



From the golden age of Formula One, now brought into your mancave, this is the Assetto Corsa **Historic F1 1975** mod!

The origins of this mod are from the early days modding heroes of simracing. Therefore I would like to thank:

- Team CREW (orig. Mod)
- Reuteman
- Chiefwiggum
- Dave Purdy
- OfficineMeccanicheVirtuali for the McLaren M23 model

Special thanks to:

- Smallblock Hero for all the modding lessons & Ned for his awesome skins.

This is a conversion of the original mod to Assetto Corsa, with two ks models (Ferrari 312T and Lotus72) added. Therefore you will need the Lotus DLC to play the Lotus 72E.

Enjoy and may the downforce be with you!

<Bazza>





Installation Notes on Ferrari 312T and Lotus 72E

This works only if you have purchased and installed the official Dream pack 3

http://store.steampowered.com/app/423630/Assetto_Corsa_Dream_Pack_3/

Howto install the Lotus and the Ferrari:

1. Extract package to your AC car install folder :
...\SteamLibrary\SteamApps\common\assetto corsa\cars

Ferrari 312T

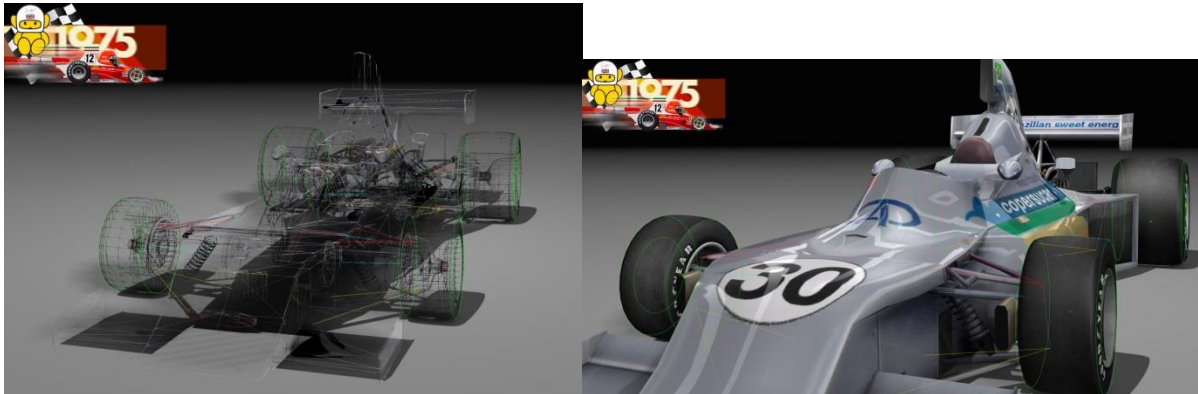
2. Goto \SteamLibrary\SteamApps\common\assetto corsa\content\cars\ferrari_312t
3. In this folder: Copy the following files:
 - ferrari_312t.kn5
 - ferrari_312t_LOD_B.kn5
 - ferrari_312t_LOD_C.kn5
 - ferrari_312t_LOD_D.kn5
4. Within \cars folder, goto \ f1c75_ferrari_312t
5. Paste kn5 files here!

Lotus 72E

2. Goto \SteamLibrary\SteamApps\common\assetto corsa\content\cars\ks_lotus_72d
3. In this folder: Copy the following files:
 - lotus_72d.kn5
 - lotus_72d_lod_b.kn5
 - lotus_72d_lod_c.kn5
 - lotus_72d_lod_d.kn5
4. Within \cars folder, goto \ f1c75_lotus_72e
5. Paste kn5 files here!



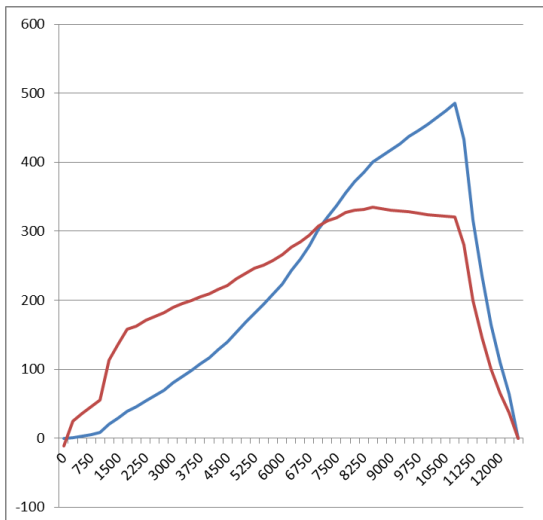
The physics



Each car has it's own unique physics set, suspension geometry / roll centers. You should definately be able to notice a difference in handling and character between each car. I tried to get as close as possible to reallife values. However due to the models being slightly offscale, some values regarding track and wheelbase are sometimes a bit off.

There are three variatons of the Ford DFV used:

1975 Ford DFV



Typical 465 HP @ 10,500 RPM

Poles/races = 5/14 = 35.7%

Best 485 HP @ 10,750 RPM

Wins/races = 8/14 = 57.1%

And a third version with 475hp is added for the sub-top.

After seven straight seasons of double Championships and because the 57% of race wins were shared between five teams, the DFV was displaced from both crowns by Lauda with the Ferrari 312B(T).

There were some power improvements in this year, although obviously not enough. The inlet tracts were given larger bells and shortened to suit higher RPM. This latter change was first made by Swindon Racing Engines, a Cosworth-approved rebuilder, especially for the lowbudget back-marker Shadow team, who thereby surprised the rest of the field by gaining pole position in the first and second races of the season. The modification, however, was quickly spotted and copied.

Engines were being revved above 10,500 in late 1975 (say, 23 m/s MPS) but connecting rod life was short at those speeds, due to the tensile loads at the end of the exhaust stroke.



Brabham BT44-B

In the 1960s, Brabham was the world's largest manufacturer of open-wheel racing cars for sale to customer teams; by 1970 it had built more than 500 cars. During this period, teams using Brabham cars won championships in Formula Two and Formula Three. Brabham cars also competed in the Indianapolis 500 and in Formula 5000 racing.

