEST QUALIFYING LAP-POLE POSITION-FASTEST RACE LAP-LAPS LED-SHARED WIN</b>			
FR51*	Reims-Gueux	Juan Manuel Fangio, AR	Alfa Romeo
AR56**	Buenos Aires	Juan Manuel Fangio, AR	Lancia/Ferrari
GB57***	Aintree	Stirling Moss, GB	Vanwall
Shared with *Luigi Fagioli, IT, **Luigi Musso, IT, ***Tonny Brooks, GB.			
<b>OTHER SIGNIFICANT WINNING MARGIN</b>			
BE51	Spa-Francorchamps	Alberto Ascari, IT	Ferrari
Winning margin: 2:51.0			
CH52	Bremgarten	Pierro Taruffi, IT	Ferrari
Winning margin: 2:37.2			
BE53	Spa-Francorchamps	Alberto Ascari, IT	Ferrari
Winning margin: 2:48.2			
IT54	Monza	Juan Manuel Fangio, AR	Mercedes-Benz
Winning margin: 1+ lap (fastest race lap 2:00.8)			
GB56	Silverstone	Juan Manuel Fangio, AR	Lancia/Ferrari
Winning margin: 1+ lap (fastest race lap 1:43.2)			
Ps57	Pescara	Stirling Moss, GB	Vanwall
Winning margin: 3.13.9			
DE58	Nürburgring-Nordschleife	Tonny Brooks, GB	Vanwall
Winning margin: 3:29.7			

PT58	Oporto	Stirling Moss, GB	Vanwall
*Winning margin: 5:12.75			
* See VARIOUS above.			
PT59	Monsanto Park	Stirling Moss, GB	Cooper Climax
Winning margin: 1+ lap (fastest race lap 2:05.07)			

### NO POINTS AWARDED FOR RACE RESULT

GP	DRIVER	RESULT	NOTES
MC56	Juan Manuel Fangio, AR	(4th)	Already received points for shared 2nd place.
GB57	Peter Collins, GB	(4th)	Drove for insufficient number of laps when sharing the car with Maurice Trintignant, FR.
DE58	Cliff Allison, GB	5th	Finished 10th overall behind several Formula 2 cars in simultaneous F-1/F-2 event.
DE58	Bruce McLaren, NZ	5th	Participated in Formula 2 race in simultaneous F-1/F-2 event.
IT58	Masten Gregory, US & Carroll Shelby, US	(4th)	Car sharing not permitted.

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

GP	DRIVER	NOTES
MC50	Alfredo Pian, AR	Was injured in practice crash.
FR50	Eugène Chaboud, FR	Withdrew after deciding to share car with Philippe Étancelin, FR.
IT50	Felice Bonetto, IT	Withdrawn.
DE51	David Murray, GB	Car was damaged beyond repair in qualifying crash.
DE51	Consalvo Sanesi, IT	No car available.
IT51	Reg Parnell, GB	Car broke down beyond repair during pre-race warm-up.
IT51	Ken Richardson, GB	R.A.C. revoked his license due to lack of experience.
ES51	Juan Jover, ES	Car broke down beyond repair during pre-race warm-up.
GB52	Bill Aston, GB	Withdrawn.
DE52	Willi Krakau, DE	Withdrawn.
DE52	Ludwig Fischer, DE	Withdrawn.
NL53	Fred Wacker, US	Per team order surrendered his engine to teammate Harry Schell, US.
AR54	Luigi Musso, IT	Car broke down beyond repair during practice.
GB54	Alan Brown, GB	Withdrawn.
DE54	Onofré Marimón, AR	Suffered fatal accident in qualifying.
DE54	Luigi Villoresi, IT	Withdrew in respect to Marimón.
CH54	Robert Manzon, FR	Was injured in practice crash.
GB55	Jack Fairman, GB	Car broke down beyond repair during pre-race warm-up.
IT55	Giuseppe Farina, IT	Withdrawn by team due to car safety concerns.
IT55	Luigi Villoresi, IT	Withdrawn by team due to car safety concerns.
MC56	Mike Hawthorn, GB	Car broke down beyond repair during practice.
MC56	Tonny Brooks, GB	Car broke down beyond repair during practice.
BE56	Mike Hawthorn, GB	Decided to withdraw in attempt to relieve tension over his services between Officine Maserati and Scuderia Ferrari.
DE56	Césaire Perdisa, IT	Injured in support race. Car was raced by Umberto Maglioli, IT
DE56	André Pilette, BE	Car was raced by André Milhoux, BE.
IT56	João Rezende dos Santos, VE	Was being evaluated by the team but no car was available for him for the race.
GB57	Horace Gould, GB	Car was damaged beyond repair in qualifying crash.
BE58	Ken Kavanagh, AU	Car broke down beyond repair during practice.
GB59	Innes Ireland, GB	Became ill and was replaced by Alan Stacey, GB.
US59	Phil Cade, US	Car broke down beyond repair during pre-race warm-up.

