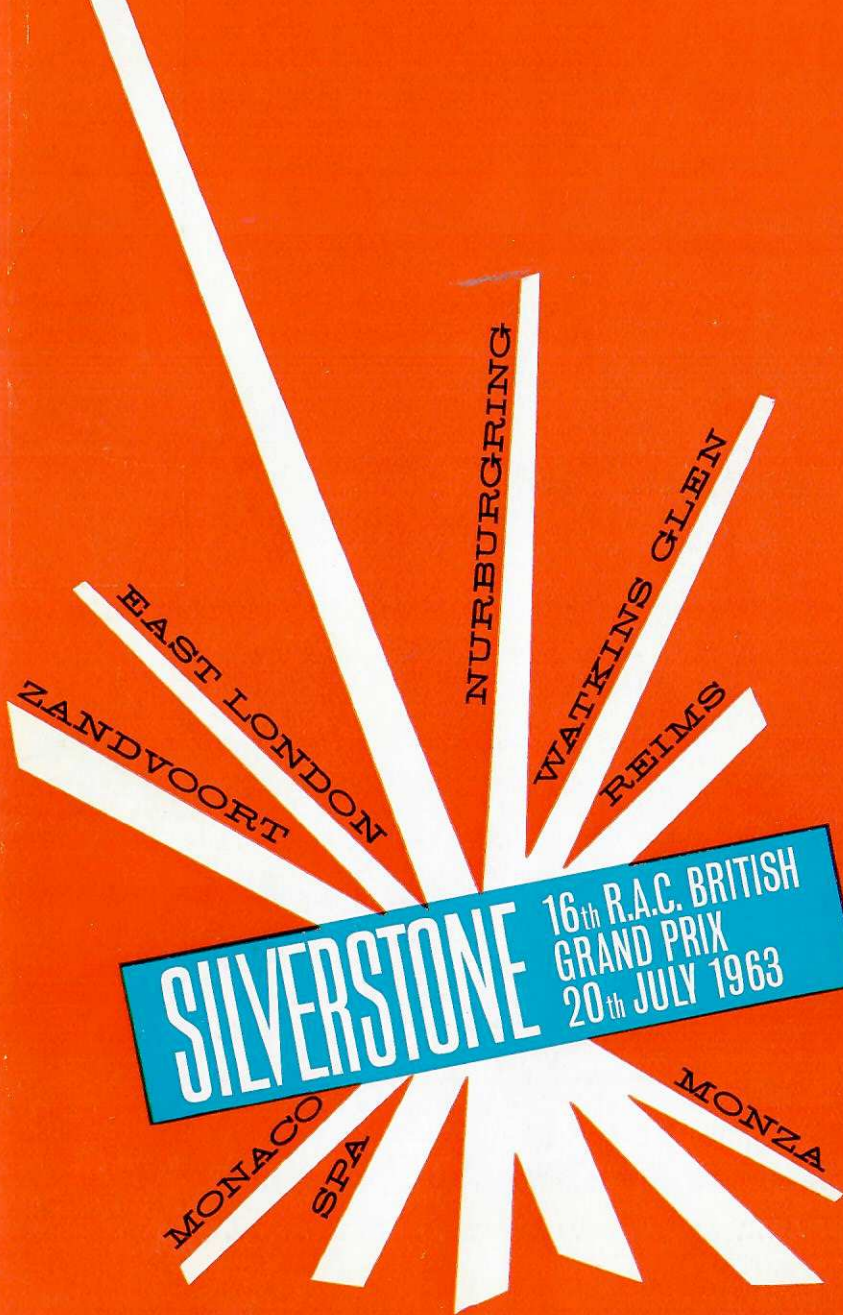


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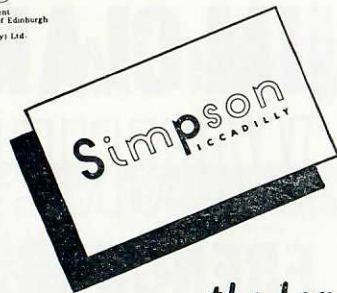


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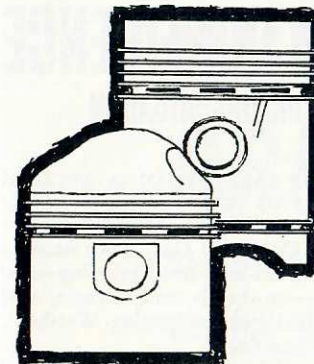
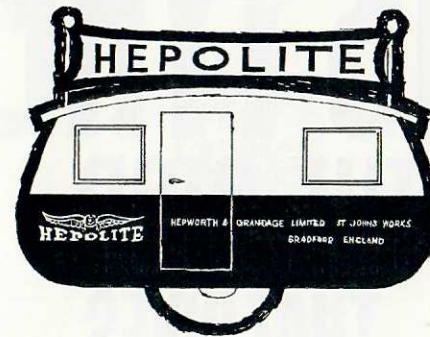
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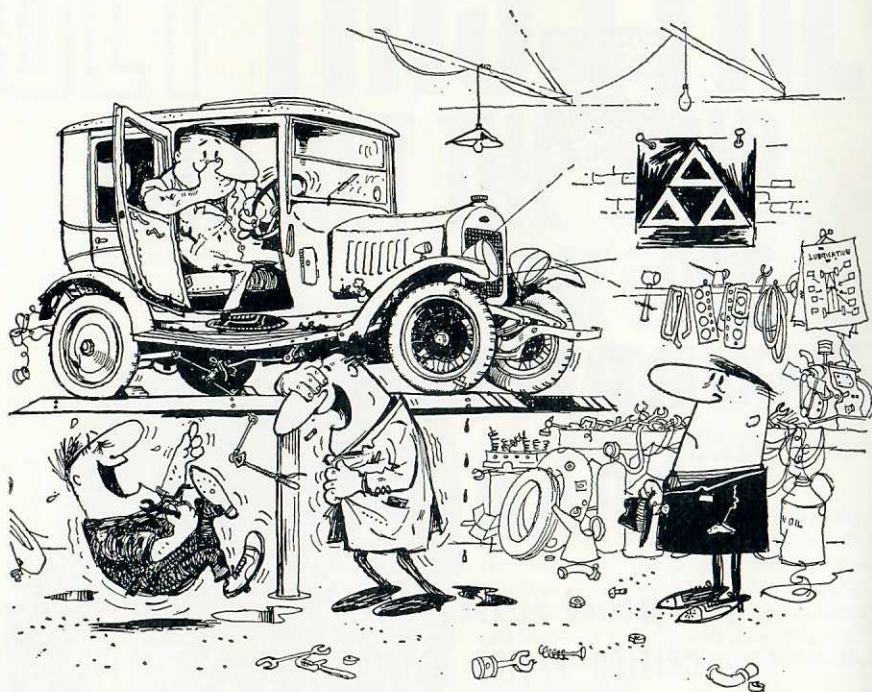
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## Foreword

Wilfrid Andrews

*Chairman of the Royal Automobile Club*

AT SILVERSTONE today you have the opportunity of seeing the most dramatic event in the British motor racing calendar. The excitement and tension created in a Grand Prix are of a type, I am sure, unequalled in any other sport.

The programme offers special events for grand touring and sports cars and also for the little Formula Junior machines. But the climax of the day is the 16th R.A.C. British Grand Prix.


It is a race which can never be divorced from drama and thrills. It offers to the spectator a fine view of the world's best drivers handling the world's best cars.

The machines themselves represent the peak of perfection in engine design and the ultimate in development and inventiveness on the part of their designers. Much of what is incorporated in these cars will eventually lead to improved efficiency in the every-day saloons which you and I drive.

This is another round in the hard-fought contest to find the World Champion driver and car. The fact that British drivers and cars took first four places in their respective sections of the Championship last year is particularly gratifying to the R.A.C., which is the controlling authority of motor sport in this country and in the Commonwealth.

I am happy to see that in this year's championships, home-bred men and machines are again well placed. Today's result may well have a vital bearing on the final outcome but in any event, may the best driver and the best car win, whatever their nationality.

The R.A.C. greatly appreciates the able organization of the British Racing Drivers' Club at today's meeting. May I extend to that body and all its members every good wish for the present and the future.





## OFFICIALS of the Meeting

*This Meeting is held under the International Sporting Code of the Fédération Internationale de l'Automobile, the General Competition Rules of the Royal Automobile Club and Supplementary Regulations issued by the British Racing Drivers' Club.*

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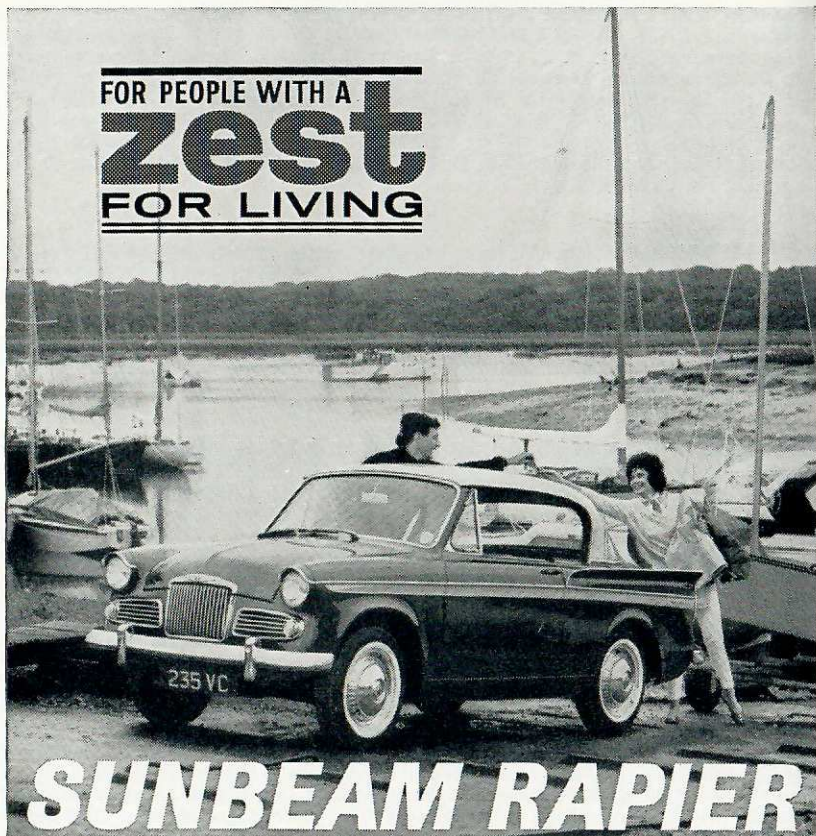
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By BASIL CARDEW  
of the 'Daily Express'

# Stars at Silverstone

Photo: G. Goddard



Names make news. Today I doubt whether a more sparkling galaxy of big names in motoring has appeared in a single day's programme since car racing began.

Yes, I know the mind switches back to the 'greats' of the past—to men like Tazio Nuvolari, Rudolf Caracciola, Alberto Ascari, Giuseppe Farina, Manuel Fangio, Stirling Moss and many another legendary race-circuit figure.

But today the cars in every category especially in the British Grand Prix are the fastest the sport has known.

To hold them in the corners, on the tricky bends and on the rare straights of the three-mile Silverstone circuit the drivers need even faster split-second reactions, greater stamina and a broader know-how in order to maintain their four wheels within the circuit confines.

I cast my mind back to the first big race the *Daily Express* sponsored at Silverstone a month short of 15 years ago, when the British Racing Drivers' Club held its first International Trophy Race, equivalent today to a Grand Prix.

At that time Mr. Tom Blackburn, now Chairman of the Beaverbrook Newspapers Company, saw the colossal potential of interesting crowds of 100,000 or more in big-time motor racing.

He sought only the biggest personalities to occupy the cockpit of a racing car. They included men of the calibre of Giuseppe Farina, Luigi Villorosi and Alberto Ascari, the Italians; Louis Chiron, the French champion who was a Monegasque and, on the British side, the now veteran Reg Parnell, Major A. P. R. Rolt, Raymond Mays, F. R. Gerard, Duncan Hamilton and the brothers Peter and Graham Whitehead.

For full measure there were also Belgian ace Johnnie Claes, Prince Bira of Siam, Baron De Graffenreid of Switzerland and Frenchman Pierre Levegh.

At that time Stirling Moss was driving only in the 500 cc. race in a Cooper and the best he could do was second place to Eric Brandon also in a Cooper.

The big race was won by Ascari in a Ferrari at 89.58 m.p.h. Farina was second in a Maserati; Villorosi third in a Ferrari and De Graffenreid fourth in a Maserati; the first four cars all Italian.

Jump the next 14 years. The same race last May was won by Jim Clark in a British Lotus at 108.12 m.p.h. Bruce McLaren (Cooper) was second averaging 107.60 m.p.h.; Trevor Taylor (Lotus) third at 107.40 m.p.h. and Innes Ireland (Lotus B.R.M.) fourth at 107.28 m.p.h.

Every race that day was won by a British driver and the events were full of lap records watched by more than 100,000 people, a record attendance.

So the supremacy of British racing drivers in world competition during those brilliantly exciting years has been thoroughly established.

Today, we have a similar brilliant British line-up, plus foreign stars such as the Americans Richie Ginther and Dan Gurney—but both are driving British cars.

Since the first days at Silverstone a Drivers' World Championship has been brought in and this British Grand Prix includes all the leading men in the table.

Among them is the existing world champion, 34-year-old Graham Hill in the No. 1 B.R.M. In hot rivalry is 27-year-old Jim Clark, the Scottish border



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farmer-driver, runner-up in a works Lotus in the world championship last year; Bruce McLaren, the 26-year-old New Zealander whose Cooper has at one time this year headed the world table, and Richie Ginther the Californian, also well among the championship leaders in the No. 2 B.R.M.

Others of great distinction are Jack Brabham, who now drives the car he built himself and has twice been world champion, with Dan Gurney, another Californian, whose Brabham car has been extended by several inches to accommodate his 6 ft. 3 ins. frame.

