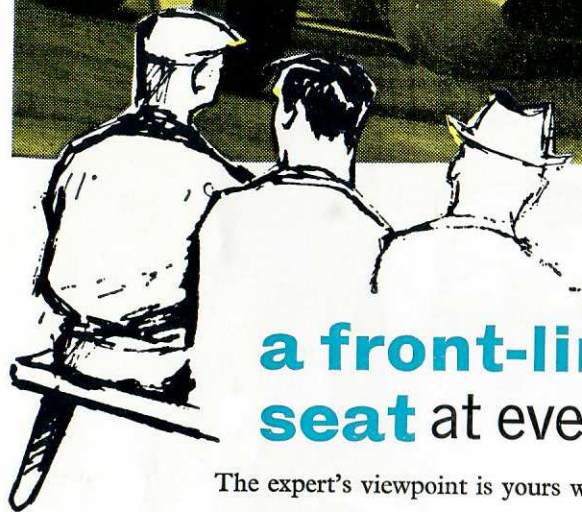
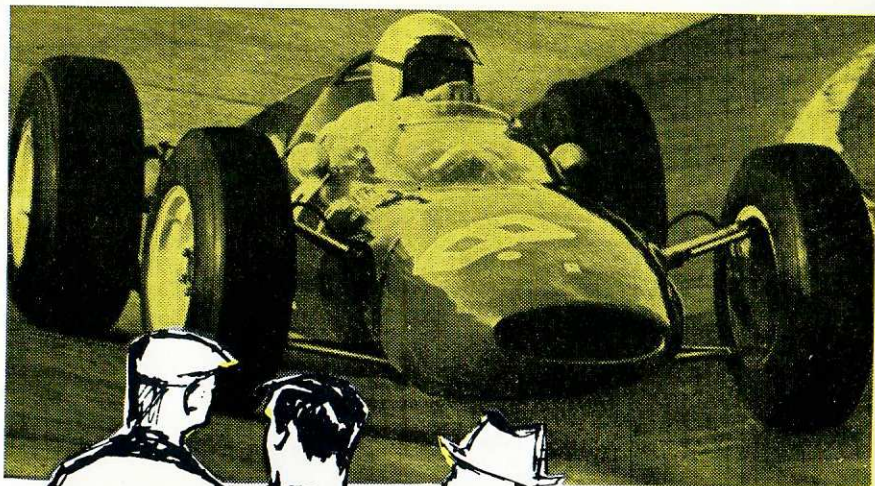


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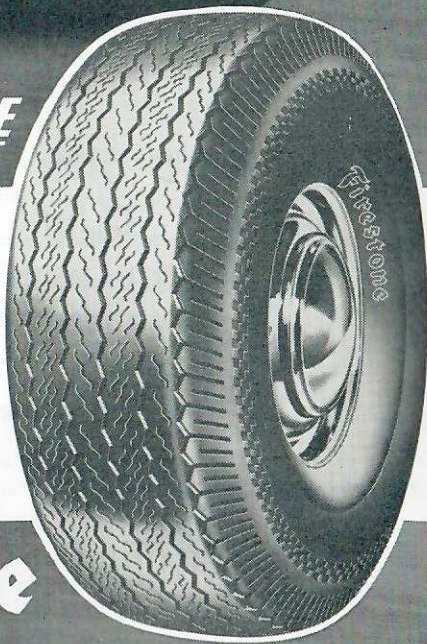


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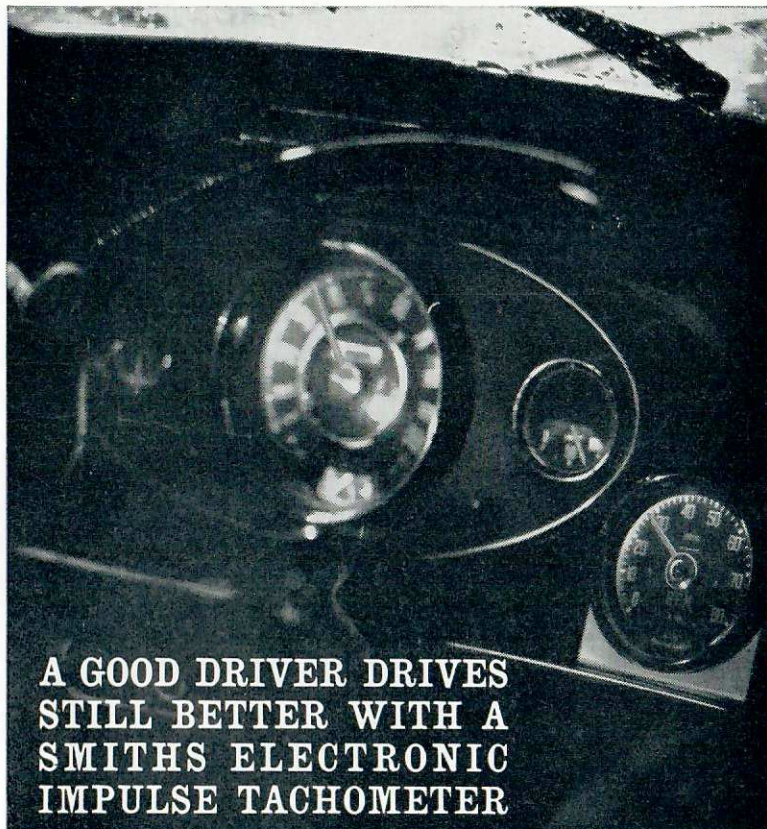
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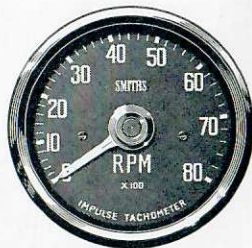
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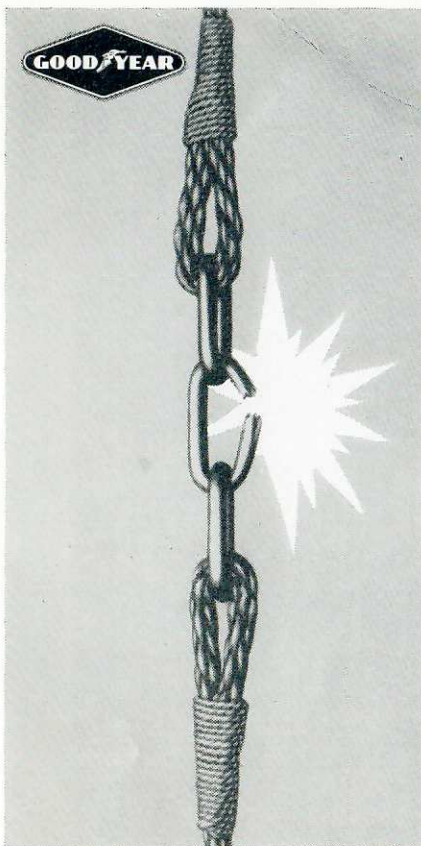
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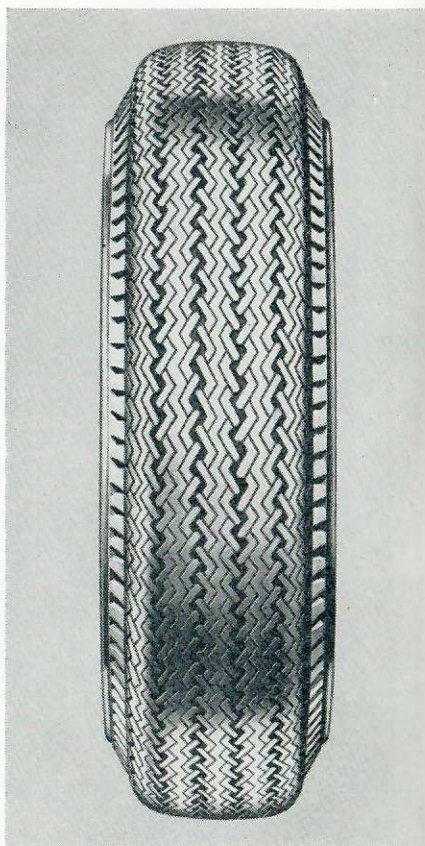
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Saturday 15th May, 1965