The Brabham BT44 was a Formula One racing car designed by Gordon Murray, Brabham's chief designer. An update of the partially successful BT42 of 1973, the BT44 was a simple design with a standard Ford DFV/Hewland gearbox combination, but was very clean aerodynamically. Murray had an eye for clean lines, and the BT44 was particularly graceful. He was also a forward thinker, and tinkered with side skirts and airdams on the car, a precursor to ground effects aerodynamics. Sponsorship came from Martini.

Carlos Reutemann in the all-white Brabham BT44 at the 1974 Race of Champions.

The 1974 season was successful for Brabham. Carlos Reutemann took 3 wins with the car, partnered by Carlos Pace who was able to string a series of promising results together. Brabham finished at a fighting fifth place in the Constructor's Championship after a closely fought season.

The BT44 was modified for 1975, and Pace won his first and only Grand Prix at his home event in Brazil, while Reutemann won at the Nürburgring. A series of other strong finishes helped Reutemann to finish third in the drivers' championship in 1975, whilst Brabham equalled his feat in the constructors' championship. Whilst the BT44 was a good car, it couldn't match the McLaren M23 or the Ferrari 312T.



BRM P201

Founded in 1945 and based in the market town of Bourne in Lincolnshire, it participated from 1950 to 1977, competing in 197 grands prix and winning seventeen. BRM won the constructors title in 1962 when its driver Graham Hill became world champion.

Mike Pilbeam designed a neat new BRM P201 for 1974, but the BRM V12 no longer produced enough power and BRM's final season under Owen Organisation ownership petered out. They would become the mainstay of Louis Stanley's shambolic Stanley-BRM operation.

After Tony Southgate's departure, Mike Pilbeam, who had worked in the design teams at Ford, Lotus and Surtees, was appointed as head of BRM's design office. The team focused on updates to the BRM P160 design for 1973, but Pilbeam designed a new car, the P201, for 1974. The car had a triangular monocoque, similar to the successful Brabham BT42 and new BT44 but with hip level radiators, and had a short wheelbase. It had outboard front springs, but inboard brakes. Handling was excellent, but the new car was handicapped by the weight of the BRM V12 engine, which could no longer produce the same power it had managed in 1971 and 1972.

Jean-Pierre Beltoise, now in his third season at BRM, drove the first P201 on its debut, and was immediately impressive, qualifying 11th despite a four-year-old engine. The car handled so well, and was so "easy on its rubber", that Beltoise could use qualifying tyres for the race, and finished in a sensational second place.



Embassy Hill GH1



Embassy Racing With Graham Hill, commonly abbreviated to Embassy Hill, was a short-lived Formula One team started by two-time Formula One World Champion Graham Hill. The team debuted in 1973 with a customer Shadow DN1 car, and began racing as a constructor with its own chassis in 1975.

The Hill GH1 was by no means a clean sheet design as it was an evolution of the Lola T370 used in 1974 and also in the opening races of the 1975 season. In fact the first car was briefly dubbed the Lola T371 before it was renamed the Hill GH1.

Employed to create the team's 1975 Grand Prix car was former Lola designer Andy Smallman. The car featured a straightforward aluminium monocoque that was constructed for Embassy Racing by TC Prototypes. Like most of its contemporaries, the T371/GH1 featured the readily available Ford Cosworth DFV engine in combination with a Hewland FGA400 gearbox. The aerodynamics of the car were also conventional with a sharp nose, a tall airbox and a twin element rear wing.

The team started the season with Graham Hill and Rolf Stommelen as the drivers. They struggled in the opening races with the old Lola with as low water mark Hill's failure to qualify for the Monaco Grand Prix; a race he had won five times. It served as a wake-up call and the two-time World Champion retired from driving on the spot. Stommelen had first driven the new GH1 a round earlier at the Spanish Grand Prix. It was a difficult debut as Stommelen had a big accident after a rear wing mount failed and he was unable to race for several months. Hill's place in the team was taken by the young and very talented Tony Brise, while several drivers were tried for Stommelen's race seat. Eventually, an equally young and talented Alan Jones was picked. They struggled to get much pace out of the new Hill GH1 but eventually managed to score three points, courtesy of a sixth in the



Swedish Grand Prix for Brise and a fifth in the German Grand Prix for Jones. Stommelen returned for the final races but he also had a hard time with the car.

The team had limited success in three seasons of racing, but everything was cut short by the death of Hill, Tony Brise and some of the team's top personnel in the crash of a light aircraft in the autumn before the 1976 season. The team was sponsored by Imperial Tobacco's Embassy cigarette brand and ran under various names during its time.

Ferrari 312T



1975. The year of the 312 T, where the T stood for the transversal gearbox, in a 90-degree angle to the engine. This solution led to a compact engine and an improved weight distribution and a very fast and agile car, but also quite nervous and difficult to drive to the limit.

After 11 years the Scuderia regained the Drivers' Title with Niki Lauda, thanks to his 5 wins, 8 places on the podium, 9 pole positions and 12 times in the points in 14 races.

The Constructors' Title was won thanks to the contribution of Clay Regazzoni, who won the Italian GP. This was the end of the domination by V8s with the first V12-cylinder winning the Championship with almost 500bhp.



Fittipaldi FD03

Fittipaldi Automotive, sometimes called Copersucar after its first major sponsor, was the only Formula One motor racing team and constructor ever to be based in Brazil.

Fittipaldi was formed by the Fittipaldi Brothers (Wilson and Emerson). In late 1973, the brothers decided to start their own Formula One team, the 1974 season was spent setting up the new team, which was to have a strong Brazilian flavour. Wilson was able to persuade Brazilian sugar and alcohol cooperative Copersucar to act as sponsor.

Emerson acted as a consultant to the team whilst still driving for McLaren, the Copersucar-branded car was designed by Brazilian Richard Divila, who had worked for Fittipaldi, designing Formula Vee and Formula Two cars, and modifying their Lotus and Brabham chassis. National aerospace company Embraer was also involved, supplying materials to the fledgling team and providing wind-tunnel time. Mexican Jo Ramírez was hired as team manager, the team was based in Brazil, almost 6,000 miles (10,000 km) away from the United Kingdom, a bold move given the overwhelmingly British nature of Formula One technology from the 1960s onwards.