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

<b>GP</b>	<b>DRIVER</b>	<b>NOTES</b>
GB50	Brian Shawe-Taylor, GB	Joined the race in progress to relieve Joe Fry, GB.
GB50	Tony Rolt, GB	Joined the race in progress to relieve Peter Walker, GB.
BE50	Johnny Claes, BE	Guaranteed grid position by race organizers.
FR50	Eugène Chaboud, FR	Joined the race in progress to relieve Philippe Étançelin, FR.
GB51	Peter Walker, GB	Guaranteed grid position by race organizers.
GB51	Reg Parnell, GB	Guaranteed grid position by race organizers.
CH52	Louis Rosier, FR	Guaranteed grid position by race organizers.
CH52	Max de Terra, CH	Guaranteed grid position by race organizers.
FR52	Peter Hirt, CH	Joined the race in progress to relieve Rudolf Fischer, CH.
GB52	Emmanuel de Graffenried, CH	Guaranteed grid position by race organizers.
GB52	Harry Schell, US	Guaranteed grid position by race organizers.
AR53	Harry Schell, US	Joined the race in progress to relieve Maurice Trintignant, FR.
DE53	Erwin Bauer, DE	Guaranteed grid position by race organizers.
DE53	Oswald Karch, DE	Guaranteed grid position by race organizers.
IT53	Luigi Musso, IT	Joined the race in progress to relieve Sergio Mantovani, IT.
GB54	Roberto Miéres, AR	Guaranteed grid position by race organizers.
GB54	Louis Rosier, FR	Guaranteed grid position by race organizers.
GB54	Alberto Ascari, IT	Guaranteed grid position by race organizers.
GB54	Ron Flockhart, GB	Joined the race in progress to relieve Birabongse Bira, TH.
ES54	Ottorino Volonterio, CH	Joined the race in progress to relieve Emmanuel de Graffenried, CH.
AR55	Umberto Maglioli, IT	Joined the race in progress to relieve Giuseppe Farina, IT.
MC55	Paul Frère, BE	Joined the race in progress to relieve Pierro Taruffi, IT.
GB55	Peter Walker, GB	Joined the race in progress to relieve Tony Rolt, GB.
AR56	Alberto Uría, UY	Guaranteed grid position by race organizers.
AR56	Gerino Gerini, IT	Joined the race in progress to relieve Chico Landi, BR.
AR56	Óscar González, UY	Joined the race in progress to relieve Alberto Uría, UY.
MC56	André Pilette, BE	Joined the race in progress to relieve Élie Bayol, FR.
DE56	André Milhoux, BE	Car was qualified by André Pilette, BE.
DE56	Luigi Villoresi, IT	Car was qualified by Umberto Maglioli, IT.
IT56	Joakim Bonnier, SE	Joined the race in progress to relieve Luigi Villoresi, IT.
AR57	Alfonso de Portago, ES	Joined the race in progress to relieve Froilán González, AR.
AR57	Wolfgang von Trips, DE	Joined the race in progress to relieve Peter Collins, GB.
IT57	Ottorino Volonterio, CH	Joined the race in progress to relieve André Simon, FR.
FR58	Francisco Godia, ES	Car was qualified by Juan Manuel Fangio, AR.
GB59	Alan Stacey, GB	Car was qualified by Innes Ireland, GB.