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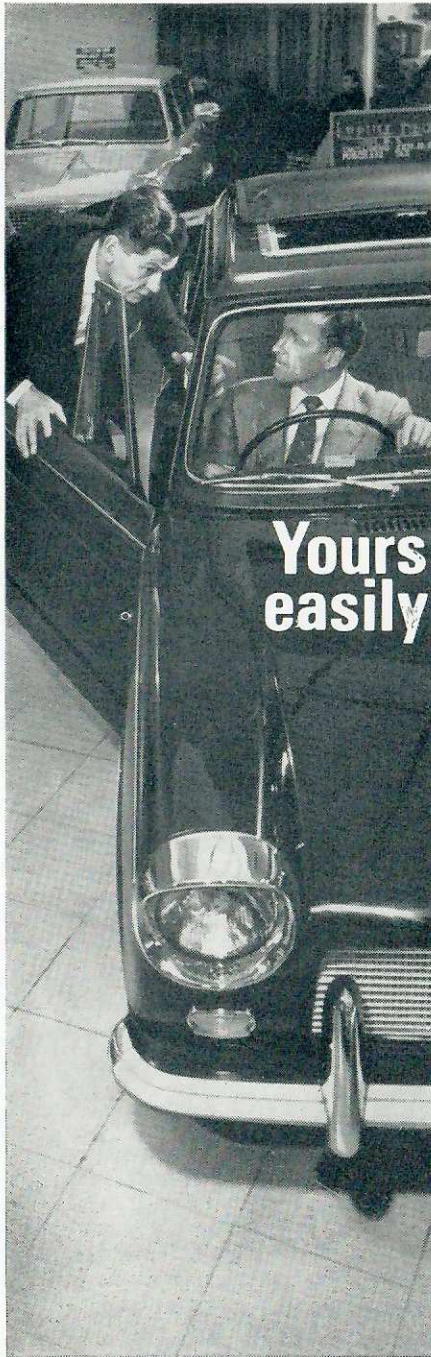
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GOOD YEAR

CONTENTS

Foreword	The Hon. Gerald Lascelles President of the British Racing Drivers' Club	11
Officials of the Meeting		12
Trophies and Awards		15
Silverstone 1965	Basil Cardew	16
Tactics—or Showmanship	Peter Garnier	20
John Surtees	Bill Gavin	30
Plan of Circuit		35
Silverstone Fastest Laps		48
Lap Speed Tables		50
Pictures by Free Lance Photographers		52
The Big Bangers	Gregor Grant	57
Previous Results		71
10.15 a.m.	INTERNATIONAL FORMULA 3 RACE	
	Entrants	36
	Lap Score Chart	37
11.30 a.m.	INTERNATIONAL SPORTS CAR RACE	
	Entrants	38
	Lap Score Chart	39
12.45 p.m.	INTERNATIONAL "SENIOR SERVICE" PRODUCTION TOURING CAR RACE	
	Entrants	40
	Lap Score Chart	41
1.30 p.m.	DEMONSTRATIONS	50
2.30 p.m.	17th INTERNATIONAL "DAILY EXPRESS" TROPHY RACE	
	Entrants	42
	Lap Score Chart	43/44
4.45 p.m.	INTERNATIONAL HISTORIC RACING CAR RACE	
	Entrants	46
	Lap Score Chart	47



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Foreword

The Hon. Gerald Lascelles

President of the British Racing Drivers' Club

ON behalf of the British Racing Drivers' Club, I am delighted to welcome the spectators from all over the country who visit Silverstone each May, and, also, to welcome those whose interest in motor racing has only just begun.

The sport, and the Club in particular, still mourns the loss of our late President, Lord Howe, whose familiar figure here will always be remembered. During the thirty-six years of his Presidency he guided the Club through many changing times, and he lived to see British drivers and cars dominate the racing scene in all its aspects. Throughout those years, his interest never waned, and his service to the sport was a shining example to all who were associated with him.

In today's programme there are drivers from twelve different countries, including the reigning and three ex-World's Champions, competing in this International event.

I would like to take this opportunity of thanking our friends of the 'Daily Express' for their continued support to us in maintaining Silverstone as the true centre of motor racing in Great Britain and at the same time express the Club's gratitude to the thousands of loyal supporters of motor racing, Silverstone Circuit and the Club.