A surprise winner could be another Englishman driving the new Italian Ferrari Grand Prix car. He is ex-world motor cycle champion John Surtees, who has raced faster and faster this year as the 'bugs' have been eliminated from his car.

Nor do I leave out of the list the most colourful figure in Grand Prix racing, 33-year-old Innes Ireland who handles the latest Lotus B.R.M. for the British Racing Partnership.

In every race this year, Ireland has acquitted himself magnificently and, given the machinery, he could well challenge the leaders before the ten International Grand Prix championship events are concluded at the end of the year. His new car should be in perfect race condition today, so watch him.

Among the rest of the stars, do not overlook the soft-voiced, potent Phil Hill, born in Miami and brought up in California, who won the world championship for Ferraris two years ago.

Hill is now the No. 1 pilot for the new A.T.S. car, built at Bologna, Italy, by six of the leading men who left Ferrari 18 months ago. His co-driver is the up-and-coming Italian Giancarlo Baghetti, and their cars now have direct fuel injection in place of the older-fashioned carburetors with which they began the racing season.

Tony Maggs, the 26-year-old South African who drives the No. 2 works Cooper car is another formidable contestant. So is Trevor Taylor, supporting Jim Clark as the No. 2 works Lotus driver.

The tall, bearded Swede, Joakim Bonnier, handling the Rob Walker Cooper climax which Stirling Moss would have driven this year, is also an ever-present challenger.

And those to watch who, I believe, have very bright futures but may still need more experience include the tall, rangy Jim Hall from Midland, West Texas who drives the No. 2 Lotus B.R.M. of the British Racing Partnership; Chris Amon the 19-year-old New Zealander who, in his first season in Britain, races Reg Parnell's Lola, and the good-looking Italian Lorenzo Bandini. His new-engined B.R.M. will be driven for the Centro-Sud stable from Rome.

Also expected is the tall, fair-haired Dutch aristocrat, Count Godin de Beaufort driving a German Porsche. Here is a rich man who races for the sheer hell of it.

These are some of the personalities on view today in the 240-mile British Grand Prix, and you are not likely to find a more splendid field of men and machines in any other Grande Epreuve (world championship race) at any other meeting this season.

So watch 'em all with an eagle eye. My wager is that you will be thrilled from start to finish of this very great race.

On behalf of the *Daily Express*, which is sponsoring the meeting, and the British Racing Drivers' Club, which is doing the hard work of organizing it, I wish you a first-class day of top-line motor sport.



# THE BRITISH

RODNEY WALKERLEY

A BRIEF HISTORY of the R.A.C. Classic here, at the British Racing Drivers' Club Silverstone circuit, the Club presents, for the sixth time, the Royal Automobile Club Grand Prix of Great Britain, organized on behalf of the R.A.C. by delegation to the B.R.D.C. Today's race will be the 18th in the series that began in 1926 at Brooklands Track and remained in abeyance after 1927 until the R.A.C. inaugurated this circuit in 1948. This classic Formula 1 event is, of course, the fifth round in the series of nine races for the World's Championships of Drivers and of Manufacturers, embracing the Grands Prix of Monaco and Europe (May), Belgium, Holland and the Automobile Club of France (all in June), Germany (August), Italy (September), United States of America (October), Mexico (November) and South Africa, at the end of December.

The idea of a race held under an International Formula began with the series of Gordon Bennett Trophy events for national teams, run annually from 1900 to 1905, to be replaced under French pressure by the first Auto-

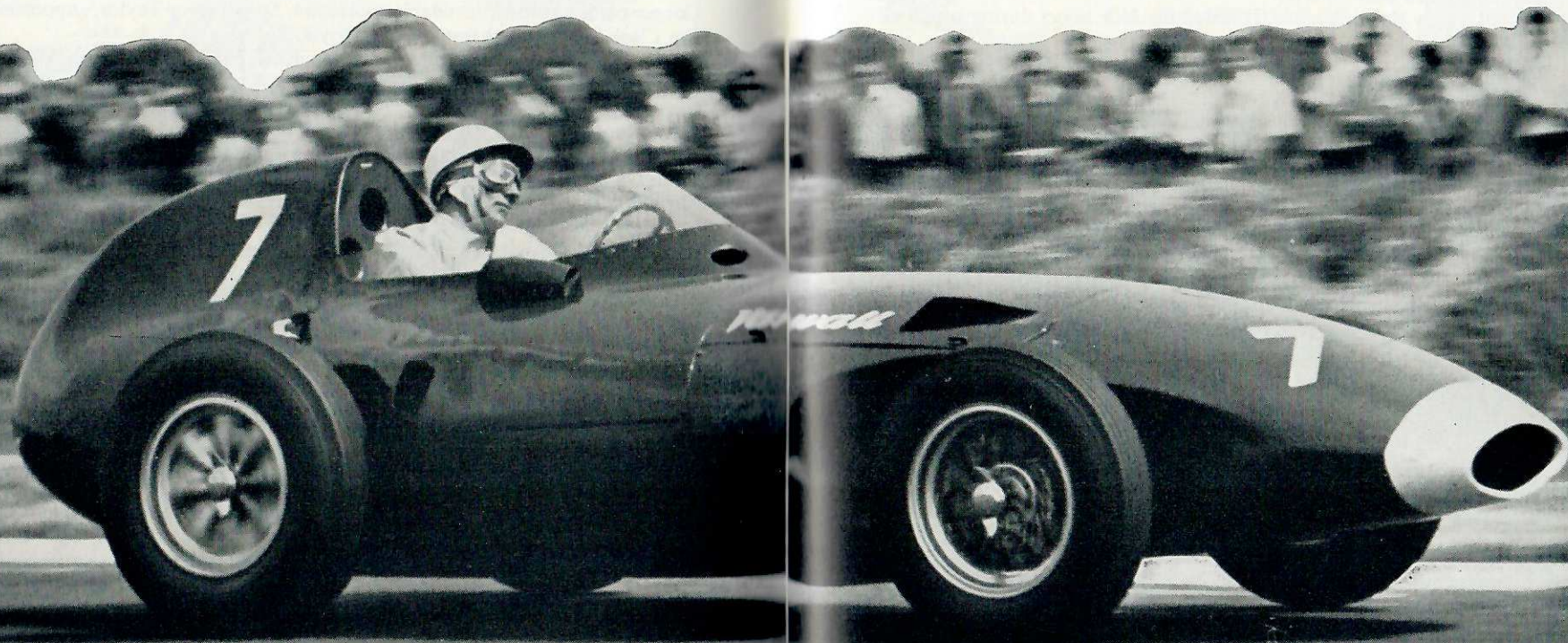
# GRAND PRIX

mobile Club of France's International event with the title 'Grand Prix' in 1906. This, in passing, is regarded by the A.C.F. as their ninth *grande épreuve*, for they start their official list with the race from Paris to Bordeaux and back in 1895—the world's first motor race—and considered it the direct descendant of the ill-fated Paris-Madrid race of 1903 which, halted by the Government at Bordeaux, was the last of the races from capital to capital.

The existing governing body of International sport, now the International Automobile Federation, seated in Paris, was formed in 1904, three years before the Automobile Club of Great Britain and Ireland became the Royal Automobile Club under patronage of King Edward VII. This body of delegates from the national motor clubs advised the French club on the Formula to govern Grand Prix racing from time to time and by 1914 had reduced the maximum engine capacity from around 18 litres to 4½ litres. The adoption of this Formula, changed at frequent intervals, by other nations did not take place at the Grand Prix level until some years after the first world war, although the Belgians had run a Formula race on the Ardennes circuit in 1907—but not again.

The first Grand Prix after the Kaiser war was not run until 1921 when the

John Deacon





French club organized their event at Le Mans and refused to accept German cars. That same year the first Italian Grand Prix was held near Brescia. The first Grand Prix of Europe was run at Spa, in Belgium, in 1923. There had certainly been a Spanish Grand Prix in 1913, at Guadarrama, but this was in the manner of the R.A.C. Tourist Trophy (founded 1905) for touring cars. The first true racing car Grand Prix in Spain came in 1926. In that year the first German Grand Prix was run, but for sports cars, on the A.V.U.S. motorway and it was not until 1934 that they adopted the International Formula.

In 1926, however, the R.A.C. organized a Formula Grand Prix at Brooklands, using the Junior Car Club's idea of setting up artificial corners in the finishing Straight to simulate something of the cornering problems of road racing. In that year a new Formula stipulated a maximum engine capacity of 1½ litres, just as it does today, but with the difference that engines could be (and universally were) supercharged, a method of extracting power forbidden in modern times.

It cannot be said that, apart from the novelty, the first British Grand Prix was a spectacular success and, in those days when the daily Press showed no interest in motor racing unless there was an accident, public interest was lukewarm and the enclosures were sparsely occupied.

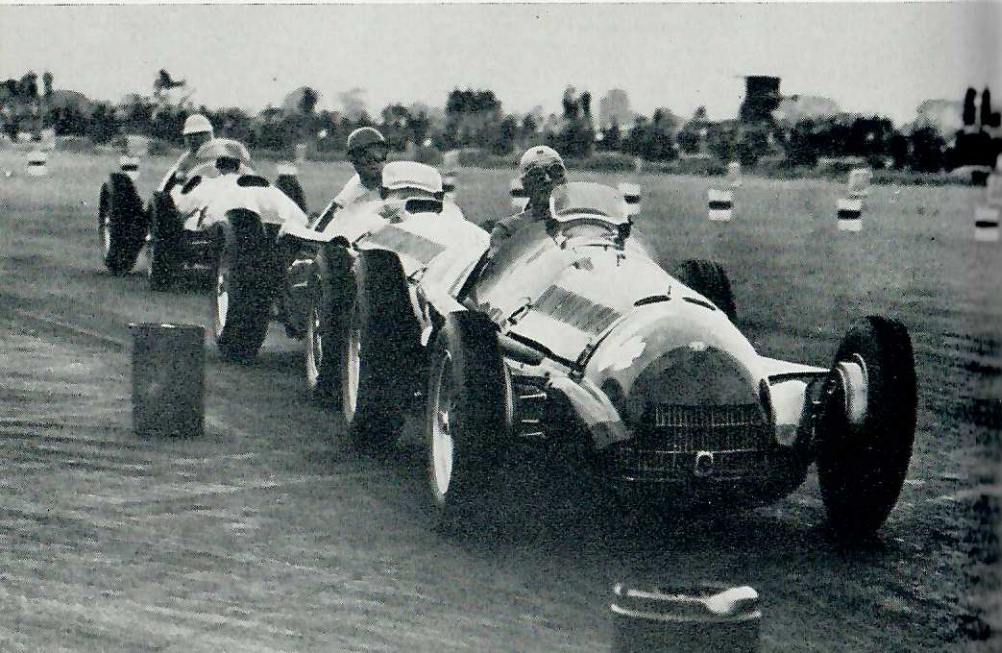
What they saw that day was a line of nine cars abreast at the starting point. It may be mentioned that there was no starting money but, on the other hand, sizeable entry fees were paid to the Club. Otherwise organization would have been financially impossible. All promoters depended largely on contributions from outside to provide prizes and defray expenses.

The field comprised a team of three Delages, three French Talbots (or Darracqs), George Eyston's Aston Martin, Malcolm Campbell's Bugatti and Major Halford's self-built Special.

It was not a very thrilling affair. It lasted for four hours during which all

Bonnetto (Alfa Romeo) leads Farina (Alfa Romeo) and Ascari (Ferrari).  
British Grand Prix 1951.

*G. Phillips*



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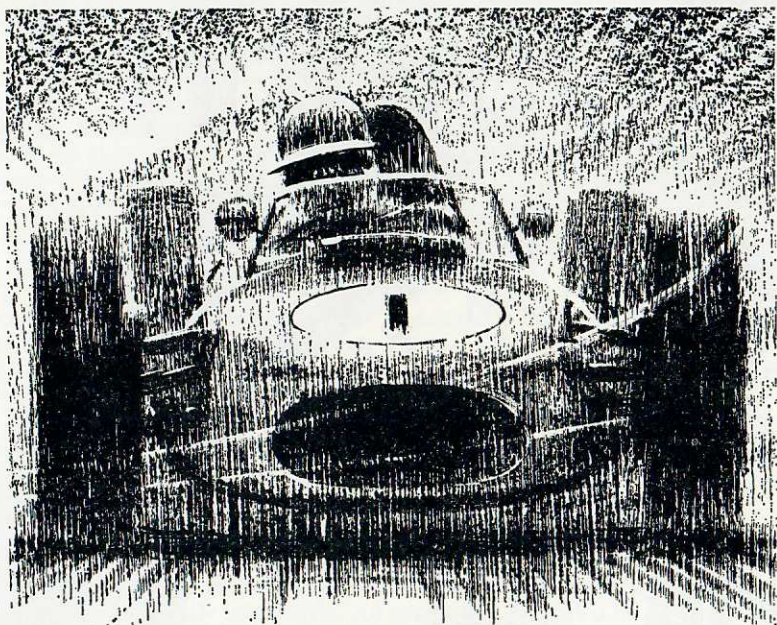
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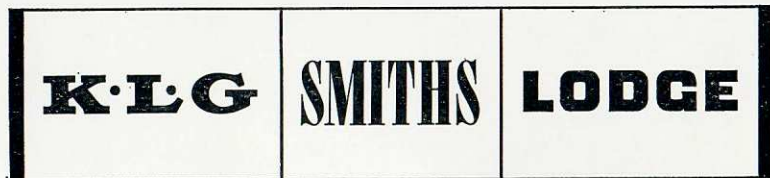


# SMITHS OUT IN FRONT

We're not telling you anything you don't know—just reminding you how often British Racing Drivers rely on revolution indicators and sparking plugs (either KLG or Lodge) supplied by SMITHS.

And when British drivers are out in front, SMITHS are usually there with them.