<b>NOT CLASSIFIED DUE TO RETIREMENT</b>				
<b>NOT RUNNING WHEN THE RACE WINNER CROSSED THE FINISH LINE BUT POSITIONED AHEAD OF OTHER CARS STILL RUNNING ON TRACK</b>				
<b>GP</b>	<b>DRIVER</b>	<b>POSITION ON TRACK</b>	<b>RESULT</b>	
CH51	Peter Whitehead, GB	13th	NC	
GB52	Peter Collins, GB	22nd	NC	
BE53	Juan Manuel Fangio, AR & Johnny Claes, BE	3rd	NC	
GB53	Jimmy Stewart, GB	9th	NC	
DE53	Luigi Villorresi, IT & Alberto Ascari, IT	15th	NC	
DE53	Alan Brown, GB	16th	NC	
CH53	Chico Landi, BR	8th	NC	
IT53	Emmanuel de Graffenried, CH	15th	NC	
IT53	Alberto Ascari, IT	3rd	NC	
IT53	Felice Bonetto, IT	7th	NC	
IT53	Onofré Marimón, AR	10th	NC	
GB54	Roy Salvadori, GB	18th	NC	
GB54	Stirling Moss, GB	14th	NC	
GB54	Jean Behra, FR	17th	NC	
GB54	William Whitehouse, GB	16th	NC	
GB54	Ron Flockhart, GB & Birabongse Bira, TH	19th	NC	
MC55	Jean Behra, FR & Césaire Perdisa, IT	8th	NC	
MC56	Robert Manzon, FR	6th	NC	
GB56	Stirling Moss, GB	10th	NC	
IT56	Umberto Maglioli, IT & Jean Behra, FR	11th	NC	
IT56	Luigi Musso, IT	5th	NC	
GB57	Jack Brabham, AU	8th	NC	
MC58	Wolfgang von Trips, DE	6th	NC	
BE58	Francisco Godia, ES	9th	NC	
FR58	Harry Schell, US	12th	NC	
FR58	Jean Behra, FR	11th	NC	
PT58	Carroll Shelby, US	9th	NC	
GB59	Carroll Shelby, US	11th	NC	

<b>DRIVERS SHARING CAR DURING GRAND PRIX</b>					
<b>GP</b>	<b>DRIVERS</b>	<b>CAR</b>	<b>#</b>	<b>TEAM</b>	<b>LAPS DRIVEN</b>
GB50	Joe Fry, GB	Maserati	10	Joe Fry	35
	Brian Shawe-Taylor, GB				29
GB50	Peter Walker, GB	ERA	9	Peter Walker	2
	Tony Rolt, GB				3
FR50	Philippe Étancelin, FR	Talbot-Lago Talbot	16	Philippe Étancelin	26
	Eugène Chaboud, FR				33
FR50	Charles Pozzi, FR	Talbot-Lago Talbot	26	Charles Pozzi	14
	Louis Rosier, FR				42
IT50	Dorino Serafini, IT	Ferrari	48	Scuderia Ferrari	47
	Alberto Ascari, IT				33
IT50	Pierro Taruffi, IT	Alfa Romeo	54	Alfa Romeo SpA	25
	Juan Manuel Fangio, AR				9
FR51	Luigi Fagioli, IT	Alfa Romeo	8	Alfa Romeo SpA	24
	Juan Manuel Fangio, AR				53
	Juan Manuel Fangio, AR	Alfa Romeo	4	Alfa Romeo SpA	14
	Luigi Fagioli, IT				41
FR51	Froilán González, AR	Ferrari	14	Scuderia Ferrari	35
	Alberto Ascari, IT				42