I hope everyone concerned with today's meeting, whether they are spectators, drivers or officials, will have a happy day's sport and will all come again on July 10th to the British Grand Prix of the Royal Automobile Club.

Gerald Lascelles

OFFICIALS

of the Meeting

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

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LIAISON MARSHALS: Members of the Metropolitan Police Motor Driving School Club.

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RACE CONTROL: Miss P. M. Burt, Mrs. K. Cooke, Mrs. B. Facer, Miss J. A. Finch, Mrs. L. Laird, Mrs. J. Leahy, Miss R. Pringle, Mrs. C. Sadler, Mrs. A. A. Salmon, Mrs. W. C. Winterbottom, Mrs. L. Zetl. Messrs. D. E. Buck, B. R. Darlow, R. E. Reynolds, J. D. Pearson.

PRESS SECRETARY: Anthony Salmon.

RACE ORGANISING COMMITTEE: K. D. Evans, F. R. Gerard, P. Fotheringham-Parker, J. Eason Gibson.

FIRE PROTECTION: Divisional Officer C. A. R. Howard and Units of the Northamptonshire Fire Brigade, Officers of the Birmingham Private Fire Brigades' Association.

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TRACK MANAGER: J. W. Brown.

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IN EACH CLASS. *To the Entrant of the car finishing:*

1st £50. 2nd £25. 3rd £10.

International Formula 3 Race

To the Entrant of the car finishing:

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2nd £75. 3rd £50. 4th £25. 5th £15. 6th £5.

International "Senior Service" Production Touring Car Race

To the Entrant of the car recording the highest average speed:

The "Senior Service" Trophy

IN EACH CLASS. *To the Entrant of the car finishing:*

1st £50. 2nd £25. 3rd £10.

International Historic Racing Car Race

To the Entrant of the car recording the highest average speed:

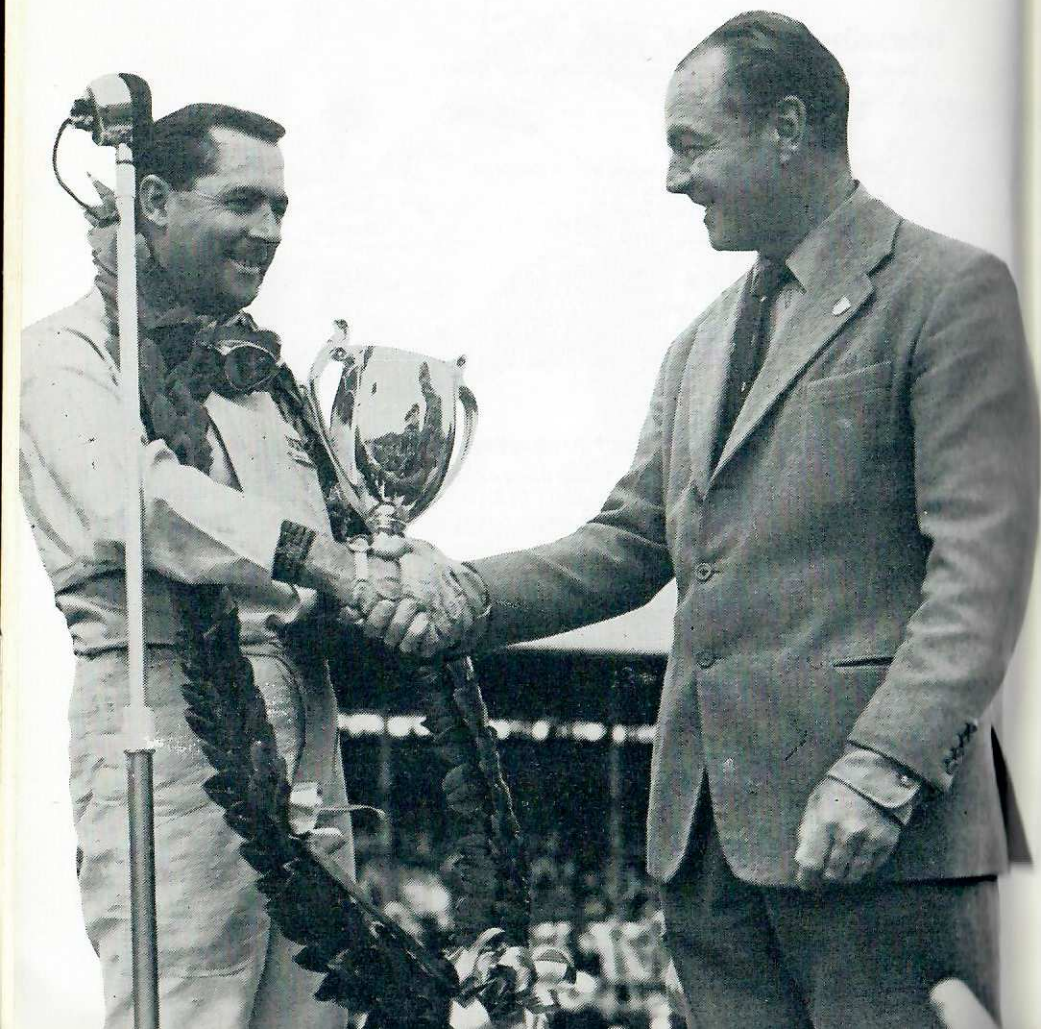
1st A B.R.D.C. Trophy. 2nd A B.R.D.C. Trophy.
3rd A B.R.D.C. Trophy.

Total Prize Money £2310. All trophies to be won outright.

Silverstone— 1965

BASIL GARDEW

of the Daily Express



THE THRILLING spectacle and tingling excitement of high-speed motor racing reaches a brilliant peak to-day with the staging of the 17th great International Daily Express Trophy meeting. Before the day is out we will have seen a possible total of about 3,000 laps of the circuit covered by the world's most indomitable drivers, involving more than 10,000 miles of top-line racing.

I am asked why does this world-famous meeting – now the daddy of them all – continue to command the biggest crowds and the greatest enthusiasm of any car-racing event staged in Britain? It is not difficult to find the answer. It stems from the co-operative effort of the Daily Express and the British Racing Drivers' Club – a mighty powerful combination. The club, with all the leading drivers among their membership, puts on a day-long programme, conceived and initiated by the country's technical experts in motor sport. The Daily Express plays its part as a massive supporter. And has done so for a very long time.