That's where SMITHS have been, in their own sphere of activity, ever since motoring began—out in front.



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the Talbots, the Aston Martin and the Halford dropped out, followed by a Delage which was too hot in the cockpit to drive any longer. The final stages saw three cars left running—two red-hot Delages, whose drivers kept stopping to jump into pans of cold water, and the slow Bugatti, which, while the Delages were at the pits, got in between them. Apart from the sight of the Delages almost on fire, with flames belching from the bonnets, the only interest was created by Robert Senechal's antics in skidding his Delage sideways out of the chicane lap after lap, possibly to amuse the 'crowd'. With Louis Wagner as relief driver, he managed to win at an average of 71.6 m.p.h. in spite of the stops, Campbell second, and André ('Vermouth') Dubonnet third in Benoist's Delage, driving hatless in a lounge suit.

Undismayed, the R.A.C. ran the race again in 1927 and attracted a larger entry—eleven cars. This time the Delages had their exhausts on the left of the two-seater body, away from the driver's feet, and staged a demonstration run in line ahead to finish one-two-three, led by Robert Benoist. No Talbots entered that year, for they were giving up racing. Three works Bugattis were led by Louis Chiron, who alone kept going to finish fourth, a quarter of an hour behind the Delages. Campbell and Prince Ghika, from Rumania, joined the other Bugattis in retirement. And so did the two Thomas Specials, low-slung 'flat-irons' designed by Parry Thomas and bristling with novelties, but they were still in the experimental stage, and Thomas had been killed a few months before, attacking the Land Speed Record at Pendine Sands.

After 1927 the 1½ litre Formula was abandoned and with it the R.A.C. abandoned the Grand Prix as well.

With the coming of peace in 1945 a great wave of enthusiasm for speed events swept over the country. Airfields re-echoed the orchestra of racing-car exhausts and unprecedented crowds flocked to see speed trials and hill-climbs where all kinds of pre-war machinery (including one of those Delages) raced again, all this in spite of severe petrol rationing.

In 1948 the Royal Automobile Club inaugurated the Silverstone circuit with the third British Grand Prix before an enormous crowd. The pits and stands were erected on the straight between Abbey Curve and Woodcote Corner. Between Stowe and Club Corners the cars left the perimeter road to dive up the runway and back again, a chicane inserted to enforce heavy braking and the use of the lowest gear once per lap. The circuit was thus something over three miles in length, lapped by the winner, Luigi Villoresi in a new 1½ litre 4CLT Maserati at 76.8 m.p.h.

In 1950 the race was awarded the title of Grand Prix of Europe and was honoured by the presence of H.M. King George VI, Queen Elizabeth and the Princesses. This time the chicane was not used, reducing the lap to about 2.8 miles. Four Alfa Romeos were driven up the Brackley road while police looked the other way and crowds cheered. One was for a new man, Juan Fangio from the Argentine, another for Reg Parnell, as 'guest driver'. Louis Chiron was there again with a Maserati, together with the Swiss Baron de Graffenried and Prince Bira, none of whom lasted the race. Hefty 4½ litre Talbots were driven by the French veterans Louis Rosier and Phillippe Etancelin and the young Belgian Johnny Claes.

There was no opposition to the 158 1½ litre Alfa Romeos. They circled the course in a demonstration of polished, unhurried driving one behind the other (until Fangio lost an oil pipe) until they finished—Giuseppe Farina (at 90.9 m.p.h.), Luigi Fagioli and Reg Parnell, six miles ahead of two Talbots.

After the race of 1951 the R.A.C. felt they had established the Grand Prix and invited the B.R.D.C. to organize the race for them in 1952. This, of

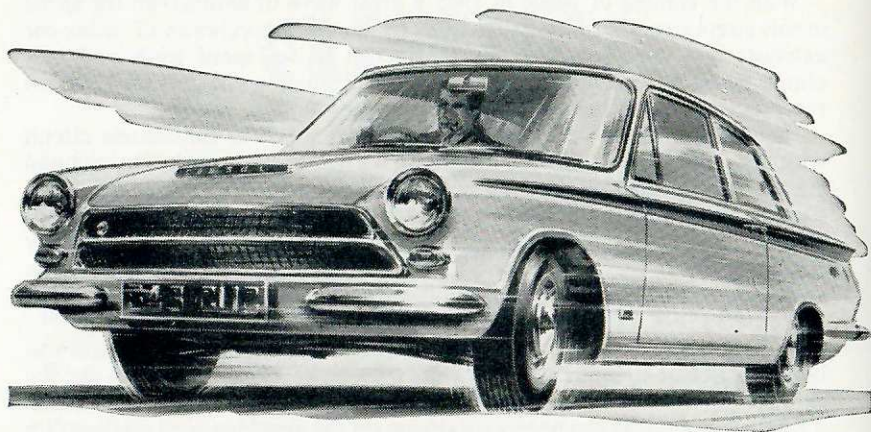


# 0-100<sup>IN</sup> 30 SECS!

# 110 M-P-H!

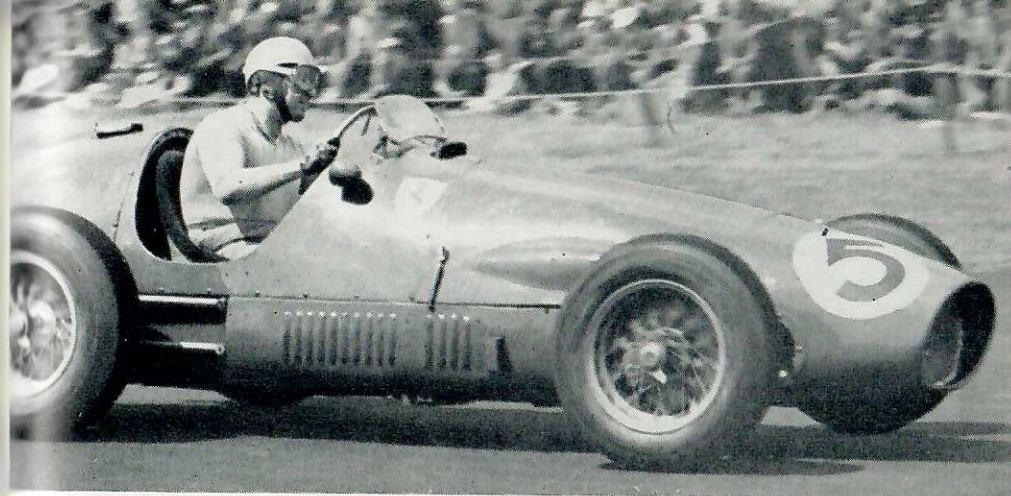
## THE NEW HIGH-POWERED

# CONSUL CORTINA



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**LOTUS**

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Alberto Ascari (Ferrari) British Grand Prix 1953.

*Autocar*

course, would have been impossible without powerful financial backing. It was instantly forthcoming from our old friends, the *Daily Express*, enthusiastically offered by Mr. Tom Blackburn.

The pit area and main stands were removed to their present site, where the runway could be used as a paddock for all the cars involved in a day's racing that began in mid-morning and ended around six o'clock.

That was the year when Alfa Romeos had finally withdrawn from racing and all the Grands Prix were run for cars of Formula 2 (2 litres, unsupercharged) and was completely in the hands of Ferrari, led by young Alberto Ascari. The Ferraris naturally ran away with first two places (their third car had pit stops) but third place was taken by a new young driver, Mike Hawthorn, at the wheel of a front-engined Cooper-Bristol, and the promising Connaughts finished fourth, fifth, ninth and sixteenth in their first major season. Peter Collins had one of the H.W.M.-Altas and young Stirling Moss drove the jinx car—the G-type E.R.A., for a time.

Ascari won again in 1953, raising the lap record to 95.8 m.p.h., equalled by Froilan Gonzales (Maserati). Then, in 1954 came the first season of the Seven Year Formula—2½ litres unsupercharged, during which British cars emerged from obscurity to win the World's Championship of Manufacturers three times.

The race of 1954 drew the cream of Grand Prix racing cars—two eight-cylinder Mercedes-Benz for Fangio and Kling, the Ferraris (who now had Hawthorn firmly under contract) and the 250F Maseratis, plus Gordini, Connaught and Cooper-Bristol. The Mercedes, with wheels hidden by the body, were out of their element (they had won with ease at Rheims) and Fangio began hitting marker tubs in pursuit of Gonzales and his Ferrari. Moss had his Maserati up in the sharp end of the fight for 80 laps and then the back axle failed when he was in second place. Fangio could do no better than fourth place, Kling was outclassed. Gonzales and Hawthorn finished first and second.

A weird thing happened on that slippery circuit, never really wet, never properly dry. Seven drivers tied for the fastest lap (which was the same as



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1.5 litre 4-cylinder engine. 81 bhp at 5,200 rpm. Aluminium cylinder head. Twin carburettors. Special inlet manifold. 4-speed all-synchro gear box, short floor-mounted lever. Power-assisted brakes, disc at front. Specially tuned suspension for fast, tough driving. Lubrication every 30,000 miles.

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for the 2 litre race of the year before). That is to say, they were all within a second of each other, for the time was taken at 1 min. 50 sec. with no fractions of a second.

For 1955 the race was given to the new circuit at Aintree, where Moss, now in the Mercedes-Benz team, beat Fangio by a fifth of a second, the first Englishman to win the British race. Fangio had his revenge in the 1956 race back home at Silverstone. Mercedes had given up racing and Ferrari immediately signed the World Champion. Fangio won by three miles. Moss, on a Maserati as there was still no comparable British machine, broke the lap record at 102 m.p.h. and then had trouble.

At Aintree in 1957, however, Moss at last had a British car and, having taken over from Tony Brooks, took the Vanwall to victory, well ahead of three Ferraris.

Peter Collins had his victory in 1958 at Silverstone, driving in the Ferrari team, 24 seconds ahead of his firm friend Hawthorn. It was just a month before his tragic death, again when leading Mike, in the German Grand Prix.

The first Cooper victory followed in 1959 when Jack Brabham wrote his name on the list of British Grand Prix winners in his Championship year, the race in which Moss (B.R.M.) stopped for a wheel and then fought with McLaren (Cooper) for second place, snatching it by perhaps one car's length. Brabham won again at Silverstone in 1960 and went on to win the World's title for the second time with five consecutive victories.

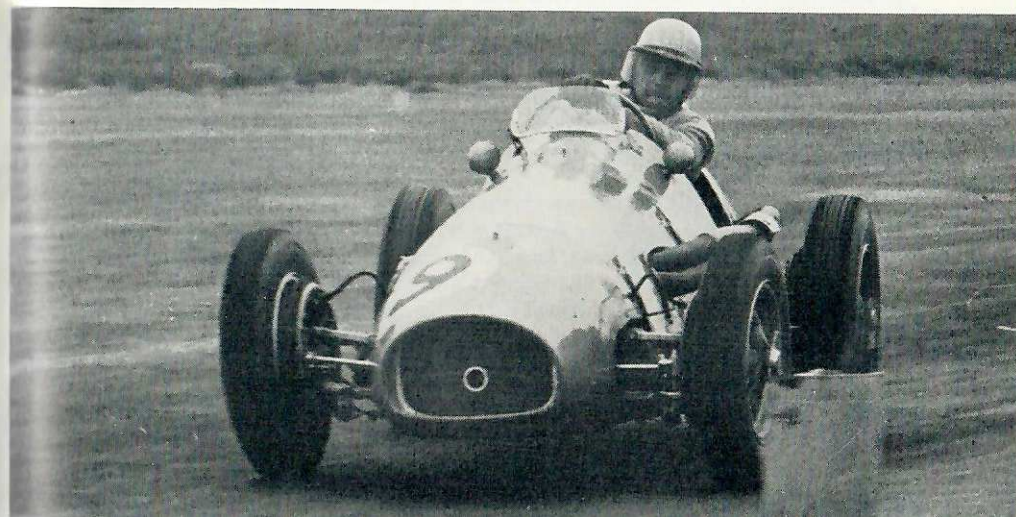
Then, for 1961, the Formula changed to 1,500 c.c., unsupercharged, racing fuels still barred. In that year the British cars were unready with new engines and were outclassed by Ferrari. Raced at Aintree, the Grand Prix ended with Ferrari in the first three places, Brabham's Cooper fourth.

1962 was the Jubilee year of the J.C.C.—renamed B.A.R.C. In recognition, the R.A.C. delegated the race to them at Aintree again, and now emerged the new phenomenon, Jim Clark with his Lotus who, but for a trivial defect when he was leading the South African Grand Prix at the end of the season, would have been World Champion. The 1962 race was his from start to finish at the record average, for Aintree, of 92.4 m.p.h.

Now the wheel has come full circle. The British Grand Prix is back at Silverstone where the modern series began in 1948 and for 1,500 c.c. cars, just as it was when the first race was run at Brooklands thirty-seven years ago.

Froilan Gonzales, British Grand Prix 1954.

G. Goddard





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# GENTLEMEN IN WAITING

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PETER MILLER

**T**O TAKE part in a Grande Epreuve counting for the world championship is an honour. To be placed in one is a distinction. To win one, or more, is to reach the very pinnacle of success—the Everest of racing driving.

Grand Prix drivers, such as you will see in action in today's British Grand Prix at Silverstone, are an elite group. They are, in fact, the chosen few of motor racing. For, the high cost of building, developing and maintaining current Formula I cars, plus restrictions on the maximum number of permitted starters by the various national automobile clubs, ensures small fields. In the nine races of the 1962 series, for example, the highest number of cars on the starting grid was the 25 for the German G.P. and the lowest, the 16 for the Monaco G.P. The average was 18.

Although 45 drivers actually took the wheel, 17 of them competed in one Grande Epreuve only. With others getting irregular drives due to fate, lack of suitable machinery, or simply through not being invited, about 20 drivers could be considered as regular contenders.

Competition in motor racing's first division is fierce, for not only is it hard to get one's foot in the door, but even harder to keep it open once the breakthrough is made.