The long and low FD01, with bulbous bodywork enclosing the engine and unusual rear-mounted radiators, painted in silver with rainbow markings on the flanks, was unveiled in October 1974 at the Federal Senate in Brasilia in the presence of President Ernesto Geisel.

In 1976 Emerson surprised the motor racing world by leaving the title-winning McLaren team to drive for the unsuccessful family outfit. Future world champion Keke Rosberg took his first podium finish in Formula One with the team. FD series cars competed in 37 races making 43 individual entries in total, the chassis achieved a best finish of fourth place at both the 1977 Argentine and Brazilian Grands Prix



driven on each occasion by former World Champion and joint team-owner Emerson Fittipaldi. It scored a total of 11 World Championship points.

Hesketh 308



Hesketh Racing was a Formula One constructor from the United Kingdom, which competed from 1973 to 1978. The team competed in 52 World Championship Grands Prix, winning one and achieving eight further podium finishes. Its best placing in the World Constructors' Championship was fourth in 1975. Hesketh was notable for giving James Hunt his Formula One debut and he brought the team most of its success. Alan Jones also began his Formula One career in a privately entered Hesketh.

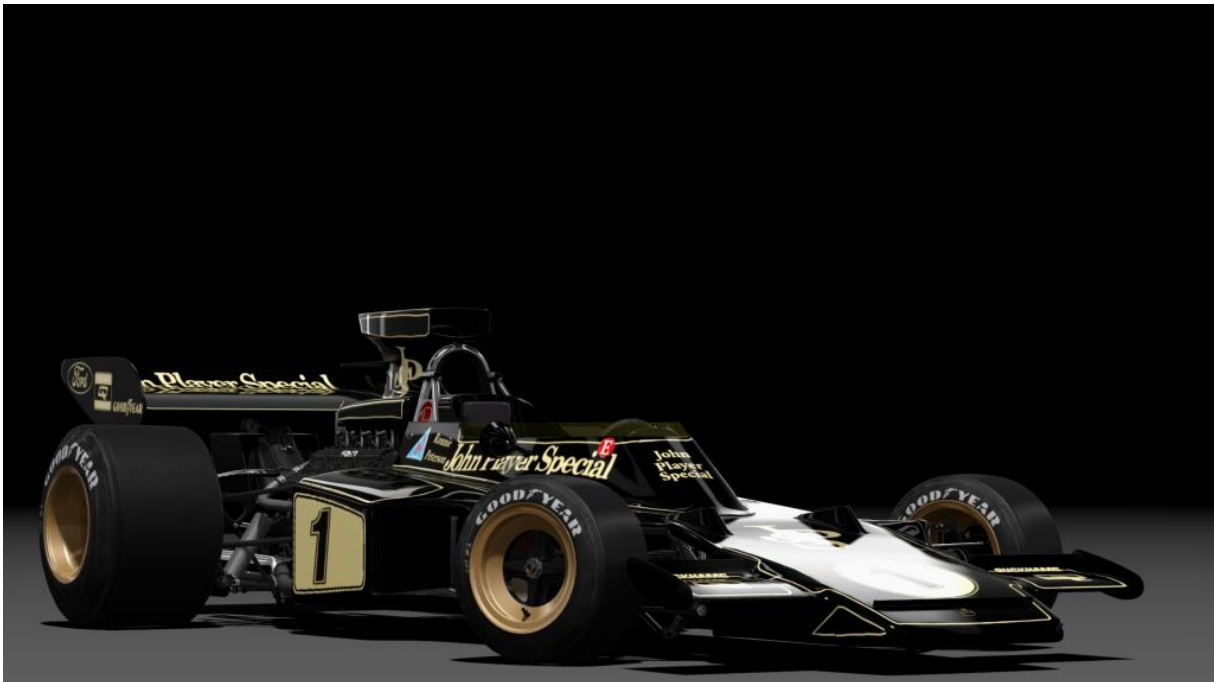
The 308 replaced the ageing March 731 chassis that the team had been using since coming into Formula 1 the previous season, and was loosely based on the March design. It was powered by the Ford-Cosworth DFV and when the car was first launched featured conventional front suspension comprising double wishbones with outboard mounted coil-spring damper units. Postlethwaite was looking for a way of fitting simple, lightweight progressive springing to the car and latched onto the idea of using rubber springs after a friend involved in designing rubber damping for buildings in earthquake zones suggested the idea. Early tests in 1974 proved unsuccessful until a special non-creep rubber was developed by the Malaysian Rubber Producers Association. This was formed into springs by the Aeon Products company and following more productive testing results, fitted to the car from the 1975 Argentine GP.

On its debut appearance at the 1974 Brands Hatch, Race of Champions, Hunt put the car in pole position. The race was less successful and Hunt spun out in wet conditions on lap four. The 308 made its first Grand Prix appearance two weeks later in South Africa. This time Hunt could only qualify 13th but moved up to fifth place from the start, successfully holding that position until drive shaft failure put him out of the race on lap 65.



The following week, Hunt again managed pole position at the International Trophy race at Silverstone in competition with several Grand Prix regulars. This time Hunt managed a stunning victory. From the start, Hunt dropped back with his clutch slipping and with the gear shift knob coming off in his hand. Gradually he overcame these difficulties and worked his way back to the front, eventually passing Ronnie Peterson's Lotus down the inside into Woodcote corner to retake the lead. This early success for the 308 was not repeated, and as the Grand Prix season progressed, the car proved itself to be quick but unreliable, failing several times with a variety of transmission breakages.

Lotus 72E



The 72 was yet another innovative design by Chapman featuring inboard brakes, side mounted radiators in sidepods, as opposed to the nose mounted radiators which had been commonplace since the 1950s, and an overhead air intake. The overall shape of the car was innovative too, resembling a wedge on wheels which was inspired by the earlier Lotus 56 gas turbine car, and the layout taken from the Lotus 63 four wheel drive project testbed. The shape made for better air penetration and higher speeds. In a back-to-back test with the Lotus 49, the 72 was 12 mph faster with the same Cosworth engine.