Its first venture into the promotion of a big car race meeting was on August 26, 1949, when it offered unstinting support to the British Racing Drivers' Club. Till then a good crowd for a motor race meeting was 25,000. Till then the sport was monopolised by the giants of other countries – Alberto Ascari, Guiseppe Farina, Luigi Villorosi and many others. The newspaper decided that a new standard should be set in the way a meeting should be put on. Nothing was to be spared. Everything was to be the best – the racing, the drivers, and the all-round day's entertainment.

That first International Daily Express Trophy meeting was a brilliant success. The newspaper's assessment of the people's wants was correct and the public responded abundantly. Nearly 100,000 lined the 3-mile Silverstone circuit and at every Trophy Meeting since then they have come back in similar numbers.

It was this sparkling combination which placed motor racing on the map in Britain, which brought to the fore our own drivers who for nearly ten years now have been unrivalled on the world's circuits.

In this field of competition the B.R.D.C. and the Daily Express have brought in many well-liked innovations. They were the first with the idea to introduce a Production Car Race. When the public showed tremendous enthusiasm for it, another fresh step was taken. It was the splitting of the Production car race into two events for sports models and tourers – events that have become classics in the racing calendar.

When G.T. (Grand Touring) racing was brought in again the B.R.D.C. and the Daily Express were leaders in introducing it to Silverstone.

How far the newspaper has influenced this dramatic rise can easily be assessed. To-day the rest of the national and provincial newspapers devote more than three times the space to motor sport

◀ Jack Brabham receives the 1964 Trophy from Sir Max Aitken

Sport and General



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compared with those days 16 years ago. Other national newspapers now strive to take up car racing sponsorship, which is good for the sport and welcomed all round.

These efforts of the newspaper and the club, carefully planned and designed, have achieved their three-fold purpose. They are to:

Foster a spirit of adventure and encourage innovations.

Promote interest among the people in motor sport for the good of the breed of British cars and British drivers and —

Fulfil a long-wanted enjoyment, especially among the younger people of our nation.

The Daily Express is proud to see no fewer than three world champions or former champions lining up in the traditionally-popular International Trophy race to-day. In this 152-mile event John Surtees the world champion, will be striving to continue to be top man at the wheel of a 12-cylinder Italian Ferrari with the Continent's ace Lorenzo Bandini as his team-mate. Then there is Graham Hill, former champion in the No. 1 BRM car. He has the support of motor racing's most up-and-coming driver — Jackie Stewart from Dumbarton, Scotland. Equally potent is the challenge of yet another ex-champion Jack Brabham, with Denis Hulme from New Zealand. They will be driving cars which Brabham himself has designed and built — cars which are reputed to be the fastest of the lot.

But this is not all. The potent Lotus Formula 1 team, with Britisher Mike Spence and Mexican champion Pedro Rodriguez, must also be reckoned with. But this is not nearly all. Strong challenge is expected from the official Cooper Formula 1 team in the form of Bruce McLaren and Austria's great new find Jochen Rindt. Add to these other circuit favourites like Jo Bonnier of Sweden, Mike Hailwood, world motor-cycling champion, and Bob Anderson, in privately entered cars, and you have a concentration of the élite of the sport.

But our thrills will not only come from this main event of the day. The Daily Express was the first to suggest that the big race programme should be laced with events for other types of high-speed cars. So to-day there will be exciting duels among the sports cars, the production touring cars, Formula 3 models and for the first time a 36-mile race for historic racing cars. In this category many of the world's fastest 'veteran' cars will be competing — single seat models which thrilled the Silverstone crowds in the early and mid-1950's. Among the other races we may see the giant American-engined sports cars wrestling for the first time the lap record from the single-seat Grand Prix models.

The stage is set. The cars and drivers are here. The crowds are here. Now let's all settle down to watching a good day's sport — about the finest ever laid before a receptive and appreciative audience.

Tactics—or Showmanship

PETER GARNIER

Sports editor of 'Autocar'

AT AN EARLIER meeting this year we saw Jim Clark, a former Champion of the World and without doubt one of the greatest drivers in Grand Prix racing, overdo it at a corner and crash—losing the race and near enough £1,000, all apparently to no purpose whatsoever. In the first of the two heats Dan Gurney had moved up from the back of the grid to second place at the finish, and only 20·8 seconds behind Clark. Furthermore, during unofficial practice on race-day morning, he had put in a lap time approximately 0·5 sec better than Clark's best—so that there was every indication that on this particular occasion Gurney and his Brabham were capable of going faster than Clark and his Lotus.

In the second heat, all Clark needed to do was to follow Gurney around, letting his interval increase gradually throughout the 40 laps—but without letting it exceed, say, 20·7 sec. On the aggregate results of the two heats he would have won the race this way. Yet what did he do? For lap after lap he fought tooth and nail to keep his extremely tenuous lead over the Brabham—until he overdid it, and lost everything.

Another great driver, by the name of Stirling Moss, had a similarly 'unnecessary' accident at the Easter Monday Goodwood meeting in 1962—when 'having a go' in even less comprehensible circumstances. Driving a poorly-handling hybrid of a car the rear end of which had been 'expanded' to take the new Vee-8 Coventry Climax engine the previous August, Moss was in fact lying *three laps* behind the leaders with only half-a-dozen laps to go. He had no need even to hurry. Yet he was going for the lap record—and at the time was squaring up to overtake the leading car (the eventual winner).

Tactically, neither driver need have been trying as hard as he was—certainly not Moss who, on the face of it, had absolutely nothing to gain. And not Clark either, if we are to believe the great Juan Manuel Fangio's dictum—that a race should be won at the slowest possible speed and by the smallest possible margin. Yet each was having a go for the same basic reason—to fulfil an obligation; first to his temporary 'employer', the race promoter who, in the form of starting money, had paid him to come along and perform; and, second, to the crowds who had paid to watch him. Furthermore, both were displaying the fighting spirit, the sense of rivalry without which nobody can become a great driver—and which in the cut-and-thrust and in-fighting of present day Grand Prix racing forms an extremely important part of his make-up.