Even when he enters the exclusive circle, a driver must prove himself in every practice session and at every race. His future career will be entirely dependent upon his ability.

Motor racing has often been likened to Show Business, and in effect, Grand Prix drivers are public entertainers. They are paid to display their skill and courage behind the wheel, with their every performance watched by an audience of many thousands. The established Grand Prix Driver holds the centre of the stage and lives in the limelight of publicity. Yet every star must have his understudy, who patiently waits in the wings for his cue. Who are these potential champions, the current number two drivers and the independents? Let us take a look at some of them:

*Paul Richard 'Richie' Ginther:* was born in Hollywood, California on August 5, 1930, the younger son of an aircraft worker employed by Douglas. Small, freckled, with red crew-cut hair, he served an engineering apprenticeship and was introduced to racing by his fellow Californian, Phil Hill in 1947. After innumerable successes in the United States, many with Ferraris, he joined the Maranello concern in 1960 as a team driver. He made his Grand Prix debut at Monaco in 1960 in the equally new rear-engined car. Ginther later took on the



role of chief tester and played a major part in developing this Ferrari into the world championship winner of 1961, while personally taking a second at Monaco and a third at Aintree. Richie went to B.R.M. in 1962 and made a disastrous start. He was badly burnt when a car he was testing caught fire at speed and then retired in the first three championship events, but later recovered and placed third at Rouen and second at Monza. Married since 1958, he has a small son named Bret.

*Anthony Francis O'Connell Maggs:* was born in Pretoria, South Africa on February 9, 1937, the son of a business farmer. He has two younger sisters, Elizabeth and Sandra. Tall, fair-haired and rangy, Maggs made his competition debut at Cape Town in 1958, driving an Austin-Healey. He first came to England for the 1959 season to gain European experience and then returned in 1960. After showing great talent in John Ogier's Formula 2 Cooper, Maggs was invited to join Ken Tyrrell's Cooper-B.M.C. Formula Junior team for 1961. Seizing the opportunity with both hands, he raced all over the Continent, winning the European F.J. championship. He made his Grand Prix debut at Aintree that year driving Mrs. Louise Bryden-Brown's Lotus-Climax and finished 13th. Maggs joined Cooper as the second works driver in 1962, taking part in all nine championship events and coming third in the South African G.P. After a rather unhappy year, Maggs decided to join the Bowmaker team for 1963, but when the latter withdrew from racing he remained with Coopers. Married in November, 1962 to a vivacious South African girl, Gaile, Maggs is easily recognised at the wheel by his bright yellow helmet.

*Trevor 'Trev' Patrick Taylor:* was born in Sheffield, Yorks., on December 26, 1936, the son of a builder and keen amateur racing motor-cyclist. He has an elder brother, Michael (who is his mechanic at Lotus), a younger brother,





## test your racing I.Q.

Just how much do you know about motor racing? Here are a few questions which will help you find out.

### QUESTIONS.

*Underline the answer that you think is correct.*

1. The greatest number of Le Mans victories have been won by:—a. Bentley, b. Jaguar, c. Ferrari.
2. The oldest motor race is:—a. The French G.P., b. The Targa Floria, c. The Tourist Trophy.
3. How many points does a driver score for winning a Championship Grand Prix:—a. 10, b. 6, c. 9.
4. A white flag shown to a driver means:—a. A service car or ambulance is on the course, b. Another driver is trying to pass you, c. Come into your pit at once.
5. The international racing colours of the U.S.A. are:—a. red and yellow, b. white and blue, c. blue and yellow.
6. One lap of the Brands Hatch long circuit is:—a. 2.65 miles, b. 3 miles, c. 1.65 miles.
7. The Porche Grand Prix engine is:—a. flat eight, b. V-6, c. V-8.
8. Winner of the 1962 World Championship of Drivers was:—a. Graham Hill, b. Jack Brabham, c. Jim Clark.

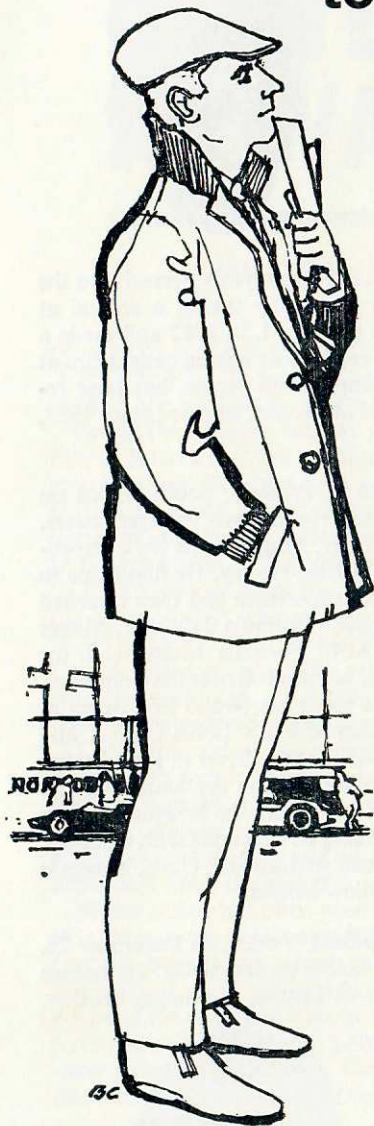
Answers : 1. a. 2. c. 3. c. 4. a. 5. b. 6. a. 7. a. 8. a.

Score 10 points for each correct answer.

70-80 No background information for you, but you're just the type to enjoy *The Motor*.

50-60 That's pretty good, but a regular glance at the race reports will give you those extra points.

40 & under Don't get depressed, just read *The Motor* every week you'll soon be up to scratch on all motoring problems.



# THE Motor

**completes your motoring knowledge**

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David and a pretty sister, Anita. Trev has always received the backing of his parents and started his long struggle to the top at a club meeting at Aintree in 1955, when he drove the family Triumph TR2 into seventh place. A graduate of the tough school of '500' racing, Taylor won the British Formula 3 championship in 1958. In 1960, he joined the Lotus Formula Junior team and shared the British F.J. championship with team mate Jim Clark. Taylor again won the title in 1961 and also made his Formula 1 championship debut in the Dutch G.P., when he substituted for the injured Innes Ireland. After driving for Team Lotus in the four Grands Prix of the South African Springbok series, finishing second in the Rand G.P. and winning the Cape Grand Prix (his first major victory), he was promoted to the Lotus F.1 team for 1962. But it was a disheartening season and after a brilliant second place at Zandvoort, he crashed in successive races at Spa, Rheims and Rouen, those accidents, coupled with a run of mechanical failures, lowered his morale considerably and at one stage he found it nerve-wracking even to sit in a racing car. But the quiet, modest Yorkshireman fought his way back and remains as number two driver for Team Lotus in 1963. Married in 1957, Taylor lives near the family garage and driving school at Rotherham with his wife Audrey and their two children, Dean and Lesley. Taylor, who has always worn a yellow helmet at the wheel, is interested in athletics and is a keen supporter of the Sheffield Wednesday football team.

*Jim Hall:* was born in Midland, Texas, the son of a wealthy petroleum geologist, and has a brother named Chuck. He is the latest American driver to join the European 'circus' and shares the privileged distinction of getting a regular Formula 1 drive in his first season. Tall and rangy, and looking every inch a cowboy, Hall made his racing debut in 1955 at Fort Sumner, New Mexico in an Austin-Healey. He later went into partnership in a sports car agency with Carroll Shelby and built up a formidable reputation as a talented driver of 'hot' machinery such as Corvettes, Ferraris, Lister-Jaguars, Lotuses and Maseratis. Hall came into his greatest prominence however, driving his Chevrolet-powered Chaparral, built with his friend, Hap Sharp, and in which he twice won the Road America 500 race. Jim was outstanding in an Elva D.K.W. Formula Junior car and also drove his own 2.7-litre Formula Libre Lotus, winning the Hoosier G.P. at Indianapolis. Hall made his world championship debut (his first-ever Formula 1 race) at the 1960 United States G.P., finishing seventh in a Lotus 18. The next year, at the United States G.P. at Watkins Glen, he dropped out and was a non-starter in 1962 after suffering engine failure in practice. Hall finished fourth in the 1962 Mexican G.P. in a 4-cylinder Lotus and this fine performance led him to be invited to join the British Racing Partnership team for 1963 as second driver. Married, with three children by a previous marriage, the amiable Texan is prepared to bide his time, but his fine drive into eighth place at Zandvoort shows that he has the ability to go right to the top.

Behind the already established second team drivers are ranged the independents and the 'coming men', some of whom have already had their Grand Prix baptism and others whose turn will come. My choice of eight Grand Prix drivers of the future is Chris Amon (New Zealand), Bob Anderson (South Africa), Peter Arundell (Great Britain), Lorenzo Bandini (Italy), Mike Hailwood (Great Britain), Paul Hawkins (Australia), Pedro Rodriguez (Mexico) and Jo Siffert (Switzerland).

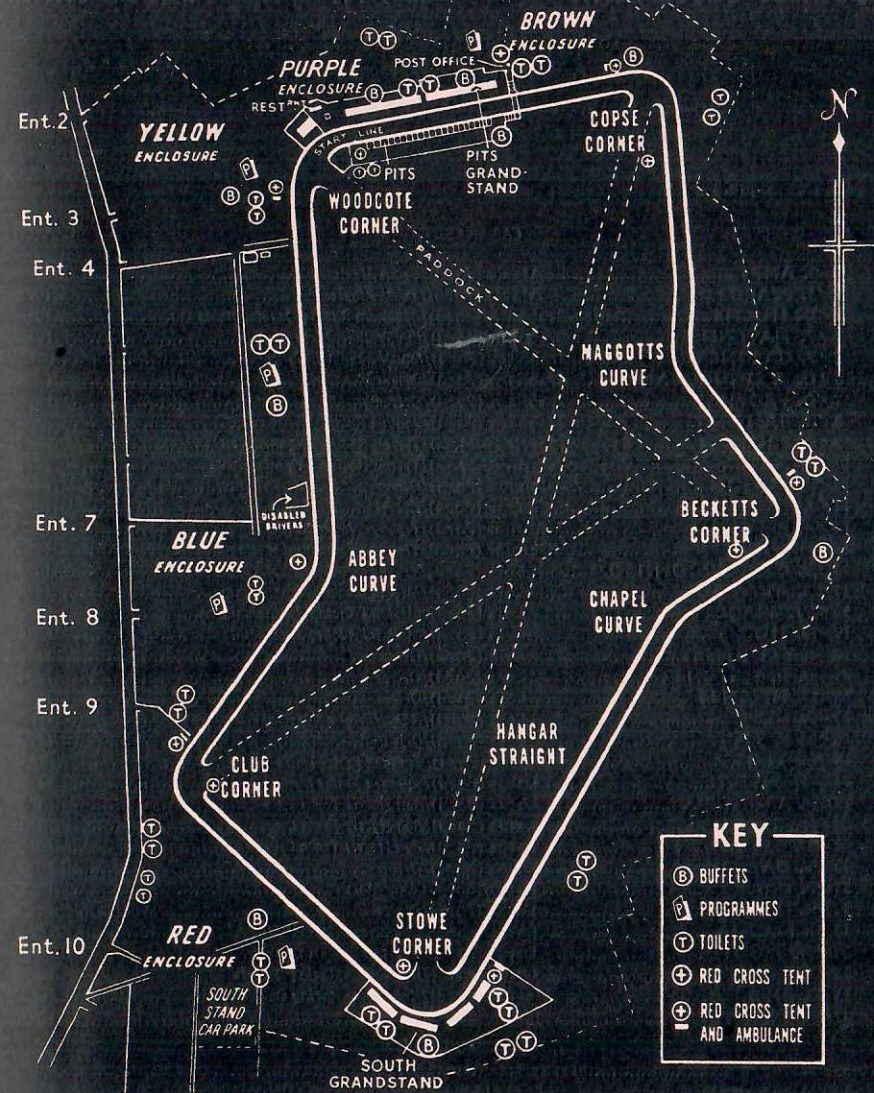
With such an abundance of talent around, no leading Grand Prix driver can afford to rest on his laurels if he is to stay at the top!





## SILVERSTONE CIRCUIT

16th R.A.C. BRITISH GRAND PRIX, JULY 20th, 1963



**WARNING: Motor Racing is dangerous and all persons attending at this track do so entirely at their own risk**

It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles, are absolved from all liability arising out of accidents howsoever caused, whether by negligence or otherwise, resulting in damage to property and/or personal injury to spectators.