Chapman's efforts produced one of the most remarkable and successful designs in F1 history. Taking the stressed engine layout technique from the Lotus 49 and adding advanced aerodynamics produced a car that was years ahead of its rivals. To begin with however, problems with the handling of the car had to be overcome, due to a lack of 'feel' caused by the anti-dive suspension geometry - which was designed to prevent the nose of the car dipping significantly under braking - and the anti-squat set-up at the rear, which was supposed to stop the car 'squatting down' under acceleration.



Once the suspension was modified, there were no further problems. The car caused a sensation amongst the media and fans, with many people clamouring to see the remarkable car in action.

The 72 was meant to be replaced by the Lotus 76, intended to be a lighter and leaner version of the 72, but the car's technology proved to be too ambitious and the project flopped. Lotus turned to the venerable 72 for the 1974 season. A further update to the car, increasing the front and rear track kept the car competitive. Peterson won another three races and challenged for the championship in a very closely contested season, ably supported by Ickx who turned in solid performances and scored several podiums. The now aging 72 did remarkably well for a four-year-old design, finishing fourth in the constructors' championship but for 1975, without a replacement chassis, the 72 was again pressed into service. By now it was obvious that the car, even with further modifications including a wider track and redesigned suspension, was no match for the new Ferrari 312T, which took the title, or even the latest Brabham BT44 and Lotus finished 6th in the constructors' championship.

After 20 wins, two drivers' and three constructors' championships, the 72 was retired for the 1976 season and replaced by the Lotus 77.

March 751



March Engineering was a Formula One constructor and manufacturer of customer racing cars from the United Kingdom. Although only moderately successful in Grand Prix competition, March racing cars enjoyed much better achievement in other categories of competition, including Formula Two, Formula Three, IndyCar and IMSA GTP sportscar racing.



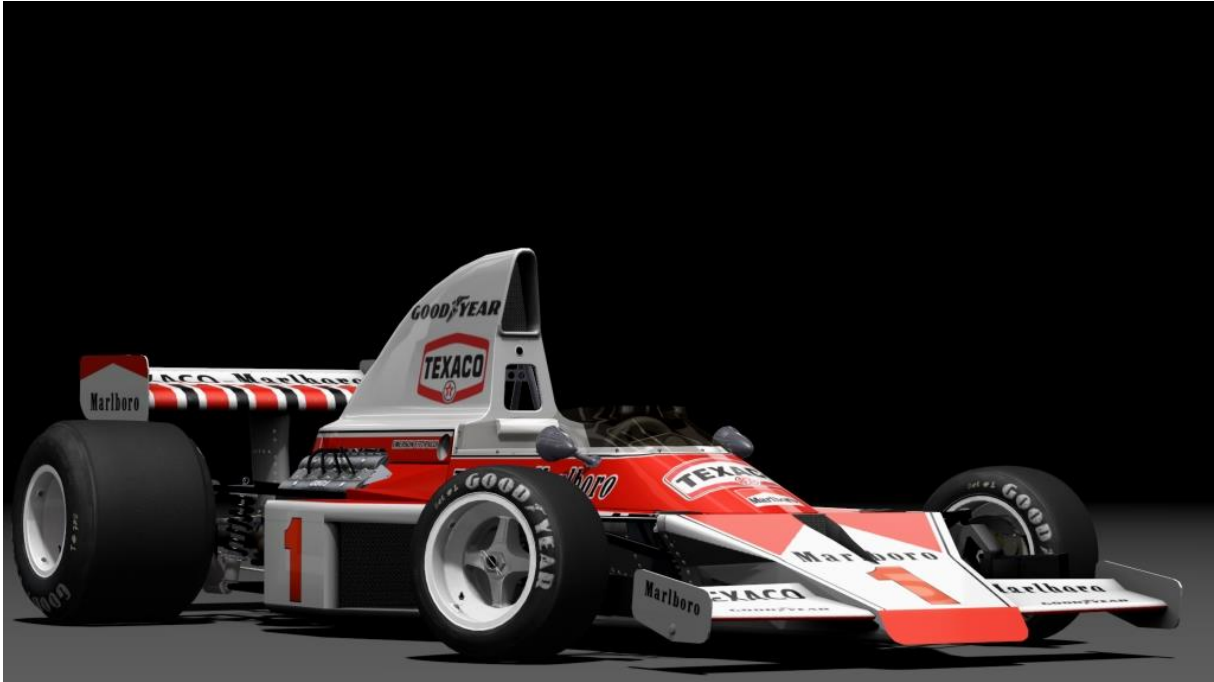
In 1974, the factory team ran Howden Ganley until he left, having signed with Maki as No 1 driver. Then March ran Hans-Joachim Stuck in a Jägermeister-sponsored car and Vittorio Brambilla in a Beta Tools-sponsored car. Both drivers were exuberant and occasionally quick, but proved expensive in terms of accident damage. BMW was starting to exert pressure on March to quit F1 and concentrate on F2. Patrick Depailler took the F2 championship in an Elf-sponsored March-BMW, the marque's last title for several years as the Elf sponsorship programme and (in 1976) the arrival of Renault engines turned the formula into a French benefit. Some discontent arose in the March customer ranks in F2 since the works appeared after the first couple of F2 races with cars that differed significantly from the customer vehicles.

In the following year Brambilla continued, scoring a surprise victory in the rain-shortened 1975 Austrian Grand Prix. The second car was run by Lella Lombardi, the only woman to score a Championship point in F1 (only a half point actually as the ill-fated 1975 Spanish Grand Prix was shortened).

Sadly, Mark Donohue died after a practice accident in a Penske-owned March at the 1975 Austrian Grand Prix. Penske had abandoned their own car and bought a March to allow them to continue to compete; subsequent Penske F1 cars were very much 'son of March'. Through the mid-Seventies March provided privateers with simple, fast, and economical cars, although it does not pay to examine the history of individual chassis too closely; at one point Frank Williams bought an allegedly brand new 761B only to discover that it still had orange paint on it from its time as a 751 with Brambilla driving! The relationship between chassis plates, chassis and 'entities' is distinctly fuzzy in the 741/751/761 series, with at least one chassis plate having appeared on three distinct monocoques and one monocoque having appeared under multiple plates.