Modern Grand Prix cars, being built very much to the same basic design, all weighing pretty much the same, and each having roughly the

Photo: G. Goddard



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same power output, are remarkably closely matched in performance. What's more, with engines of no more than 1,500 c.c., this performance is such that most of the top-liners are able to make full and complete use of it. There is nothing left, in fact, which by virtue of their superior ability and experience the real 'men' can resort to when circumstances demand the ultimate. In each race, so far as the works drivers are concerned, the combined car-plus-driver performance is so equally matched that the thing becomes almost a wheel-to-wheel, flat-out battle from start to finish, with very little room left for tactics. Thus, the formula which has given us some of the most consistently closely fought racing ever seen has at the same time removed most of the tactical advantages possessed by a driver who can use his head. With any luck, the new three-litre formula due to come into effect next January 1 will bring back some of this very interesting aspect of the sport.

There are, however, still occasions when a driver—perhaps to save his engine, or avoid a fuel or tyre stop when the opposition is expected to require one—has to resort to subterfuge. This may take the form of purposely appearing to get into difficulties on the apparently slippery surface at one or two corners—the desired effect being achieved by turning-on far too much power, so that the rear wheels break away lap after lap. The opposition following in one's wake are eventually unnerved and reduce speed, dropping back a bit so as to observe from a safe distance the inevitable moment when one disappears into the undergrowth. Then there's the similar ploy involving the extremely delicate use of the damper and more slippery lines through corners—in the fond hope that one's opponents will come tramping along astern on the same line, unaware of the state of the road but with confidence inspired by one's sure-footed progress... and themselves fly off into the same undergrowth. Both these pranks require a meteoric getaway from the grid in order to *lead* one's opponents into trouble.

Then there was the memorable occasion when, with an engine of only 1,960 c.c. in his Rob Walker Cooper-Climax, Moss won the 1959 Argentine

Concentration and Tension. May 1964

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G.P. by running through the race without a tyre stop, when his fully 2½-litre-engined opponents had to make one. This he achieved by purposely choosing the line through corners where the oil and rubber were at their thickest, and adhesion—and consequently tyre wear—at their lowest level. Also dating from the days of the old 2½-litre formula—as I said earlier, successes in the current formula seem to depend very little on tactics—was Fangio's fantastic win in the 1957 German G.P. at the Nurburgring, driving a 250F Maserati that was inferior in performance to the Ferraris driven by the late Mike Hawthorn and Peter Collins.

In the hope of setting a very high race speed, and perhaps overstressing the Ferrari during the early part of the race, the works Maserati team had started with their tanks half-full, so that a fuel stop would be inevitable. So high was the speed that Hawthorn's standing lap was completed in 9 min 42.5 sec, compared with the existing lap record of 9 min 41.1 sec; Collins lay second, the two Ferrari harried all the way round the 14-mile lap by Fangio's Maserati. 'Pushed' by the World Champion, they completed the second lap in 9 min 37.5 sec. Then Fangio started moving forward and, before the third lap was completed, he had taken the lead. His time for this lap was 9 min 34.6 sec. From now until the twelfth lap the order remained the same among the leaders—Fangio, Hawthorn and Collins; by the fifth lap the race average had risen above the previous year's fastest lap, and on the eighth Fangio once more beat the lap record, in 9 min 30.8 sec, slowly increasing his lead over the Ferrari.

On completing lap 12, Fangio came in for his second half-tank of fuel, standing at the pits for 53½ seconds while the two Ferrari flew past nose-to-tail, Hawthorn ahead. At the end of lap 13, Fangio had 48 seconds' leeway to make up—and nine laps in which to do so.

While the two Ferrari exchanged the lead, Fangio started out upon one of the most breath-taking drives seen in post-war Grand Prix racing. Lap by lap he reduced the Ferrari lead, at the rate of roughly 7 sec a lap, breaking the lap record almost every time round. His seventeenth lap was completed in 9 min 28.5 sec; his eighteenth in 9 min 25.3 sec—the first-ever race lap to be completed on the Nurburgring at over 90 m.p.h. At the end of each fabulous lap the Ferrari pit personnel ran out into the road to speed on their cars, and the vast crowd, estimated at 90,000, was in uproar.

During the memorable 20th lap Fangio reduced Hawthorn's lead from 13.5 to 2.5 sec—pulling out of the bag the remarkable lap time of 9 min 17.4 sec (91.84 m.p.h.). As the three red cars—the green ones weren't doing so well in those days, though the Vanwalls were on the up-and-up—returned behind the pits Fangio nipped past Collins' Ferrari to our intense excitement. And, in another 9 km or so, he took the lead—the news coming to the pit area over the public address system and the crowds rising unrestrainedly to their feet and cheering at the tops of their voices.

Fangio won the race from Hawthorn by 3.6 sec, having broken the lap record time after time, eventually reducing it by no less than 23.7 sec. It had been a brave tactical gamble, but one which had been made necessary by the superior performance of the opposition—and one which, thanks to Fangio's tremendous skill, had come off. If, when the new three-litre Grand Prix formula comes into force next January 1, the authorities decide at the same time to increase the minimum distance of World Championship events we could again see superb feats of tactics and driving ability of this sort—and it would restore immeasurably the interest in Grand Prix racing.