**ALL RACES ARE RUN IN A CLOCKWISE DIRECTION**

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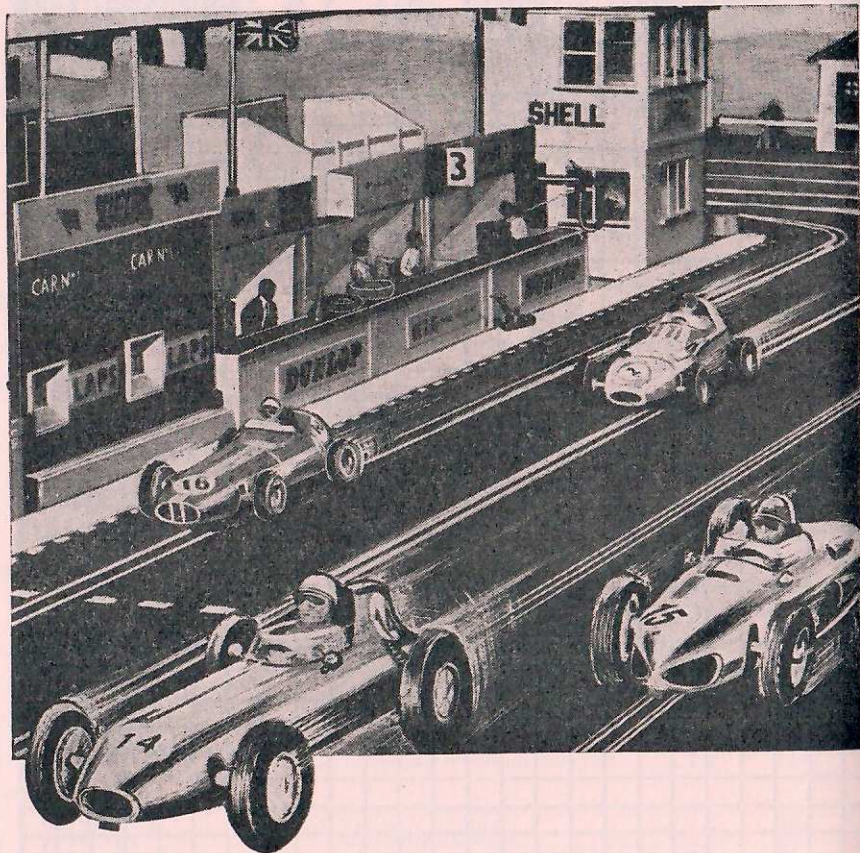












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## B.R.D.C. SILVERSTONE CLUB CIRCUIT EXISTING LAP RECORDS—20th JULY, 1963

Category	Time	Speed	Car	Driver	Event	Date
750 Formula	1 20.0	72.36	Worden Austin	A. E. Densham	P'boro M.C.	17.9.60
1172 Formula	1 12.2	80.18	Warwick Mk. II	J. B. Moore	M.M.K.M.C.	27.4.63
<b>Sports Cars</b>						
Up to 1100	1 06.2	87.44	Lotus-Ford	M. G. Beckwith	N.S.C.C.	16.6.62
1100 to 1500	1 08.6	84.38	Lotus-Ford	C. M. M. Williams	P'boro M.C.	15.9.62
1500 to 2000	1 05.6	88.24	Elva Mk. II	T. Lanfranchi	M.M.K.M.C.	27.4.63
2000 to 3000	1 07.2	86.14	Merlyn	J. Ure	M.M.K.M.C.	20.4.63
Over 3000	1 06.2	87.44	Lister Jaguar	G. Lee	North Staffs	24.9.60
<b>Racing Cars</b>						
500	1 14.2	78.02	Cooper-Norton	J. Russell	B.R.S.C.C.	27.7.57
500 to 1500	1 04.6	89.61	Cooper-Norton	M. J. Ledbrook	B.R.S.C.C.	29.7.61
1500 to 3000	1 07.1	86.89	Lotus-Ford	B. Hart	N.S.C.C.	16.6.62
Over 3000	1 02.6	92.47	Connaught	G. N. Richardson	M.M.E.C.	21.6.58
Up to 1500S	1 09.8	82.93	Cooper-Chev.	C. Summers	S.U.N.B.A.C.	1.9.62
Over 1500S	1 10.1	82.46	E.R.A.	A. G. Murray	V.S.C.C.	14.4.62
F. J. Cars	1 05.4	88.51	E.R.A.	J. T. Stuart	V.S.C.C.	6.4.57
Cooper-Ford				R. Attwood	M.M.E.C.	28.6.62
<b>Touring Cars</b>						
Up to 1000	1 15.0	77.18	Cooper-Morris	R. Embley	S.U.N.B.A.C.	1.9.62
1000 to 1300	1 17.0	75.18	Austin A.40	M. Cave	Eight Clubs	8.6.63
1300 to 1600	1 16.4	75.77	Ford	D. P. Merfield	N. Staffs	29.9.62
1600 to 2000						
2000 to 2600	1 25.4	67.78	Jaguar	M. B. Everley	B.R.S.C.C.	8.9.59
2600 to 3500	1 18.2	74.03	Jaguar	G. F. Williams	M.M.E.C.	28.6.62
Over 3500	1 13.2	79.08	Jaguar	W. Aston	Eight Clubs	8.6.63
<b>G. T. Cars</b>						
Up to 1000	1 13.4	78.87	Marcos	S. J. C. Minoprio	N.S.C.C.	16.6.62
1000 to 1300	1 11.0	81.53	Lotus Climax	S. J. Taylor	M.M.K.M.C.	27.4.63
1300 to 1600	1 12.0	80.40	Lotus-Climax	S. J. Taylor	M.M.E.C.	22.6.63
1600 to 2000	1 13.6	78.65	M.G.	W. Nicholson	M.M.E.C.	22.6.63
2000 to 2600	1 13.0	79.30	Austin Healey	J. Harris	Eight Clubs	8.6.63
2600 to 3500	1 11.0	81.53	Ferrari	S. N. Richardson	M.M.E.C.	22.6.63
Over 3500	1 07.6	85.63	Jaguar	R. S. Mac	M.M.E.C.	22.6.63
<b>Motor Cycles</b>						
50 c.c.	1 40.8	57.42	Tohatsu	D. A. Simmonds	B.M.C.R.C.	18.8.62
125 c.c.	1 20.6	71.82	Bultaco	P. C. Preston	B.M.C.R.C.	22.9.62
250 c.c.	1 16.8	76.37	Aermacchi	C. W. Hunt	B.M.C.R.C.	18.8.62
350 c.c.	1 11.2	81.30	J. S. Special	R. Butcher	B.M.C.R.C.	18.8.62
500 c.c.	1 08.8	84.14	Norton	R. Pickrell	B.M.C.R.C.	18.8.62
1000 c.c.						
Production	1 13.8	78.44	Triumph	J. W. Bowman	B.M.C.R.C.	22.9.62
Sidecar	1 18.0	74.22	Norton/Wats.	W. G. Boddice	B.M.C.R.C.	30.5.59

## B.R.D.C. SILVERSTONE G.P. CIRCUIT EXISTING LAP RECORDS—20th JULY 1963

Category	Time	Speed	Car	Driver	When Established
<b>Racing Cars:</b>	<i>m. s.</i>	<i>m.p.h.</i>			
Formula Inter-continental	1 34.2	111.86	Lotus	Innes Ireland	14. 5.60
Formula II 1954/60	1 43.4	101.91	Lotus	Cliff Allison	3. 5.58
	1 43.4	101.91	Cooper	Jim Russell	2. 5.59
Formula Junior	1 42.6	102.70	Lotus	A. E. Marsh	6. 5.61
<b>Historic Racing Cars:</b>					
	2 03.8	85.12	E.R.A.	S. Day	1.10.60
<b>Sports Cars:</b>					
1100	1 46.0	99.41	Lola	Peter Ashdown	16. 7.60
1100 to 1500	1 46.0	99.41	Lotus	Cliff Allison	19. 7.58
1500 to 2000	1 43.6	101.71	Cooper	Jack Brabham	2. 5.59
2000 to 3000	1 39.2	106.22	Lotus	Stirling Moss	6. 5.61
Over 3000	1 44.0	101.32	Lister-Jaguar	Masten Gregory	3. 5.58
<b>Touring Cars:</b>					
750 to 1000 Grps. 1 and 2	2 16.0	77.48	Austin	F. R. Gerard	2. 5.59
750 to 1000 Grp. 3	2 04.0	84.98	Austin	G. C. Shepherd	1.10.60
1000 to 1300	2 17.2	76.80	Ford	J. Young	2.5.59
1300 to 1600 Grps. 1 and 2	2 08.0	82.32	Sunbeam	Peter Harper	6. 5.61
1600 to 2000 Grp. 3	2 15.0	78.05	Alfa-Romeo	J. Bonnier	5. 5.56
2000 to 2600	2 06.0	83.63	Jaguar	Peter Blond	2. 5.59
2600 to 3500	1 59.2	88.40	Jaguar	Ivor Bueb	2. 5.59
3500 to 5000 Grps. 1 and 2	1 54.4	92.11	Jaguar	Graham Hill	6. 5.61
Over 5000	1 55.6	91.05	Chevrolet	Dan Gurney	6. 5.61
<b>Grand Touring Cars:</b>					
Up to 750	2 24.4	72.97	SAAB	S. Hurrell	2. 5.59
750 to 1000	2 00.6	87.37	Austin Healey	I. Walker	8. 7.61
1000 to 1300	1 52.4	93.75	Lotus	G. Warner	8. 7.61
1300 to 1600	1 59.2	88.40	M.G.	J. R. Olthoff	7.10.61
1600 to 2000	2 00.6	87.37	Morgan	C. Lawrence	8. 7.61
2000 to 2600	2 22.2	74.10	Peerless	R. Ham	1.10.60
2600 to 3500	1 49.8	95.97	Ferrari	S. Moss	8. 7.61
3500 to 5000	1 50.2	95.62	Jaguar	B. McLaren	8. 7.61

### OFFICIAL FLAG SIGNALS

**UNION FLAG.** Used for start of Race.

**WHITE.** An ambulance or a service car is on the circuit.

**YELLOW with VERTICAL RED STRIPES.** Take care, oil somewhere on the road.

**BLUE.** Waved—another competitor is trying to overtake you. Motionless—another competitor is following you very closely.

**BLACK with WHITE NUMBER.** Signal for car bearing that number—stop at your pit on the next lap.

**YELLOW.** Waved—great danger, be prepared to stop. Motionless—take care, danger.

**RED.** Signal for complete and immediate stop.

**BLACK and WHITE CHEQUERED.** Signal for end of Race.



## Silverstone Lap Speed Table

One lap of Silverstone Circuit equals 2 miles, 1,631½ yards (4.71 kilometres). To ascertain the speed of any individual car, time it for one complete lap and read off the speed from this table.

TIME			SPEED			TIME			SPEED		
m.s.	m.p.h.	k.p.h.	m.s.	m.p.h.	k.p.h.	m.s.	m.p.h.	k.p.h.	m.s.	m.p.h.	k.p.h.
1.30	117.08	188.42	1.55	91.63	147.46	2.20	75.27	121.12	2.20	75.27	121.12
1.31	115.79	186.35	1.56	90.84	146.18	2.21	74.73	120.26	2.21	74.73	120.26
1.32	114.53	184.33	1.57	90.06	144.93	2.22	74.21	119.42	2.22	74.21	119.42
1.33	113.30	182.34	1.58	89.30	143.71	2.23	73.69	118.58	2.23	73.69	118.58
1.34	112.10	180.40	1.59	88.55	142.50	2.24	73.17	117.76	2.24	73.17	117.76
1.35	110.91	178.50	2.00	87.81	141.31	2.25	72.67	116.95	2.25	72.67	116.95
1.36	109.76	176.64	2.01	87.08	140.14	2.26	72.17	116.14	2.26	72.17	116.14
1.37	108.63	174.82	2.02	85.37	138.99	2.27	71.68	115.36	2.27	71.68	115.36
1.38	107.52	173.05	2.03	85.67	137.86	2.28	71.20	114.58	2.28	71.20	114.58
1.39	106.43	171.29	2.04	84.98	136.75	2.29	70.72	113.81	2.29	70.72	113.81
1.40	105.37	169.58	2.05	84.30	135.66	2.30	70.25	113.05	2.30	70.25	113.05
1.41	104.33	167.90	2.06	83.63	134.56	2.31	69.78	112.30	2.31	69.78	112.30
1.42	103.31	166.25	2.07	82.97	133.52	2.32	69.32	111.56	2.32	69.32	111.56
1.43	102.30	164.64	2.08	82.32	132.48	2.33	68.87	110.83	2.33	68.87	110.83
1.44	101.32	163.05	2.09	81.68	131.45	2.34	68.42	110.11	2.34	68.42	110.11
1.45	100.35	161.50	2.10	81.06	130.44	2.35	67.98	109.40	2.35	67.98	109.40
1.46	99.41	159.98	2.11	80.44	129.44	2.36	67.55	108.70	2.36	67.55	108.70
1.47	98.48	158.48	2.12	79.83	128.49	2.37	67.12	108.01	2.37	67.12	108.01
1.48	97.57	157.01	2.13	79.23	127.50	2.38	66.69	107.32	2.38	66.69	107.32
1.49	96.67	155.57	2.14	78.64	126.55	2.39	66.27	106.65	2.39	66.27	106.65
1.50	95.79	154.16	2.15	78.05	125.61	2.40	65.86	105.98	2.40	65.86	105.98
1.51	94.93	152.77	2.16	77.48	124.69	2.41	65.45	104.32	2.41	65.45	104.32
1.52	94.08	151.41	2.17	76.91	123.78	2.42	65.04	104.67	2.42	65.04	104.67
1.53	93.25	150.06	2.18	76.36	122.88	2.43	64.65	103.03	2.43	64.65	103.03
1.54	92.43	148.75	2.19	75.81	122.00	2.44	64.25	103.40	2.44	64.25	103.40

## PLEASE REMEMBER!

These lap speeds are for a racing circuit ! !

When you leave Silverstone to drive home, **DO** drive with care and consideration for other road users.

Inconsiderate driving on the road gives a bad name to you and **THE SPORT.**

*THANK YOU*

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# SILVERSTONE

## AUGUST BANK HOLIDAY

### AUGUST 5th, 1963

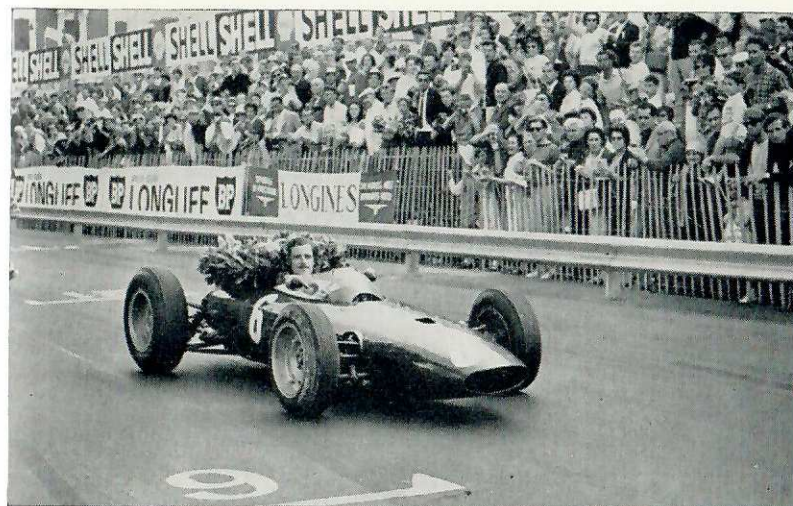
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### A DATE TO REMEMBER !!