McLaren M23



Founded in 1963 by New Zealander Bruce McLaren, the team won its first Grand Prix at the 1968 Belgian Grand Prix, but their greatest initial success was in Can-Am, where they dominated from 1967 to 1971. Further American triumph followed, with Indianapolis 500 wins in McLaren cars for Mark Donohue in 1972 and Johnny Rutherford in 1974 and 1976.

After Bruce McLaren died in a testing accident in 1970, Teddy Mayer took over and led the team to their first Formula One Constructors' Championship in 1974, with Emerson Fittipaldi and James Hunt winning the Drivers' Championship in 1974 and 1976, respectively; 1974 also marked the start of a long-standing sponsorship by Phillip Morris' Marlboro cigarette brand.

The McLaren M23 was a Formula One racing car designed by Gordon Coppuck, with input from John Barnard, and built by the McLaren team. It was a development of the McLaren M16 Indianapolis 500 car. A Ford Cosworth DFV engine was used, which was prepared by specialist tuning company Nicholson-McLaren Engines. This helped push the DFV's horsepower output to around 490 bhp.

It was introduced for the 1973 season, and scored pole position with Denny Hulme on its very first outing. Hulme and Peter Revson took three wins between them that season, while rookie Jody Scheckter nearly added a fourth. Scheckter was responsible for one of the biggest accidents Formula One has ever seen, at the 1973 British Grand Prix, when he spun his M23 in front of the pack. Emerson Fittipaldi joined McLaren from Lotus in 1974. His knowledge of the Lotus 72 helped McLaren develop the M23 and that season Fittipaldi gave McLaren its first drivers' and constructors' world championships, beating Ferrari, Tyrrell and Lotus.

Further development in 1975 – including a 6-speed gearbox, a novelty for the time – helped Fittipaldi to second in the drivers' championship behind Niki Lauda, who had the benefit of Ferrari's 312T



chassis and McLaren to third in the constructors' championship, behind Ferrari and Brabham. The team experimented with different bodywork styles, including aerodynamic kickups in front of the rear wheels, different nose profiles and extended bodywork in front of the rear wheels, housing the oil coolers. Most of these changes were adopted for the M23 and its successor, the McLaren M26. At the end of 1975 Fittipaldi left the team to join his brother's Copersucar-sponsored Fittipaldi Automotive team. He was replaced by James Hunt, who went on to win a dramatic and controversial 1976 season with the final evolution M23, the M23D.

Parnelli VPJ4



Vel's Parnelli Jones Racing, commonly referred to simply as Parnelli or VPJ, was a motor racing constructor and team from the United States. The team was formed in 1969 by former USAC racer Parnelli Jones and his business partner Velko 'Vel' Miletich.

Parnelli was initially solely concerned with USAC racing, where success came quickly; their driver Al Unser won the Indianapolis 500 race in 1970, driving a VPJ Colt, after leading 190 of the 200 racing laps. Unser went on to win the USAC championship. Unser repeated the Indy 500 win in 1971 with a nearly identical Colt, ending the season in fourth place in the USAC drivers points while teammate Joe Leonard won the championship.

The VPJ4 made its debut at the 1974 Canadian Grand Prix with Andretti and finished seventh. At the United States, the American's car developed an ignition fault on the parade lap, and the start was delayed 25 minutes while the crew attempted to solve the problem. Finally, Andretti took his place on the grid, but when starter Tex Hopkins dropped the green flag, the Parnelli car did not move and the field had to scramble to avoid the American. The Parnelli mechanics eventually got the car push started two laps late, but Andretti was black-flagged for receiving outside assistance. The Parnelli team scored no World Championship points during the year.



The first race of 1975 was the 1975 Argentine Grand Prix when Andretti retired with transmission failure. Before Brazil Parnelli changed their tyre supplier to Goodyear after Firestone's decision to quit racing but the American finished seventh. Andretti finished 17th at the South African Grand Prix but stopped the car with eight laps to go with transmission failure. At Spain Vittorio Brambilla (March) tangled with the American; Andretti's car hit the back of Niki Lauda (Ferrari), sending him into Lauda's teammate Clay Regazzoni. Lauda was out immediately, while Regazzoni took his car to the garage and was sent back out. After the first corner confusion resolved, James Hunt (Hesketh) was shown as the leader. Andretti had managed to keep going, and was running in second. He took the lead when Hunt crashed but the American retired with broken suspension. The Monaco Grand Prix saw Andretti retire when he entered the pits with his car on fire, caused by an oil leak. The team skipped Belgium because Andretti and the Parnelli team were racing at the Indianapolis 500. The American finished fourth at Sweden. The team skipped the Dutch Grand Prix because Andretti and the Parnelli team were racing in the United States again. The American finished fifth at France. Andretti finished 12th at the British Grand Prix. The American finished tenth at Germany. Andretti retired from the final three races, spinning off at Austria, crashing at Italy and with broken suspension at the United States.

The Parnelli team scored five World Championship points, earning them tenth place in the Constructors' Championship.

Penske PC1



The Penske PC1 was a Formula One racing car developed and raced by Penske Racing during the 1974 and 1975 Formula One seasons. The car was designed by Geoff Ferris, and was raced by drivers Mark Donohue and John Watson. The PC1 entered and competed in 12 Grands Prix, and was replaced by the Penske PC3 in the 1976 season.



Penske Racing (later renamed to Team Penske) was formed in 1968 by successful American motorsport entrepreneur Roger Penske. The team remains the last American team to win a Formula One Grand Prix (the 1976 Austrian Grand Prix).

In 1973, Penske purchased the facilities of small racing car manufacturer McRae Cars Ltd in Poole, Dorset in the UK. McRae Cars had been founded by New Zealand racing driver and constructor Graeme McRae, a globally successful designer and competitor in the F5000 racing formula. Starting with just six employees, Penske appointed his then Porsche Can-Am team manager, Swiss Heinz Hofer, as F1 manager, and Geoff Ferris as chief engineer/designer. Rounding-out the F1 team was Karl Kainhofer, Penske's long-standing chief mechanic and engine builder, who joined the UK operation in mid 1974.