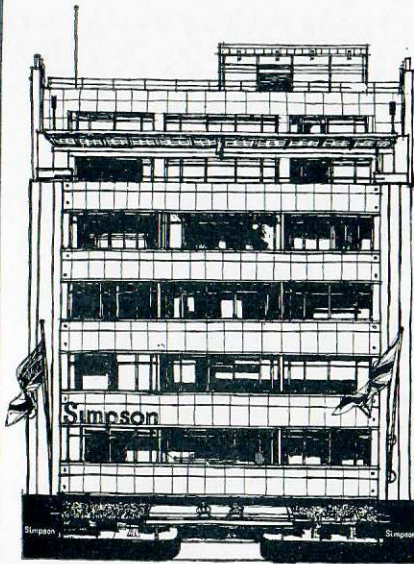


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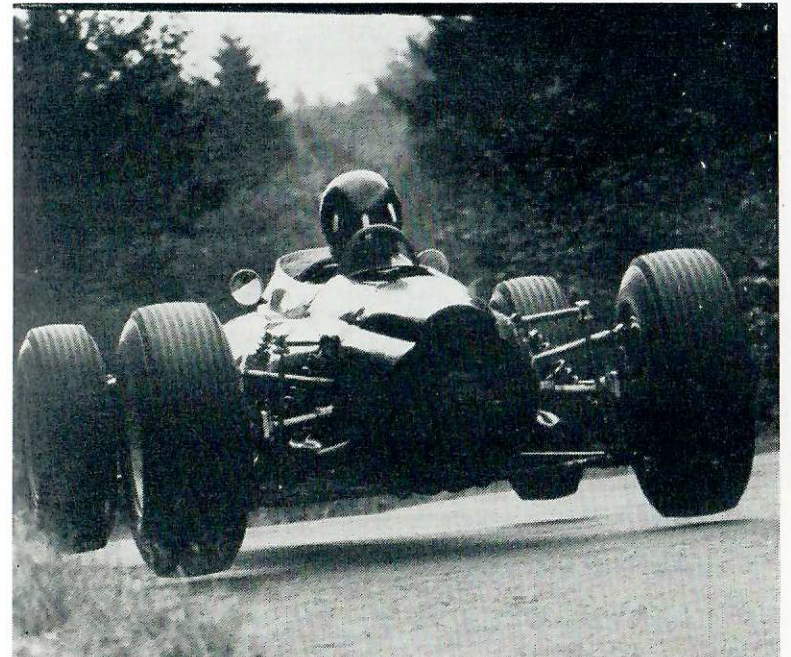
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One of the finest pieces of team tactics in recent years was seen in the Moroccan G.P. of 1958—when, in order to win the World Championship, Moss had to win the race *and* put up fastest lap (for which there was a single point in those days) with Hawthorn finishing no higher than third; second place, despite Moss's fulfilling the other requirements, would mean the Championship for Hawthorn by a single point. Phil Hill, Hawthorn's Ferrari team mate, was sent out to harry Moss's Vanwall, while Hawthorn took it easy in third place. If Hill were successful in 'blowing up' Moss's car, he was no doubt going to be allowed to retain his first place in the race, for without Moss's finishing the race Hawthorn's Championship was assured. If Hill's efforts failed, and Moss kept going in the lead, he and Hawthorn could hold their relative positions until near to the finish, then change over during the final laps. This, of course, assumed that Moss's team mates Tony Brooks and Stuart Lewis-Evans did not come into the picture.

In fact, Brooks did manage to overtake Hawthorn's Ferrari during the 19th lap, which very much upset the Ferrari team tactics—but with the Ferrari's superior speed Hawthorn overtook Brooks again after eight laps. Two laps later the strain told on the Vanwall and its engine blew up in a most expensive manner, leaving Hawthorn and Hill to carry on with their original plan . . . Mike winning his Championship by one point, the two Ferraris finishing second and third behind Moss, as planned.

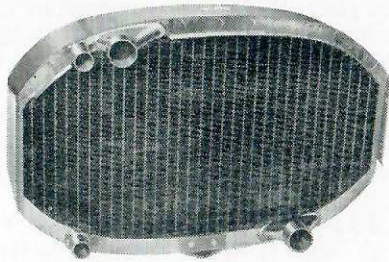
Graham Hill (B.R.M.) Airborne
at Nurburgring

Michael Cooper



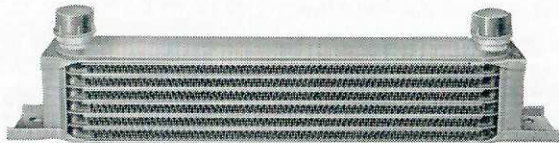
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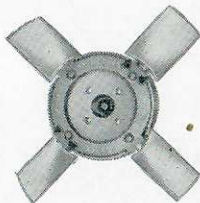
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John Surtees

by BILL GAVIN



WORLD CHAMPIONS are by no means rare birds these days—there are four racing here at Silverstone today, and John Surtees, the current Champion, is the fifth British driver to win that title in the past seven seasons. John himself is something of a collector of World Champions for he won no less than seven on 350 and 500 c.c. motorcycles between 1956 and 1960.

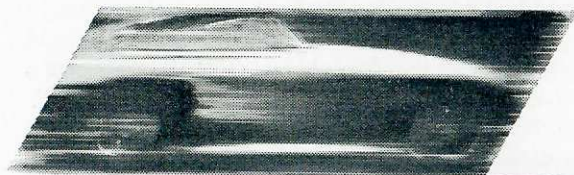
When John took up car racing in 1960 it was obvious from the first that he was not prepared to play himself into Grand Prix racing but rather he was determined to get to the top immediately. After a few races in one of Ken Tyrell's Cooper-Juniors, he was offered a works F.1 Lotus whenever he wasn't busy winning World Championship motor cycle races on his MV Augusta. His first F.1 event was at Silverstone in May 1960 and he returned for the British GP in July when he finished second to Jack Brabham. A month later at the Portuguese Grand Prix at Oporto he showed his real measure—he was fastest in practice and led for more than half the race.

Colin Chapman asked John to make a two-car team with Jim Clark for 1961 but he declined. John says, 'I felt that I still had a great deal to learn about motor racing and I had decided that the fastest way to learn was to try really hard. I suppose I was sticking my neck out a bit, and I was bound to drop the odd clanger. I thought that I would be better off driving for a private team like Bowmakers under these conditions; a works driver really has much more responsibility. I made a few mistakes and was very lucky not to hurt myself on occasions.' But the mistakes were rare, and John showed great form, even beating Moss under circumstances that looked fair and square.

John had quickly assessed that the way a car's suspension was set up was as important as how you drove it. There were limits to what could be done with the 1960-type Coopers that Reg Parnell was running for Bowmakers so John personally commissioned Eric Broadley to design an F.1 car for 1962. John's part in this exercise was invaluable experience for him; at first they couldn't get the Lola to handle correctly but after determined testing of about all the possible combinations the Lola Climax V8 became a competitive car by the middle of the 1962 season. The Lola brought him a good deal more success than the previous year's 4-cylinder Cooper and he finished fourth in the World Championships after splendid seconds at the British and German G.P.s and three other placings.