## Let's Wave the Flag!

says DOUGLAS ARMSTRONG

THE BRITISH are invariably slow starters and in no other pursuit or business does this tag apply more appropriately than in motor racing. Before the war, and for a long time afterwards, the British were apt to go racing on an amateur basis—purely for the sport of the thing—and even though there were many who were dedicated to the sport, their chances of success with British Grand Prix machinery were very slim indeed.

As you settle down today to see the 16th British Grand Prix (there were two races at Brooklands in 1926 and 1927 lacking the horrific 'British') it will be very apparent how the scene has changed. The entire hard-fought Grand Prix field is dominated not only by British drivers but by British cars. Not so very long ago we were all inclined to make the annual pilgrimage to see which 'red' car (or possibly silver) would win, but let's be honest, we shall be surprised if we are not talking about a 'green' car's victory on our way home tonight from Silverstone.

It is a fact that a British driver didn't win his own National Grand Prix until 1955 and that was Moss in a German Mercedes-Benz. It wasn't until 1957 that an all-British combination took the major honours with Brooks and Moss sharing the winning Vanwall. The following year Peter Collins won at more than 102 m.p.h. on the Silverstone circuit with a works Ferrari—the first time that a 100 m.p.h. average had been reached or exceeded in the British classic. The two following years were Brabham's Championship years, and although Jack is as Australian as they come, he hails from the Commonwealth, lives in England, and has that undeniable British streak found in all Australians. He used a British Cooper-Climax to record both his British Grand Prix victories—and both his World's Championships too.



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- ★ **World Champion GRAHAM HILL** lightweight Jaguar E-type
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- ★ **JOHN SURTEES** Le Mans-winning Ferrari
- ★ **INNES IRELAND** Britain's fastest Lotus 19
- ★ **BRUCE McLAREN and JIM KIMBERLEY** Le Mans Aston Martins
- ★ **ROY SALVADORI** the fastest-ever Cooper-Climax
- ★ **LUCIEN BIANCHI** in the 5-litre Maserati
- ★ **MICHAEL PARKES** with a works Ferrari
- ★ **TONY MAGGS and AUGIE PABST** in the new 400 bhp Lolas
- ★ **CARLO ABATE** with a Ferrari Sports Car
- ★ **MIKE SALMON DAVID PIPER CHRIS KERRISON** and others in Ferrari 250 GTO's
- ★ **LUCKY CASNER** Maserati Birdcage 3-litre

and other famous entries in the 50-lap 132 mile **GUARDS INTERNATIONAL TROPHY** for sports and GT cars of over 2,000 c.c. Also:—

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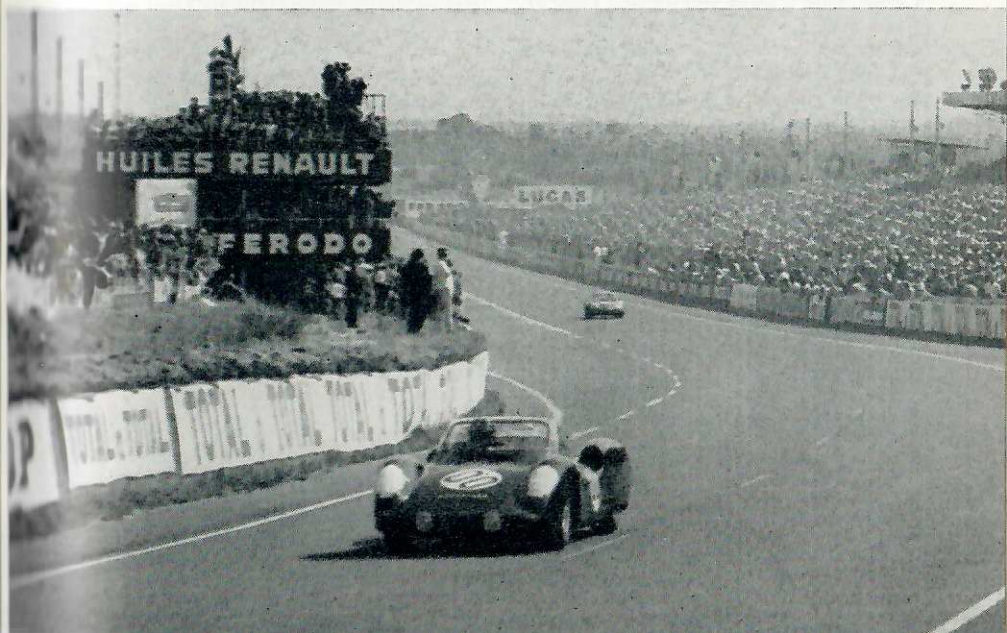
**Brands Hatch Circuit Ltd., Fawkham, nr. Dartford, Kent. West Ash 331**

In 1961, due mainly to another British trait, 'sitting on the fence', our National classic was won by Ferrari with the popular German driver Wolfgang von Trips at the wheel, but last year the 'green' cars were back with a bang, winning not only the 'British' but all Championship Grands Prix except one. It is right to say, that since we have had a Formula I car capable of really competing with the Continental machinery, that is, the Vanwall of 1957, we have won our own British Grand Prix four times with British cars, and five times with British drivers.

Since the World Drivers' Championship started in 1950 we have had four British Champions out of a total of 13 (again counting Brabham as a Briton), and with the great Juan Fangio claiming five of the others with three different marques this can certainly be assessed as a fair proportion!

The marques Vanwall, Cooper, and B.R.M. have all won the Constructors' Championship, and for a country which only a few years ago was regarded as a 'supporter', rather than as a possible winner of Grand Prix races, this is achievement indeed. Whereas for years our Grand Prix cars consisted of special cars built around 'converted' engines, we now have the entire racing world following the basic 'British' design theme. Credit for the current Formula I type of car must go to Charles and John Cooper who designed and built a 'poor man's racer' with a rear-mounted 500 c.c. motor-cycle engine and all-independent suspension some 17 years ago. The 500 c.c. Cooper was destined to become one of the most successful racing cars ever built—regardless of formula. From that little car sprang the Formula 2 (1,500 c.c.) model, and this was enlarged to make the Formula I Cooper which ultimately won two Constructors' Championships. The Cooper configuration of rear engine, all-independent suspension, and diminutive dimensions was gradually adopted by all the competing marques, both British and Continental, and is even spreading to the 'prototype' category in the classic long-distance races, and Indianapolis!

The Rover B.R.M. gets away at the start of Le Mans, 1963





# BMC RACE & RALLY TO MORE SUCCESS

The 1963 race-and-rally season shows BMC in sparkling form—producing the same dash that captured so many of last season's major international awards.

## ALPINE RALLY

Mini-Cooper first overall in Touring Car category. Also won Manufacturers' Team award, Coupe des Dames, two Coupes des Alpes and three class wins.

## SNETTERTON

MG Midget first in class and third overall in the Sports Car and Prototype G.T. race.

## TULIP RALLY

Two class wins and second overall for Mini-Cooper. Austin-Healey '3000' first in class. And a class win for MG 1100 in Private Owners Trophy category.

## RALLY TRIFELS

This West German rally, held on 11 and 12 May, proved a spectacular success for Mini-Coopers: outright winner, two class wins, Coupe des Dames and award for best foreign entry.

## GRAND PRIX DE SPA

Belgium, 12th May: Mini-Coopers 1-2-3 in class for touring cars up to 1000 c.c.

## SILVERSTONE

Production Touring Car Race — Mini-Cooper 'S' types 1st and 2nd in class and 5th and 7th overall. Morris 1100 3rd in same class.

## INTERNATIONAL POLICE CAR RALLY

Outright victory and class win for Austin-Healey Sprite. Manufacturers' Team award for Mini-Cooper.

## SWEDISH RALLY TO THE MIDNIGHT SUN

Three class wins for Mini-Cooper.

## LE MANS 24-HOUR RACE

MGB first in class and 12th overall.

Although the marque Lotus has yet to win a Constructors' Championship, chief designer Colin Chapman has influenced Grand Prix design a great deal by his appreciation of the fact that light weight and good aerodynamics are of paramount importance in any sort of motor racing. When Chapman entered sports car racing he did so with the inferior power-output (on a comparative basis) of a 'converted' volume-production sports car engine, and so he extracted race-winning performance from lightness and shape. For the new school of British racing car designers the lack of a powerful, reliable engine was always a major problem, but fortunately there were discerning eyes in high places of industry who realized that a powerful, reliable engine in Grand Prix racing would bring prestige to Britain, and a general image of engineering excellence. Thus the Coventry-Climax Formula I engine came into racing.

This was a new approach. Whereas G. A. 'Tony' Vandervell had won the Constructors' Championship with a car and engine of his own manufacture (and neither car nor engine were made available to any private team or driver) the 'Climax plan' was to supply engines to the British car constructors. We all know how well this plan worked. The marque B.R.M., after several years of involving itself with too much complication, hit on a first-class power-unit in their new V8, and nobody can say that since the Bourne équipe first unveiled their new car in practice at Monza in September 1961, it hasn't been a success!

This is the British formula for Grand Prix success. Like Coventry-Climax, B.R.M. supply their engines to 'outside' marques and teams, leaving them to buy or design and build their own cars. Both Coventry-Climax and B.R.M. are part and parcel of the British industry. The Coventry—firm now associated with Jaguar cars—builds engines of many different types, and B.R.M. are associated with the huge Owen Group which supplies the British motor (and other) industries with hundreds of different components. It is said that both enterprises produce their racing engines at a loss, but these power-units are passed on to the consumer in the knowledge that racing success spells prestige and sales for Britain. It took us many years to discover this recipe, but it certainly works. As I write this article British cars with British drivers have won both Championship Grands Prix (Monaco and Belgian). Graham Hill and B.R.M. won the first, and Jim Clark and Lotus the second. This means that two different British marques, and engines have had an equal share, and that in 1963 we are once again riding high. By the time this appears in print there will have been further Championship races at Zandvoort (Dutch Grand Prix), and Rheims (Grand Prix of the A.C.F.) and we shall have had a chance of seeing whether Ferrari will have staged a 'come-back' by the middle of the season.

Yet another fillip was given to British automobile engineering when the Rover-B.R.M. turbocar ended its remarkable 24-hour run at Le Mans last month. Although not officially participating in the race proper, it is a fact that its trouble-free run and 108 m.p.h. average would have put it in seventh place—first car home after the Ferraris—if it had been a 'competitor'. I like to think this will bring the Rover Company into full-scale racing—perhaps to battle with a Wankel-engined Mercedes-Benz!

Britain's car factories are all reporting ever-rising production figures, and it looks as though 1963 will be a record year. Make no mistake about it, British race successes and car sales are quite definitely related to one another. Let's wag that flag—and keep on wagging it.



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## **The GAS TURBINE CAR**

AS FAR back as 1940 Mr. M. C. Wilks of the Rover Company in conjunction with Sir Frank Whittle (the inventor of the Gas Turbine Engine) started to produce the Power Jets' W 2 Engine which was used in the Gloster F9/40 aircraft, the predecessor of the Gloster Meteor fighter. And at the end of the War, the vast fund of specialized gas turbine knowledge that had been gained by the Rover Company was too precious to be wasted, and the Company embarked on the development programme for small gas turbine engines with the ultimate idea that these could be used in the motor car.

In March 1950 the world's first gas turbine car, the Rover 'JET 1' (so named from its registration plate), was demonstrated at Silverstone racing circuit. This car was basically a Rover 75 having a special open two-seater body with the engine occupying the rear passenger seat and luggage boot. The Rover T.8 engine had a single-stage centrifugal compressor driven at 40,000 r.p.m. by a single axial turbine. Two combustion chambers were used. Power was transmitted to the rear wheels via reduction gears from a single axial power-turbine. Although designed for a heat exchanger none was fitted and, consequently, fuel consumption was high—of the order of 5-6 miles per gallon. During 1952 this car attained speeds of over 150 m.p.h. on a section of the Jabbeke motor road in Belgium to set up the first world record for this kind of vehicle.

A second Rover gas turbine car was put on test in 1954. It was a Rover 75 saloon with modified rear bodywork. This car had a smaller, twin-shaft power unit developing 120 h.p. at 50,000 r.p.m. As this was again purely an experimental car no heat exchanger was fitted.

Then at the London Motor Show in October 1956, the Rover T.3 gas turbine car was displayed for the first time. This was a small two seater Gran Turismo type saloon with an engine embodying a heat exchanger and developing 110 h.p., mounted at the rear. Its purpose was to demonstrate the stage that Rover gas turbine development had reached and it featured 4-wheel drive, de Dion rear suspension, disc brakes and a fibre glass body. This was the first vehicle to take full advantage of the light weight of the power unit: it was a lively performer with a top speed of over 100 m.p.h., an acceleration time from 0 to 60 m.p.h. of 10½ secs., and a fuel consumption of 14 m.p.g. at 60 m.p.h.