By late summer in 1974, the team unveiled their first car, named the PC1, an aluminium monocoque chassis built around a Ford Cosworth DFV 3.0-litre V8 engine and a Hewland FG 400 gearbox. Penske Racing entered Formula One at the 1974 Canadian Grand Prix held at Mosport Park, Ontario, using seasoned driver Mark Donohue, who had driven for Penske in Indycar before being elevated to team manager of the US Penske operations. Donohue had retired from motorsport at the end of the 1973 season, but returned to full-time competitive driving for Penske in Formula One. Donohue had previously raced in Formula One in a Penske-sponsored McLaren in 1971, competing in two races, the Canadian Grand Prix and the United States Grand Prix.



Shadow DN5



Shadow Racing Cars was a Formula One and sports car racing team, founded and initially based in the United States although later Formula One operations were run from Britain. The team held an American licence from 1973 to 1975 and a British licence from 1976 to 1980, thus becoming the first constructor to officially change its nationality. Their only F1 victory was achieved as a British team.

The Shadow DN5 was a Formula One car used by the Shadow team during the 1975 Formula One season. Updated to a 'B' specification, it was used through the 1976 Formula One season and for the first two races of the following season. It was qualified on pole position three times, and twice achieved a fastest lap in a race. Its best finish in a race was third (twice), both times driven by Tom Pryce.

The DN5 proved to be a fast car, which qualified well several times. In fact, for the first race of the season, the Argentine Grand Prix, Jarier, the team leader qualified the DN5 on pole. However, on race day, the car failed to complete the warmup lap due to a crown wheel and pinion failure in the gearbox. Jarier took pole again for the following Brazilian Grand Prix, but retired on lap 32, having led for most of the race (and achieving fastest lap). Ultimately, the poor reliability of the car (and some driver induced errors) meant that Jarier finished only two races during the season. The best of these was fourth at the Spanish Grand Prix, for which he was awarded half points due to the race being stopped as a result of a bad crash. He also switched to a Matra V12 powered DN7 for two races towards the end of the season. An updated version of the previous year's DN3 was driven by Tom Pryce for the first two races of the year before he switched to the DN5. Pryce fared better than Jarier with the DN5 and managed several finishes; he finished sixth three times, finished fourth in Germany and third in Austria. He had qualified on pole for the British Grand Prix, but like Jarier in Brazil, retired from the lead in the race itself.



Surtees TS16



The Surtees Racing Organisation was a race team that spent nine seasons (1970 to 1978) as a constructor in Formula One, Formula 2, and Formula 5000.

The Surtees TS16 was a Formula One car used by Surtees during the 1974, 1975 and 1976 Formula One seasons. It was designed by John Surtees. Surtees ended the 1974 season in 11th with three points but low on money for 1975, the team pared back to a single car for Englishman John Watson.

The first race of 1975 was the 1975 Argentine Grand Prix and Watson was stranded with a loose fuel-pipe and was disqualified after attempting trackside repairs.[18] At Brazil the Englishman finished tenth. Watson retired with Clutch failure at the South African Grand Prix. The Englishman finished Eighth at Spain. Watson Spun off at the Monaco Grand Prix. The Englishman finished tenth at Belgian. Watson finished 16th at the Swedish Grand Prix. The Englishman retired with Vibrations at Holland. Watson finished 16th at the French Grand Prix. At Britain the Englishman finished 11th After he, Patrick Depailler (Tyrrell) and Mark Donohue, (Penske entered (March) went off at Stowe, The team also entered Dave Morgan who finished 18th After he, Wilson Fittipaldi (Fittipaldi), John Nicholson, (Lyncar), Brian Henton, (Lotus), Tony Brise (Hill), Carlos Pace (Brabham), Jody Scheckter (Tyrrell) and James Hunt (Hesketh) went off at Club. The team skipped Germany and Raced at Austria with Watson and finished tenth. After the race was there was discussion between the Grand Prix Drivers' Association and the race officials as to whether the race should continue-it was brought to a halt on lap 29 due to rain. The Team skipped the Italian and United States Grand Prix to focus on 1976 and the TS16 was replaced by the Surtees TS19.