What John had learnt from the Lola project was well applied when he went to Ferrari at the beginning of the 1963 season. Bowmakers had decided to withdraw from racing so John took up an outstanding offer from Ferrari whose cars had been somewhat left behind in 1962. The Italians had simply been unable to keep pace with British progress in the departments of chassis design and suspension geometry. At MV Augusta John had learnt how to coax the very best work from Italian engineers and he applied this knowledge most successfully at Maranello. Early in the season recurring troubles with the newly developed Ferrari-Bosch fuel injection system kept John out of the front running, but in July at Silverstone he scored his third second placing in the British G.P. Two weeks later in the German G.P. at the Nurburgring he fought a running battle with Jim Clark

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in the opening laps then drew clear from the misfiring Lotus to win his first Grande Epreuve on four wheels. But for the rest of the season luck again deserted him, and at its completion he was placed fourth in the World's Championship.

In the latter part of 1963 and early 1964 Ferrari had an intense period of F.1 development. They had built a new monocoque chassis as well as a new V8 engine, for it seemed the British cars had more power as well as better road-holding than the Ferrari V6. John's very intimate involvement with his development at Ferrari possibly had some affect on his driving over this period. For he, more than any other, was well aware of the F.1 Ferrari's limitations and this knowledge was little help when he was expected to do battle with the finest cars and drivers from Britain. But when the V8 Ferrari monocoque was at its best there was no holding John and he scored brilliant victories at the Nurburgring and Monza. Lesser placings, culminating with an unexpected second place at Mexico, when Clark's engine failed on the final lap and Ferrari team mate Bandini on the 12-cylinder car waved John through, enabled him to clinch the 1964 World Championship by a single point.

Winning motor racing's most coveted title has made little difference to John's way of life. The extra burdens of being a very public figure John accepts in good grace. He works much harder at being a racing driver than most of his contemporaries and while the wealth he has derived from his successes have brought him a very fine home he is unable to spend much time in it. He is virtually a commuter between Surrey and Maranello where he is constantly involved with the diverse racing developments at Ferrari. A new personal project is his Lola T70 sports car which he has spent a lot of time testing and developing. But John seems to thrive on work and is quite intolerant of anybody who has a less serious approach than his own. Some have described him as modest, but really his attempts at modesty are rather naïve—what he doesn't want to say usually gets through much stronger than what he says. There is no possibility of getting into an argument with John, for he's quite unable to comprehend that there is a side to any argument apart from his own. Surprisingly, he is sensitive to criticism, and can get very upset over minor skirmishes with other drivers on the track, while an inaccuracy in the Press about himself or the cars he drives is likely to raise his ire. Despite his singlemindedness, John is quite able to relax. His sense of humour is generous and he enjoys the light-hearted antics of his capricious team mate Lorenzo Bandini. John has a big heart, and has had need of it—his ascendancy to the pinnacle of motorcycling fame was a fight, and it was a hard fight he fought to achieve the same standing in motor racing. These fights have perhaps left their scars, and maybe he's not everybody's idea of what a World Champion should be—but let's face it, he is World Champion; thanks to John Surtees.

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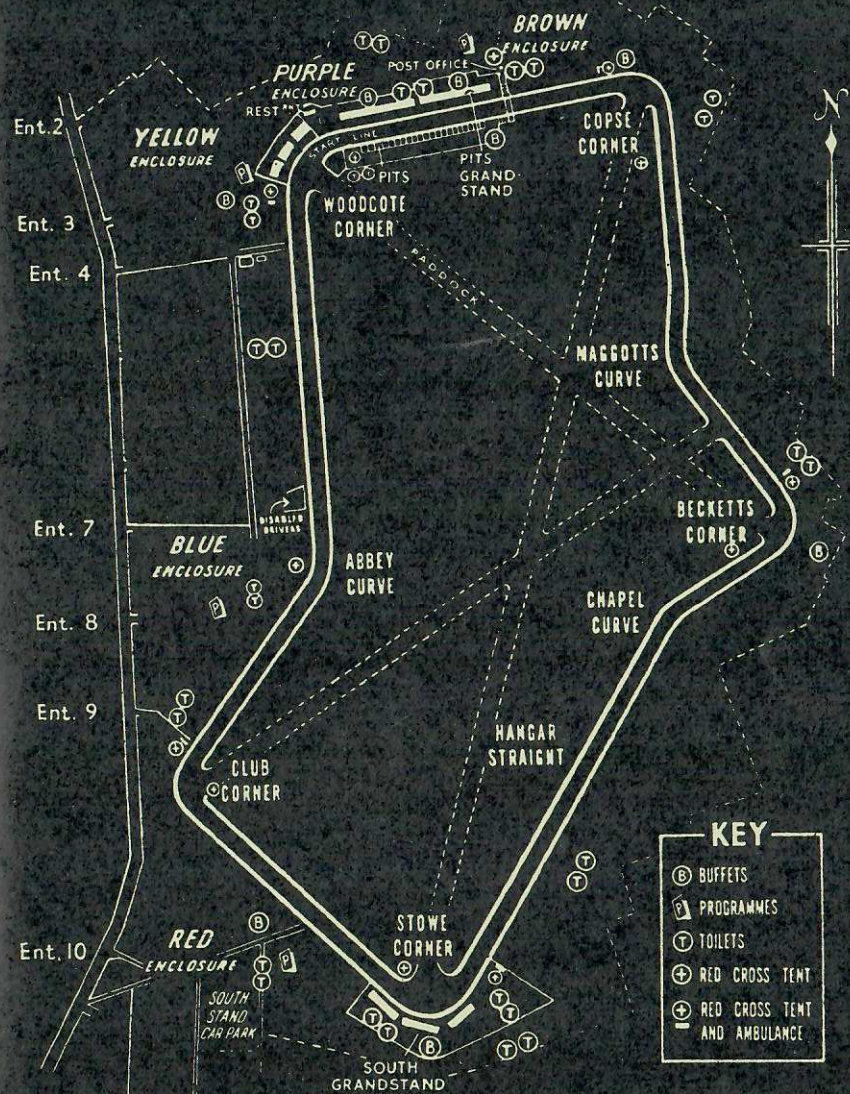
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SILVERSTONE CIRCUIT