In the autumn of 1961 the fourth Rover Gas Turbine engined evaluation prototype car was introduced. This car, designated T.4., is a 4/5 seater,





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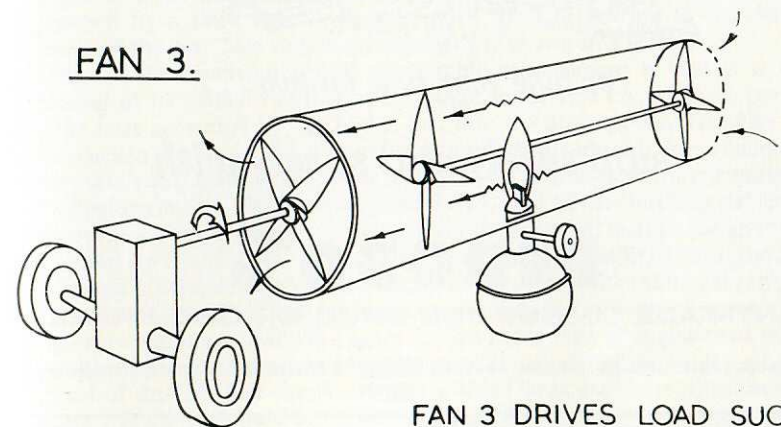
4-door saloon of advanced design and is the first Rover gas turbine prototype with the possibility of future production in mind. Work started on the project in 1957 and the 2S/140 engine, a two-shaft design developing 140 b.h.p., was first tested in 1959. The engine is front mounted and has an integral heat exchanger. The T.4 car has an advanced specification including front wheel drive, disc brakes on all wheels and fully independent suspension. The performance of this car is very promising with a fuel (kerosene) consumption of 17-20 m.p.g.

The obvious next stage is the development of a gas turbine engine installed in a chassis suitable for competition work in long-distance races, and the Owen Organization, the makers of the world-famous BRM Formula 1 car, joined forces with the Rover Company to produce a car for just such a purpose.

In February 1963, the Rover Company and the Owen Organization announced their joint intention to enter a Gas Turbine powered sports car in the 1963 Le Mans 24-hr. race. An existing 1962 BRM chassis was modified to accommodate the 150 b.h.p. gas turbine unit. By April the car was ready to appear at the first Le Mans practice where it achieved speeds up to 150 miles per hour. After this practice race, minor alterations were carried out on the body and the car was ready by race time.

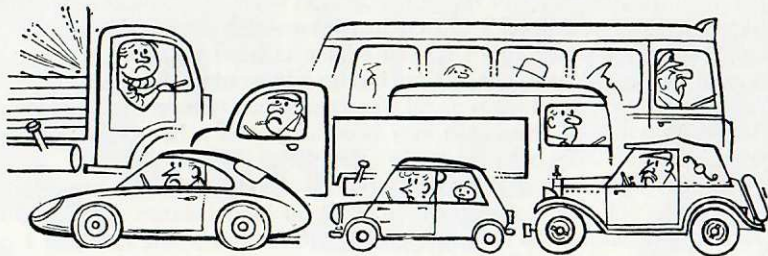
Everyone of course knows what happened at the race. Performing faultlessly, the car quietly purred its way insistently around the Sarthe circuit stopping only for recognized pit stops. By the end of the 24-hr. race it covered 2,592 miles at an average speed of 108 miles per hour, thereby winning the award offered by the Automobile Club De L'Ouest for the first Gas Turbine car to complete the 24-hr. race at an average speed of not less than 150 k.p.h. In this event over two thirds of the cars did not complete the circuit. The gas turbine impressed everyone with its effortless performance and reliability.

The development of the Gas Turbine Engine, popularly known as the Jet Engine, builds up in the minds of many members of the public, a vastly complicated piece of machinery along the lines of the engine used in Jet Aircraft. In fact, the final design of this engine is in principle relatively



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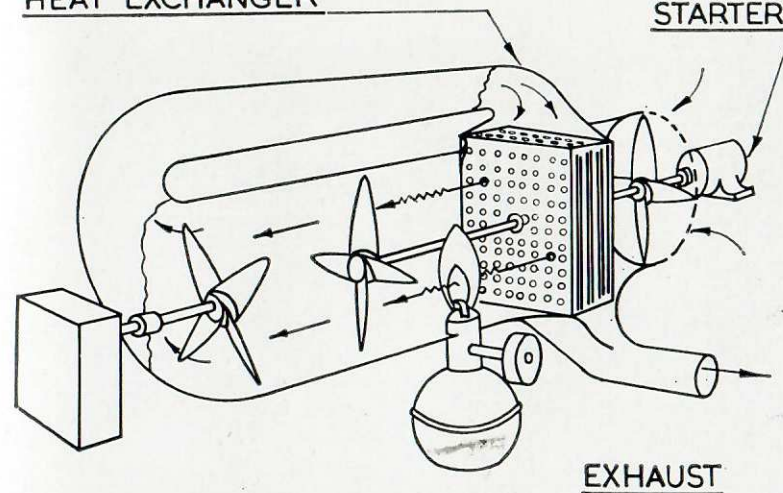


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HEAT EXCHANGER

STARTER



EXHAUST

simple, and the following notes explaining the basic principles have been prepared by Mr. Noel Penny of the Gas Turbine section of the Rover Company, who has been closely associated with the development and design of small gas turbine engines.

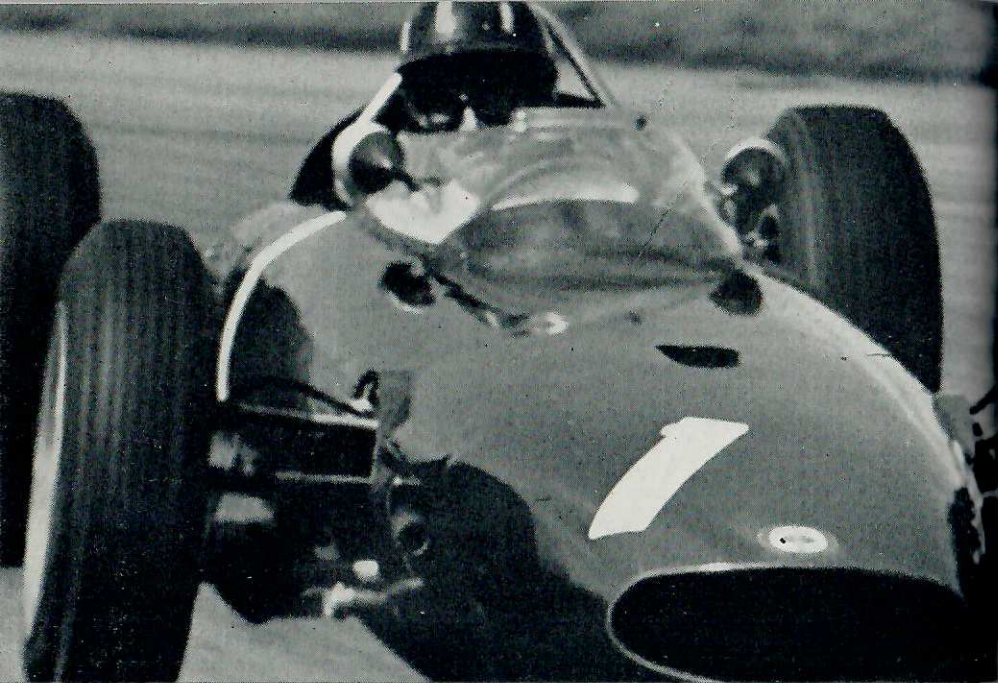
'The basic principles of gas turbines are extremely simple. A fan is driven round to produce a flow of air inside a duct. Energy is added to this airstream by the burning of fuel which converts this gale into a hot hurricane.

A second fan is placed in this hurricane and extracts from it power to drive the first fan. The assembly described so far is, in fact, a simple jet engine in which the exhaust from the second fan is released into the atmosphere, the reaction to its escape propelling the aeroplane.

In automotive applications it is not practicable to obtain thrust directly by use of a jet. Instead, the energy in the exhaust from this second fan is absorbed by a third fan which is coupled through gearing to the driving wheels of the car. This simple arrangement is shown in Figure 1.

One of the disadvantages of this simple arrangement is that it is very wasteful of fuel when running at only light loads as a considerable portion of the heat generated by the fuel is lost into the atmosphere. To offset this drawback a device called a heat exchanger is introduced, its principle of operation being somewhat similar to that of an ordinary motor car radiator. The heat exchanger collects heat from the exhaust of the third fan (which we call the power turbine) and then transfers this recovered heat to the airstream produced by the first fan. It is interesting to note that at light load, the heat exchanger is capable of providing about 70 per cent of the total heat required to run the engine. This heat exchanger version of the automotive gas turbine is shown diagrammatically in Figure 2. This is the type of engine used in our T.4 Saloon car in order to obtain reasonable fuel economy under all conditions of driving. The simpler engine without heat exchange, illustrated in Figure 1 is the type used in the Rover-BRM Racing Car where most of the running is carried out at full power at which condition the heat exchanger is less effective.'





HILL

# *Benjafield at*

SURTEES



McLAREN

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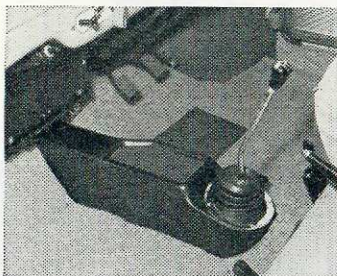
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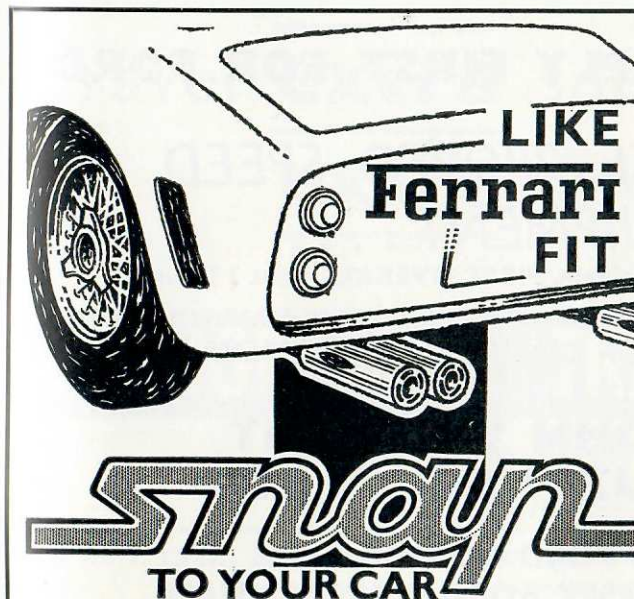
For many owners the "Achilles Heel" of the MINI is the awkward gearchange, and several remote controls have been produced in the last two years which, to put it mildly, have left a great deal to be desired! After three years of development work, S.P.Q.R. Engineering have got this completely buttoned up with their latest Mark VII MAJOR CHANGE gearshift. It costs £13.9.6 (or £16.9.6 for the de luxe model) and it can be installed by the average handyman or any garage in about three hours, full instructions and fitting templates being provided with each gearshift.

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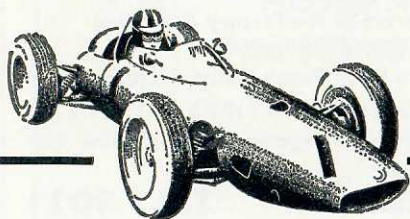
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**1<sup>ST</sup>.. 2<sup>ND</sup>..**

**DUTCH GRAND PRIX**

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## PREVIOUS RESULTS

### October 2nd, 1948

#### SILVERSTONE—250 MILES, 65 LAPS

1st: L. Villoresi (Maserati), 3h. 18m. 3s. (72.28 m.p.h.). 2nd: A. Ascari (Maserati), 3h. 18m. 17s. (72.19 m.p.h.). 3rd: F. R. Gerard (E.R.A.), 3h. 20m. 6s. (71.54 m.p.h.). 4th: L. Rosier (Talbot-Lago), 3h. 22m. 38.6s. (70.65 m.p.h.). *Fastest Lap:* L. Villoresi (Maserati), 76.82 m.p.h.

### May 14th, 1949

#### SILVERSTONE—300 MILES, 100 LAPS

1st: E. de Graffenreid (Maserati), 3h. 52m. 50.2s. (77.31 m.p.h.). 2nd: F. R. Gerard (E.R.A.), 3h. 53m. 55.4s. (76.95 m.p.h.). 3rd: L. Rosier (Talbot-Lago), 3h. 53m. 50s. (76.21 m.p.h. 99 laps). 4th: D. Hampshire/W. E. Cotton (E.R.A.), 3h. 54m. 40s. (75.94 m.p.h., 99 laps). *Fastest Lap:* B. Bira (Maserati), 82.82 m.p.h.

### May 13th, 1950

#### SILVERSTONE—202 MILES, 70 LAPS

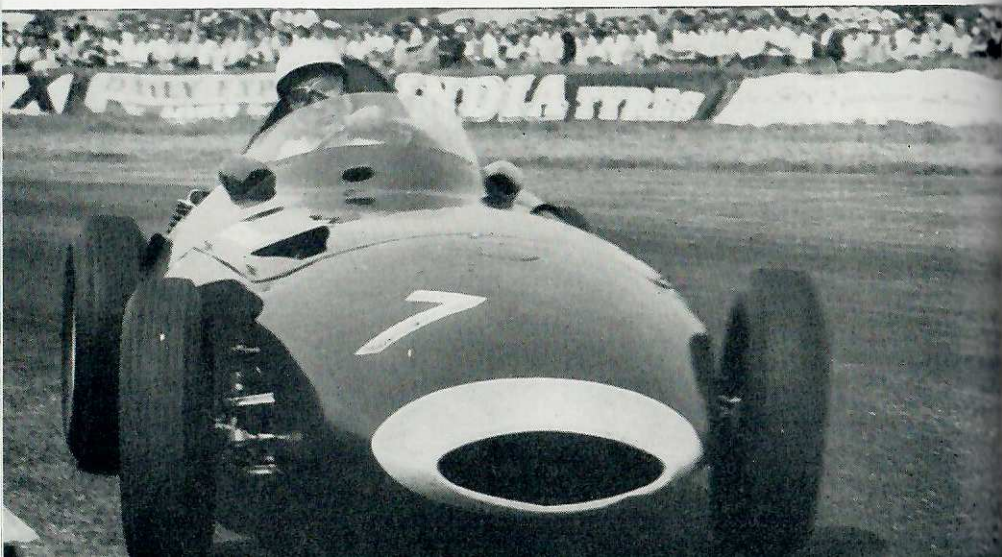
1st: G. Farina (Alfa Romeo), 2h. 13m. 23.6s. (90.95 m.p.h.). 2nd: L. Fagioli (Alfa Romeo), 2h. 13m. 26.2s. (90.92 m.p.h.). 3rd: R. Parnell (Alfa Romeo), 2h. 14m. 15.6s. (90.37 m.p.h.). 4th: Y. Giraud-Cabantous (Talbot-Lago), 2h. 13m. 25s. (88.33 m.p.h. 68 laps). *Fastest Lap:* G. Farina (Alfa Romeo), 94.02 m.p.h.