IT51	Felice Bonetto, IT	Alfa Romeo	40	Alfa Romeo SpA	29
	Giuseppe Farina, IT				50
CH52	André Simon, FR	Ferrari	32	Scuderia Ferrari	22
	Giuseppe Farina, IT				29
FR52	Rudolf Fischer, CH	Ferrari	36	Ecurie Espadon	38
	Peter Hirt, CH				28
FR52	Emmanuel de Graffenried, CH	Maserati	16	Enrico Platé	20
	Harry Schell, US				14
NL52	Chico Landi, BR	Maserati	16	Escuderia Bandeirantes	43
	Jan Flinterman, NL				40
AR53	Maurice Trintignant, FR	Gordini	28	Equipe Gordini	50
	Harry Schell, US				41
NL53	Felice Bonetto, IT	Maserati	16	Officine Maserati	25
	Froilán González, AR				64
BE53	Johnny Claes, BE	Maserati	6	Officine Maserati	14
	Juan Manuel Fangio, AR				21
DE53	Alberto Ascari, IT	Ferrari	1	Scuderia Ferrari	9
	Luigi Villoresi, IT				8
	Luigi Villoresi, IT	Ferrari	4	Scuderia Ferrari	10
	Alberto Ascari, IT				5
CH53	Juan Manuel Fangio, AR	Maserati	32	Officine Maserati	11
	Felice Bonetto, IT				52
	Felice Bonetto, IT	Maserati	30	Officine Maserati	12
	Juan Manuel Fangio, AR				18
IT53	Sergio Mantovani, IT	Maserati	56	Officine Maserati	38
	Luigi Musso, IT				38
BE54	Mike Hawthorn, GB	Ferrari	10	Scuderia Ferrari	20
	Froilán González, AR				15
GB54	Birabongse Bira, TH	Maserati	6	Prince Bira	42
	Ron Flockhart, GB				2
GB54	Luigi Villoresi, IT	Maserati	32	Officine Maserati	26
	Alberto Ascari, IT				14
DE54	Froilán González, AR	Ferrari	1	Scuderia Ferrari	16
	Mike Hawthorn, GB				6
IT54	Umberto Maglioli, IT	Ferrari	38	Scuderia Ferrari	30
	Froilán González, AR				48
ES54	Emmanuel de Graffenried, CH	Maserati	22	Baron de Graffenried	30
	Ottorino Volonterio, CH				27
AR55	Froilán González, AR	Ferrari	12	Scuderia Ferrari	60
	Giuseppe Farina, IT				20
	Maurice Trintignant, FR				16
AR55	Giuseppe Farina, IT	Ferrari	10	Scuderia Ferrari	50
	Umberto Maglioli, IT				22
	Maurice Trintignant, FR				22
AR55	Hans Herrmann, DE	Mercedes-Benz	8	Daimler-Benz	30
	Karl Kling, DE				30
	Stirling Moss, GB				34
AR55	Harry Schell, US	Maserati	28	Officine Maserati	50
	Jean Behra, FR				38
AR55	Luigi Musso, IT	Maserati	22	Officine Maserati	50
	Sergio Mantovani, IT				20
	Harry Schell, US				13
AR55	Clemar Bucci, AR	Maserati	26	Officine Maserati	29
	Harry Schell, US				15
	Carlos Menditéguy, AR				10