Tyrrell 007

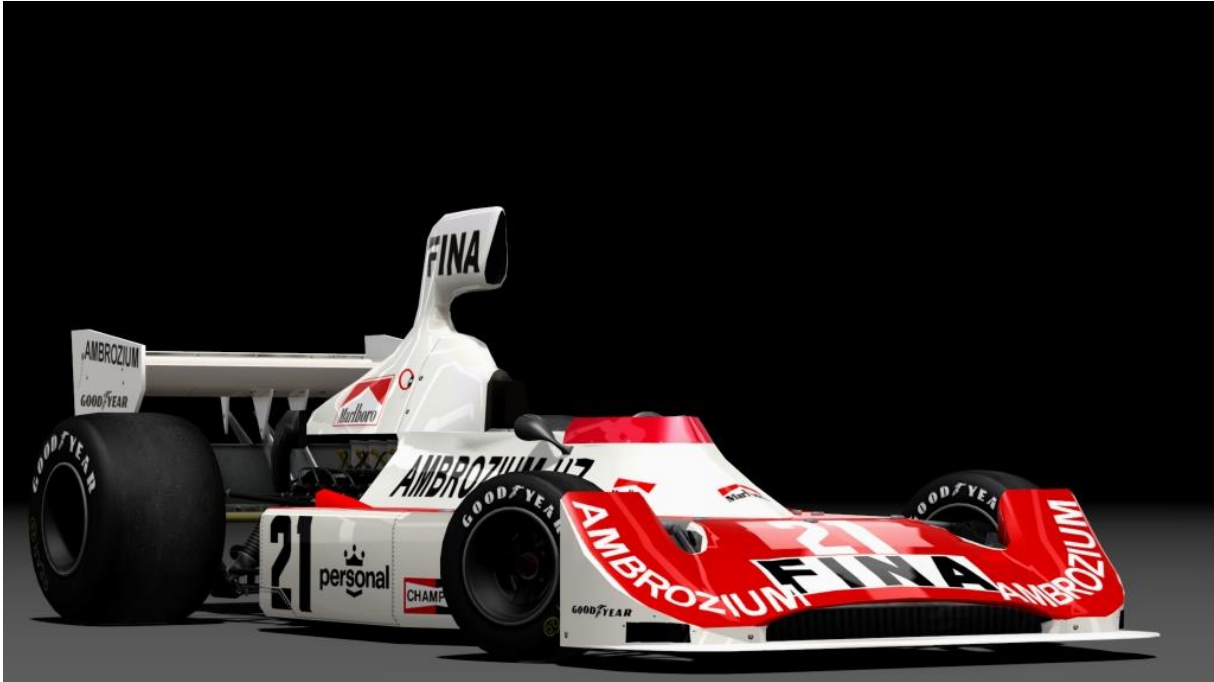


The Tyrrell Racing Organisation was an auto racing team and Formula One constructor founded by Ken Tyrrell which started racing in 1958 and started building its own cars in 1970. The team experienced its greatest success in the early 1970s, when it won three Drivers' Championships and one Constructors' Championship with Jackie Stewart. The team never reached such heights again, although it continued to win races through the 1970s and into the early 1980s, taking the final win for the Ford Cosworth DFV engine at Detroit in 1983.

The Tyrrell 007 is a Formula One racing car, designed by Tyrrell's Chief Designer, Derek Gardner. It was used in the 1974, 1975, 1976 and 1977 Formula One seasons. Ken Tyrrell, owner of Tyrrell Racing needed two new drivers for 1974 because Jackie Stewart retired from driving at the end of 1973 and François Cevert was killed at the 1973 season finale in the United States. The team signed Jody Scheckter and Patrick Depailler. In the first three races of 1974, (Argentina, Brazil and South Africa), Tyrrell Racing used the earlier 005 and 006 chassis.

The Tyrrell 007 made its debut in 1974 at the Spanish Grand Prix. In 1975 The Tyrrell team scored twenty five World Championship points, earning them fifth place in the Constructors' Championship standings.



Williams FW03

The Williams FW04 was a Formula One car used by Frank Williams Racing Cars during the 1975 and 1976 seasons. The car was a development of the Williams FW and two were built. Although not a particularly successful car, an FW04 finished second at the 1975 German Grand Prix.

For the first three races of the 1975 season, Frank Williams Racing Cars were still using the FW, and the new FW04 was not ready until the 1975 Spanish Grand Prix. Only one car was built at first, and it was raced alongside the older FW03 throughout the rest of the season. Williams was operating on a low budget and was occasionally even forced to buy used tyres from other teams.

On its debut in Spain, the FW04 was driven by Italian Arturo Merzario with young British driver Tony Brise in the FW03 on a one-race deal. Brise outqualified Merzario (18th and 25th) and Merzario withdrew from the race protesting that the barriers at the Montjuich circuit were not bolted together properly. Later Rolf Stommelen's rear wing failed and he crashed into the crowd, killing five people. Brise finished seventh.

In Monaco, Jacques Laffite returned to the team to take Brise's place, and the Frenchman drove the FW04 with Merzario in the FW03. Neither driver qualified for the race, as they were classified 19th (Laffite) and 20th (Merzario) and only 18 cars were permitted to start the race. At the Belgian Grand Prix, Laffite qualified 17th in the FW04 but retired from the race with gearbox failure. In Sweden, Laffite was absent again as he was driving in Formula Two, and Merzario had left the team, so Damien Magee and Ian Scheckter were brought in to replace them. Scheckter started 20th in the FW04 but crashed out of the race after a tyre failure.

Laffite drove the FW04 for the rest of the season while the FW03 was driven by a string of drivers on short deals. At the Dutch Grand Prix, Laffite started 15th but retired with engine failure, although in



France he qualified 16th and finished 11th, the first race finish for the FW04. At the British Grand Prix, Laffite qualified 19th and retired early in the race with another gearbox failure.

The team's fortunes improved at the German Grand Prix, although Laffite qualified down in 15th. During the race several cars dropped out through mechanical failures and accidents, while others suffered punctures and were delayed. Laffite was able to finish second after overtaking Tom Pryce near the end, earning six World Championship points for the team. However, in Austria, Laffite qualified 12th but dropped out of the race with handling problems. Laffite also drove the FW04 in the non-Championship Swiss Grand Prix, starting 13th and finishing tenth, and another gearbox failure ended his Italian Grand Prix after starting down in 18th.

By the time of the season-ending US Grand Prix, a second FW04 had been built, although both cars failed to start. Laffite had qualified 21st but was unfit to race, while Italian Lella Lombardi suffered ignition problems in the new FW04 (chassis "02") and was unable to start having qualified 24th. Williams finished the season in ninth place in the Constructors' Championship with six points, and all had been scored by Laffite in the FW04 in Germany.

1975 season, all entrants

1975	Brabham BT44B Ford 1 PP/1 FL/2 Wins	BRM P201 0 PPs/0 FLs/1 P9	Ensign M174 Ford 0 PPs/0 FLs/1 P10
Ensign M175 Ford 0 PPs/0 FLs/1 P6	Ferrari 312B3/74 0 PPs/0 FLs/2 P4s	Ferrari 312T 8 PPs/6 FLs/6 Wins	Fittipaldi FD01 Ford 0 PPs/0 FLs/DNF
Fittipaldi FD02 Ford 0 PPs/0 FLs/1 P12	Fittipaldi FD03 Ford 0 PPs/0 FLs/1 P10	Hesketh 308B Ford 0 PPs/1 FL/1 Win	Hesketh 308C Ford 0 PPs/0 FLs/1 P4
Hill GH1 Ford 0 PPs/0 FLs/1 P5	Lola T370 Ford 0 PPs/0 FLs/1 P10	Lola T371 Ford 0 PPs/0 FLs/1 P7	Lotus 72E Ford 0 PPs/0 FLs/1 P2
Lotus 72F Ford 0 PPs/0 FLs/1 P13	Lyncar 006 Ford 0 PPs/0 FLs/DNF	Maki F101C Ford 0 PPs/0 FLs/DNS	March 741 Ford 0 PPs/0 FLs/1 P9
March 751 Ford 1 PP/1 FL/1 Win	McLaren M23B Ford 0 PPs/0 FLs/1 P14	McLaren M23C Ford 0 PPs/2 FLs/3 Wins	Parnelli VPJ4 Ford 0 PPs/1 FL/1 P4
Penske PC1 Ford 0 PPs/0 FLs/1 P5	Shadow DN3B Ford 0 PPs/0 FLs/DNF	Shadow DN5 Ford 3 PPs/1 FL/1 P3	Shadow DN7 Matra 0 PPs/0 FLs/DNF
Surtees TS16 Ford 0 PPs/0 FLs/1 P8	Tyrrell 007 Ford 0 PPs/1 FL/1 Win	Williams FW03 Ford 0 PPs/0 FLs/1 P7	Williams FW04 Ford 0 PPs/0 FLs/1 P2