### July 14th, 1951

#### SILVERSTONE—253 MILES, 90 LAPS

1st: F. Gonzalez (Ferrari), 2h. 42m. 18.2s. (96.11 m.p.h.). 2nd: J. M. Fangio (Alfa Romeo), 2h. 43m. 9.2s. (95.61 m.p.h.). 3rd: L. Villoresi (Ferrari), 2h. 43m. 18.6s. (93.39 m.p.h. 88 laps). 4th: F. Bonetto (Alfa Romeo), 2h. 43m. 7.4s. (92.44 m.p.h. 87 laps). *Fastest Lap:* G. Farina (Alfa Romeo), 99.99 m.p.h.

Stirling Moss, 1958



Fangio, 1950

### July 19th, 1952

#### SILVERSTONE—249 MILES, 85 LAPS

1st: A. Ascari (Ferrari), 2h. 44m. 11s. (90.92 m.p.h.). 2nd: P. Taruffi (Ferrari), 2h. 44m. 16s. (89.81 m.p.h. 84 laps). 3rd: J. M. Hawthorn (Cooper-Bristol), 2h. 44m. 3s. (88.60 m.p.h. 83 laps). 4th: D. Poore (Connaught), 2h. 44m. 4s. (88.31 m.p.h. 83 laps). *Fastest Lap:* A. Ascari (Ferrari), 94.09 m.p.h.

### July 18th, 1953

#### SILVERSTONE—263 MILES, 90 LAPS

1st: A. Ascari (Ferrari), 2h. 50m. (92.97 m.p.h.). 2nd: J. M. Fangio (Maserati), 2h. 51m. (92.43 m.p.h.). 3rd: O. Marimon (Maserati), 2h. 50m. 12s. (90.8 m.p.h. 88 laps). 4th: F. Gonzalez (Maserati), 2h. 50m. 58s. (90.13 m.p.h. 88 laps). *Fastest Laps:* A. Ascari (Ferrari) and F. Gonzalez (Maserati), 95.79 m.p.h.

### July 17th, 1954

#### SILVERSTONE—270 MILES, 90 LAPS

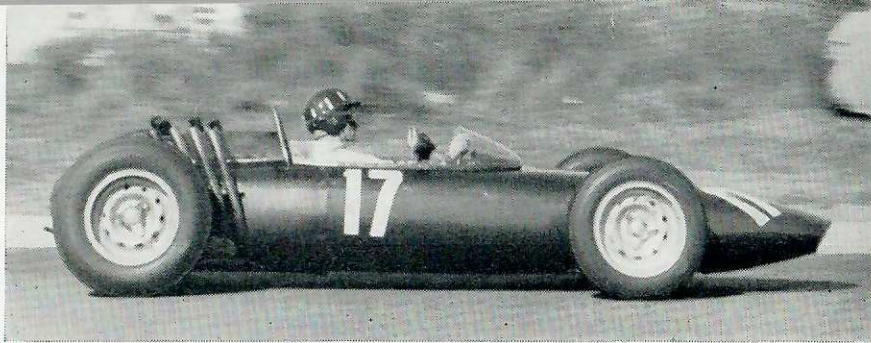
1st: F. Gonzalez (Ferrari), 2h. 56m. 14s. (89.69 m.p.h.). 2nd: J. M. Hawthorn (Ferrari), 2h. 57m. 24s. (89.1 m.p.h. 89 laps). 3rd: O. Marimon (Maserati), 2h. 57m. (88.31 m.p.h. 87 laps). 4th: J. M. Fangio (Mercedes-Benz), 2h. 57m. 27s. (88.08 m.p.h. 87 laps). *Fastest Laps:* F. Gonzalez, J. M. Hawthorn (Ferrari), S. Moss, A. Ascari, O. Marimon (Maserati), and J. Behra (Gordini), 95.79 m.p.h.

### July 16th, 1955

#### AINTREE—270 MILES, 90 LAPS

1st: S. Moss (Mercedes-Benz), 3h. 7m. 21.2s. (86.47 m.p.h.). 2nd: J. M. Fangio (Mercedes-Benz), 3h. 7m. 21.4s. (86.46 m.p.h.). 3rd: K. Kling (Mercedes-Benz), 3h. 8m. 33s. (85.92 m.p.h.). 4th: P. Taruffi (Mercedes-Benz), 3h. 7m. 36s. (85.39 m.p.h. 89 laps). *Fastest Lap:* S. Moss (Mercedes-Benz), 89.70 m.p.h.





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### July 14th, 1956

#### SILVERSTONE—300 MILES, 101 LAPS

1st: J. M. Fangio (Ferrari), 2h. 59m. 47s. (98.65 m.p.h.). 2nd: P. Collins/A. de Portago (Ferrari), 3h. 1m. 16.2s. (96.88 m.p.h.). 3rd: J. Behra (Maserati), 3h. 0m. 37.8s. (96.25 m.p.h.), 99 laps). 4th: J. Fairman (Connaught), 3h. 1m. 20s. (94.91 m.p.h. 98 laps). *Fastest Lap*: S. Moss (Maserati), 102.1 m.p.h.

### July 20th, 1957

#### AINTREE—270 MILES, 90 LAPS

1st: C. A. S. Brooks/S. Moss (Vanwall), 3h. 6m. 37.8s. (86.8 m.p.h.). 2nd: L. Musso (Ferrari), 3h. 7m. 3.4s. (88.6 m.p.h.). 3rd: J. M. Hawthorn (Ferrari), 3h. 7m. 20.6s. (86.47 m.p.h.). 4th: M. Trintignant/P. Collins (Ferrari), 3h. 8m. 44s. (83.93 m.p.h. 88 laps). *Fastest Lap*: S. Moss, 90.60 m.p.h.

### July 19th, 1958

#### SILVERSTONE—225 MILES, 75 LAPS

1st: P. Collins (Ferrari), 2h. 9m. 4.2s. (102.05 m.p.h.). 2nd: J. M. Hawthorn (Ferrari), 2h. 9m. 28.4s. (101.73 m.p.h.). 3rd: R. Salvadori (Cooper), 2h. 9m. 54.8s. (101.39 m.p.h.). 4th: S. Lewis Evans (Vanwall), 2h. 9m. 55s. (101.38 m.p.h.). *Fastest Lap*: M. Hawthorn (Ferrari), 104.54 m.p.h.

### July 18th, 1959

#### AINTREE—225 MILES, 75 LAPS

1st: J. Brabham (Cooper), 2h. 30m. 11.6s. (89.88 m.p.h.). 2nd: S. Moss (B.R.M.), 2h. 30m. 33.8s. (89.67 m.p.h.). 3rd: B. McLaren (Cooper), 2h. 30m. 34s. (89.66 m.p.h.). 4th: H. Schell (B.R.M.), 2h. 30m. 18.4s. 1 lap behind. *Fastest Lap*: S. Moss/B. McLaren, 92.31 m.p.h.

Fangio - 1958





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July 16th, 1960

### SILVERSTONE—231 MILES, 77 LAPS

1st: J. Brabham (Cooper), 2h. 4m. 24.6s. (108.69 m.p.h.). 2nd: J. Surtees (Lotus) 2h. 5m. 14.2s. (107.98 m.p.h.). 3rd: I. Ireland (Lotus), 2h. 5m. 54.2s. (107.40 m.p.h.). 4th: B. McLaren (Cooper), 2h. 4m. 32.4s. (107.17 m.p.h.).  
*Fastest Lap:* G. Hill (B.R.M.), 111.62 m.p.h.

July 15th, 1961

### AINTREE—225 MILES, 75 LAPS

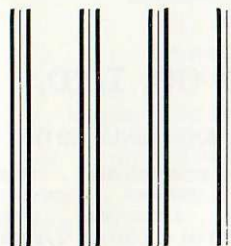
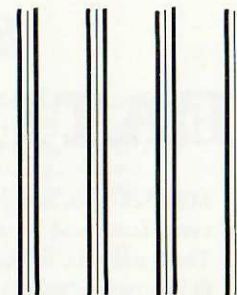
1st: W. von Trips (Ferrari), 2h. 40m. 53.6s. (83.91 m.p.h.). 2nd: P. Hill (Ferrari), 2h. 41m. 39.6s. (83.5 m.p.h.). 3rd: R. Ginther (Ferrari), 2h. 41m. 40.4s. (83.48 m.p.h.). 4th: J. Brabham (Cooper), 2h. 42m. 2.2s. (83.31 m.p.h.).  
*Fastest Lap:* C. A. S. Brooks (B.R.M.), 91.68 m.p.h.

July 21st, 1962

### AINTREE—225 MILES, 75 LAPS

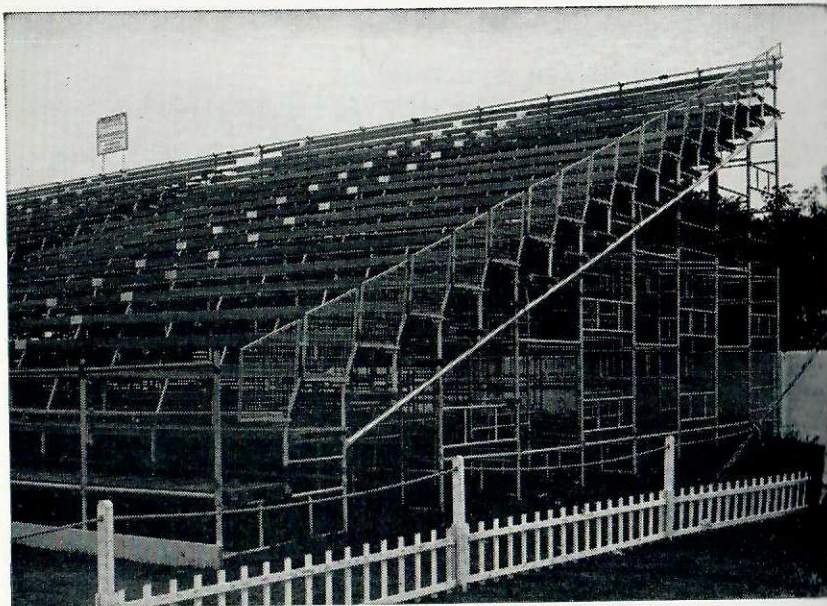
1st: J. Clark (Lotus), 2h. 26m. 20.8s. (92.25 m.p.h.). 2nd: J. Surtees (Lola), 2h. 27m. 10s. (91.75 m.p.h.). 3rd: B. McLaren (Cooper), 2h. 28m. 56s. (91.16 m.p.h.). 4th: G. Hill (B.R.M.), 2h. 28m. 17.6s. (91.04 m.p.h.).  
*Fastest Lap:* J. Clark (Lotus), 93.91 m.p.h.

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**TRACK.** All races are run in a clockwise direction.

**POST OFFICE.** All postal enquiries for correspondence, parcels, etc., should be made at the mobile post office, which is situate on the public side of the bridge between the pits and the pits grandstand.

**INFORMATION.** Results, commentaries and other information will be announced on a public address system installed around the ground.

**VIEWING.** The promoters reserve the right to remove any small stands that may be erected by spectators and which interfere with the viewing and personal comfort of other racegoers.

**CONSIDERATION.** Please avoid damage to valuable crops and land in and around the Circuit.

**INVALID CARRIAGES.** There is a special enclosure for spectators in invalid carriages. You are specially requested not to stand in front of these vehicles obstructing the view of the occupants. Remember they cannot see any of the racing unless their view is unobstructed.

**ANIMALS.** Dogs and other animals are not, in any circumstances, admitted to the Circuit.

**SAFETY.** The banking erected round this Circuit is there for your protection. It is forbidden to stand, sit or climb on it.

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**LOST PROPERTY.** Articles found at Silverstone should be handed to the nearest policeman or B.R.D.C. official.

## Acknowledgments

*The British Racing Drivers' Club thank the following for their valuable co-operation*  
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V.S.C.C. (Pomeroy Trials) ...	23rd March	
★B.M.C.R.C. (Hutchinson '100') ...	Int. 6th April	
Nottingham Sports Car Club ...	15th April	<i>Easter</i>
V.S.C.C. ... ..	20th April	
Maidstone & Mid-Kent M.C. ...	27th April	
A.M.O.C. ... ..	4th May	
★B.R.D.C. (International Trophy) ...	Int. 11th May	
M.G. Car Club ... ..	25th May	
★Nottingham Sports Car Club ...	N.O. 3rd June	<i>Whitsun</i>
Eight Clubs ... ..	8th June	
M.M.E.C. ... ..	22nd June	
M.C.C. ... ..	29th June	
★A.M.O.C. ... ..	6th July	
750 M.C. ... ..	13th July	
★B.R.D.C. (Grand Prix) ... ..	Int. 20th July	
V.S.C.C. ... ..	27th July	
Bentley Drivers' Club/Jaguar Drivers' Club ... ..	3rd August	
Nottingham Sports Car Club .....	5th August	<i>Bank holiday</i>
750 Motor Club ... ..	10th August	
B.M.C.R.C. ... ..	17th August	
S.U.N.B.A.C. ... ..	31st August	
Jaguar Drivers' Club ... ..	7th September	
Peterborough Motor Club ... ..	14th September	
B.M.C.R.C. ... ..	21st September	
North Staffs M.C. ... ..	28th September	
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