AR55	Sergio Mantovani, IT	Maserati	20	Officine Maserati	30
	Luigi Musso, IT				10
	Jean Behra, FR				14
AR55	Eugenio Castellotti, IT	Lancia	36	Scuderia Lancia	20
	Luigi Villoresi, IT				15
MC55	Jean Behra, FR	Maserati	34	Officine Maserati	50
	Césare Perdisa, IT				49
	Césare Perdisa, IT	Maserati	40	Officine Maserati	50
	Jean Behra, FR				36
MC55	Pierro Taruffi, IT	Ferrari	48	Scuderia Ferrari	50
	Paul Frère, BE				36
BE55	Roberto Mières, AR	Maserati	24	Officine Maserati	10
	Jean Behra, FR				25
GB55	Mike Hawthorn, GB	Ferrari	16	Scuderia Ferrari	60
	Eugenio Castellotti, IT				27
GB55	Ken Wharton, GB	Vanwall	28	GA Vandervell	50
	Harry Schell, US				22
GB55	Tony Rolt, GB	Connaught Alta	36	Walker Racing	10
	Peter Walker, GB				9
AR56	Luigi Musso, IT	Lancia/Ferrari	34	Scuderia Ferrari	24
	Juan Manuel Fangio, AR				74
AR56	Chico Landi, BR	Maserati	10	Officine Maserati	46
	Gerino Gerini, IT				46
AR56	Alberto Uría, UY	Maserati	16	Alberto Uría	49
	Oscar González, UY				39
MC56	Peter Collins, GB	Lancia/Ferrari	26	Scuderia Ferrari	54
	Juan Manuel Fangio, AR				46
MC56	Juan Manuel Fangio, AR	Lancia/Ferrari	20	Scuderia Ferrari	40
	Eugenio Castellotti, IT				54
MC56	Élie Bayol, FR	Gordini	4	Equipe Gordini	50
	André Pilette, BE				38
BE56	Césare Perdisa, IT	Maserati	34	Officine Maserati	12
	Stirling Moss, GB				24
FR56	Césare Perdisa, IT	Maserati	6	Officine Maserati	14
	Stirling Moss, GB				45
FR56	Mike Hawthorn, GB	Vanwall	24	GA Vandervell	10
	Harry Schell, US				46
GB56	Alfonso de Portago, ES	Lancia/Ferrari	4	Scuderia Ferrari	70
	Peter Collins, GB				30
GB56	Eugenio Castellotti, IT	Lancia/Ferrari	3	Scuderia Ferrari	80
	Alfonso de Portago, ES				12
DE56	Alfonso de Portago, ES	Lancia/Ferrari	5	Scuderia Ferrari	10
	Peter Collins, GB				4
DE56	Luigi Musso, IT	Lancia/Ferrari	4	Scuderia Ferrari	9
	Eugenio Castellotti, IT				2
IT56	Peter Collins, GB	Lancia/Ferrari	26	Scuderia Ferrari	35
	Juan Manuel Fangio, AR				15
IT56	Juan Manuel Fangio, AR	Lancia/Ferrari	22	Scuderia Ferrari	19
	Eugenio Castellotti, IT				27
IT56	Umberto Maglioli, IT	Maserati	46	Officine Maserati	28
	Jean Behra, FR				14
IT56	Luigi Villoresi, IT	Maserati	34	Officine Maserati	4
	Joakim Bonnier, SE				3
AR57	Froilán González, AR	Ferrari/Lancia	20	Scuderia Ferrari	46
	Alfonso de Portago, ES				52

AR57	Césaire Perdisa, IT	Lancia/Ferrari	18	Scuderia Ferrari	30
	Peter Collins, GB				35
	Wolfgang von Trips, DE				33
MC57	Wolfgang von Trips, DE	Ferrari/Lancia	24	Scuderia Ferrari	92
	Mike Hawthorn, GB				3
MC57	Giorgio Scarlatti, IT	Maserati	34	Officine Maserati	42
	Harry Schell, US				22
FR57	Mike MacDowell, GB	Cooper Climax	24	Cooper Cars	30
	Jack Brabham, AU				38
GB57	Tonny Brooks, GB	Vanwall	20	GA Vandervell	26
	Stirling Moss, GB				64
	Stirling Moss, GB	Vanwall	18	GA Vandervell	24
	Tonny Brooks, GB				27
GB57	Maurice Trintignant, FR	Ferrari	16	Scuderia Ferrari	85
	Peter Collins, GB				3
IT57	Giorgio Scarlatti, IT	Maserati	8	Officine Maserati	46
	Harry Schell, US				38
IT57	André Simon, FR	Maserati	28	Comte Volonterio	40
	Ottorino Volonterio, CH				32
FR58	Stuart Lewis-Evans, GB	Vanwall	12	GA Vandervell	20
	Tonny Brooks, GB				15
IT58	Masten Gregory, US	Maserati	32	Scuderia Centro Sud	45
	Carroll Shelby, US				24