F1C 75 Release Notes

Entrant	Constructor	Chassis	Engine	hp	Tyre	No	Driver	Rounds					
Marlboro Team McLaren	McLaren-Ford	M23	Ford Cosworth DFV 3.0 V8	485	G	1	Emerson Fittipaldi	All					
						2	Jochen Mass	All					
						3	Jody Scheckter	All					
Elf Team Tyrrell	Tyrrell-Ford	Z	Ford Cosworth DFV 3.0 V8	478	G	4	Patrick Depailler	All					
						15	Jean-Pierre Jabouille	9					
							Michel Leclère	14					
						5	Ronnie Peterson	All					
John Player Team Lotus	Lotus-Ford	72E	Ford Cosworth DFV 3.0 V8	485	G		Jacky Ickx	1-9					
						6	Jim Crawford	10, 13					
							John Watson	11					
							Brian Henton	12, 14					
						15		10					
Martini Racing	Brahm-Ford	BT44B	Ford Cosworth DFV 3.0 V8	485	G	7	Carlos Reutemann	All					
Beta Team March		741				8	Carlos Pace	All					
Lavazza March	March-Ford	751	Ford Cosworth DFV 3.0 V8	478	G	9	Vittorio Brambilla	All					
						10	Lella Lombardi	3-9					
							Hans-Joachim Stuck	10-14					
Scuderia Ferrari SpA SEFAC	Ferrari	312B3-74	Ferrari 001/11 3.0 F12	495		11	Clay Regazzoni	All					
		312T	Ferrari 015 3.0 F12			12	Niki Lauda	All					
Stanley BRM	BRM	P201	BRM P200 3.0 V12	450	G	14	Mike Wilds	1-2					
							Bob Evans	3-9, 12-13					
UOP Shadow Racing Team	Shadow-Ford	DN3B	Ford Cosworth DFV 3.0 V8	478		16	Tom Pryce	All					
		DN5				17	Jean-Pierre Jarier	1-11, 14					
	Shadow-Matra	DN7	Matra MS73 3.0 V12					12-13					
Team Surtees	Surtees-Ford	TS16	Ford Cosworth DFV 3.0 V8	466	G	18	John Watson	1-10, 12					
National Organs Team Surtees						19	Dave Morgan	10					
Frank Williams Racing Cars	Williams-Ford	FW	Ford Cosworth DFV 3.0 V8	466	G		Arturo Merzario	1-6					
		FW04					Damien Magee	7					
							Ian Scheckter	8					
							François Migault	9					
							Ian Ashley	11					
							Jo Vonlanthen	12					
							Renzo Zorzi	13					
							Lella Lombardi	14					
							Ian Scheckter	7					
							Jacques Laffite	1-3, 5-6, 8-14					
Embassy Racing with Graham Hill	Lola-Ford	T370	Ford Cosworth DFV 3.0 V8	478	G	22	Graham Hill	1-3, 5					
		T371						23	Roif Stommelen	1-3			
	Hill-Ford	GH1							22	François Migault	6		
										Vern Schuppan	7		
										Alan Jones	8-11		
					23	François Migault	4						
						Graham Hill	5						
Hesketh Racing		308	Ford Cosworth DFV 3.0 V8	485	G		Tony Brise	6-14					
Warsteiner Brewery		308B						24	James Hunt	All			
Polar Caravans		308C							Torsten Palm	5			
								25	Harald Erti	11			
									Brett Lunger	12-14			
Custom Made Harry Stiller Racing	Hesketh-Ford	308B	Ford Cosworth DFV 3.0 V8	485	G	32	Torsten Palm	7					
												Harald Erti	12
													13
						25	Alan Jones	4					
						26		5-7					
Vel's Parnelli Jones Racing	Parnelli-Ford	VPJ4	Ford Cosworth DFV 3.0 V8	466	F G	27	Mario Andretti	1-5, 7, 9-14					
Penske Cars	March-Ford	751	Ford Cosworth DFV 3.0 V8	466	G		Mark Donohue	10-12					
	Penske-Ford	PC1							28	John Watson	1-9		
Copersucar-Fittipaldi	Fittipaldi-Ford	FD01	Ford Cosworth DFV 3.0 V8	466	G	30	Wilson Fittipaldi	1-12, 14					
		FD02											
		FD03									Arturo Merzario	13	
Lucky Strike Racing	McLaren-Ford	M23	Ford Cosworth DFV 3.0 V8		G	31	Dave Charlton	3					
HB Bewaking Team Ensign	Ensign-Ford	N174	Ford Cosworth DFV 3.0 V8		G		Roelof Wunderink	4-5, 10, 13-14					
		N175									Gijs van Lennep	8-9, 11	
											Chris Amon	12	
												13	
						33	Roelof Wunderink	12					
Lexington Racing	Tyrrell-Ford	7	Ford Cosworth DFV 3.0 V8		G	32	Ian Scheckter	3					
Pinch Plant (Ltd)	Lyncar-Ford	6	Ford Cosworth DFV 3.0 V8		G	32	John Nicholson	10					
Team Gunston	Lotus-Ford	72E	Ford Cosworth DFV 3.0 V8		G	33	Eddie Keizan	3					
						34	Guy Tunmer	3					
Maki Engineering	Maki-Ford	F101B	Ford Cosworth DFV 3.0 V8		G	35	Hiroshi Fushida	8, 10					
							Tony Trimmer	11-13					