17th ANNUAL INTERNATIONAL TROPHY, MAY 15th, 1965



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B.R.D.C. SILVERSTONE CLUB CIRCUIT EXISTING LAP RECORDS—15 MAY 1965

Category	Time	Speed	Car	Driver	Event	Date
750 Formula 1172 Formula	1 20-2 1 12-0	72-36 80-40	Worden-Austin Milmor V	A. E. Densham B. A. M. Small	P'boro M.C. P'boro M.C.	17. 9.60 14. 9.63
Sports Cars Up to 1100 1100 to 1500 1500 to 2000 2000 to 3000 Over 3000	1 06-2 1 07-6 1 03-8 1 07-2 1 06-2	87-44 85-63 80-73 86-14 87-44	Lotus-Ford Merlyn-Climax Elva-B.M.W. Merlyn Lister-Jaguar	M. G. Beckwith R. Redgrave T. Lanfranchi J. Ewer G. Lee	N.S.C.C. M.M.K.M.C. M.M.K.M.C. M.M.K.M.C. N. Staffs	16. 6.62 25. 4.64 25. 4.64 27. 4.63 24. 9.60
Racing Cars 500 500 to 1500 1500 to 3000 Over 3000 Up to 1500S Over 1500S F. J. Cars	1 14-2 1 04-6 1 03-8 1 00-6 1 09-8 1 10-1 1 05-4	78-02 89-61 90-73 95-52 82-93 82-46 88-51	Cooper-Norton Cooper-Norton Lotus-Ford Cooper-Ford Cooper-Chev. E.R.A. E.R.A. Cooper-Ford	J. Russell M. J. Ledbrook B. Hart J. Pearce C. Summers A. G. Murray J. T. Stuart R. Attwood	B.R.S.C.C. B.R.S.C.C. N.S.C.C. M.M.E.C. P'boro M.C. V.S.C.C. V.S.C.C. M.M.E.C.	27. 7.57 29. 7.61 16. 6.62 20. 6.64 14. 9.63 14. 4.62 6. 4.57 28. 6.62
Touring Cars Up to 1000 1000 to 1300 1300 to 1600 1600 to 2000 2000 to 2600 2600 to 3500 3500 to 5000 Over 5000	1 15-0 1 15-4 1 10-8 1 20-8 1 18-2 1 13-2 1 09-0	77-18 76-77 81-76 71-64 74-03 79-08 83-90	Cooper-Morris Austin Cooper Lotus-Ford Cortina Ford Zodiac Jaguar Jaguar Ford Galaxie	R. Embley J. Fitzpatrick R. Olthoff J. Harris G. F. Williams W. Aston J. Sears	S.U.N.B.A.C. M.M.K.M.C. M.M.K.M.C. N.S.C.C. M.M.E.C. 8 Clubs M.M.K.M.C.	1. 9.62 25. 4.64 25. 4.64 30. 3.64 28. 6.62 8. 6.63 25. 4.64
G.T. Cars Up to 1000 1000 to 1300 1300 to 1600 1600 to 2000 2000 to 2600 2600 to 3500 3500 to 5000 Over 5000	1 12-0 1 10-6 1 07-0 1 10-2 1 11-4 1 07-6 1 04-6 1 03-4	80-40 81-99 86-40 82-46 81-08 85-63 89-61 91-31	Diva G.T. Lotus Climax Lotus Elan Turner III G.T. Daimler SP.250 Ferrari Aston Martin A.S. Cobra	D. Sims A. P. Chambers A. Chamber J. E. Miles R. J. Crossfield P. Clarke B. Hetreed F. Gardner	P'boro M.C. J.D.C. M.M.K.M.C. P'boro M.C. N.S.C.C. M.M.K.M.C. M.M.K.M.C. M.M.K.M.C.	14. 9.63 7. 9.63 25. 4.64 14. 9.63 5. 8.63 25. 4.64 25. 4.64 25. 4.64
MotorCycles 50 c.c. 125 c.c. 250 c.c. 350 c.c. 500 c.c. 1000 c.c. Production Sidecar	1 31-8 1 17-6 1 14-0 1 10-8 1 08-8 1 12-2 1 14-4	63-05 74-60 78-23 81-76 84-14 80-18 77-81	Honda Honda Aermacchi A.J.S. Norton Triumph Triumph	R. J. Webber D. C. Trollope P. Grotefeld A. J. Reed R. Pickrell R. Watmore R. S. Woodhouse	B.M.C.R.C. B.M.C.R.C. B.M.C.R.C. B.M.C.R.C. B.M.C.R.C. B.M.C.R.C. B.M.C.R.C.	18. 7.64 18. 7.64 17. 8.63 17. 8.63 18. 8.62 14. 7.64 14. 7.64

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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.

B.R.D.C. SILVERSTONE G.P. CIRCUIT EXISTING LAP RECORDS—15 MAY 1965

Category	Time	Speed	Car	Driver	When Established
Racing Cars Formula I (1946/53) " II (1951/53) " I (1954/60) " II (1954/60) " III " I (1961/65) " II (1964/66) " Jr. (1959/63) " III (1964/65) Historic Racing Formule Libre	m. s. 1 45-5 1 50-0 1 34-2 1 43-4 1 54-0 1 33-6 1 39-4 1 44-2 1 53-4 1 36-6	m.p.h. 100-16 97-79 111-86 101-91 92-43 112-56 108-01 101-12 92-90 109-08	Thinwall Spec. Ferrari Maserati Lotus Lotus Cooper Cooper Brabham Lotus Lotus Brabham H.W.M. Lotus-Chev.	G. Farina A. Ascari F. Gonzales I. Ireland C. Allison J. Russell S. Lewis-Evans J. Brabham P. Arundell J. Fenning R. Mac R. W. Ashley C. Summers	18. 7.53 19. 7.52 19. 7.52 14. 5.60 3. 5.58 2. 5.59 3. 5.58 2. 5.64 20. 7.63 3.10.64 3.10.64 4. 7.64 3.10.64
Sports Cars 1100 1100 to 1500 1500 to 2000 2000 to 3000 3000 to 4000 Over 4000	1 44-8 1 46-0 1 40-0 1 37-6 1 41-6 1 41-0	100-55 99-41 105-37 107-96 103-71 104-33	Lotus Lotus Brabham Cooper Ferrari Lotus	M. Beckwith C. Allison R. Nathan R. Salvadori M. Parkes T. Taylor	6.10.62 19. 7.60 4. 7.64 11. 5.63 20. 7.63 4. 7.64
Touring Cars 750 to 1000 Grps. 1/2 750 to 1000 Grp. 3 1000 to 1300 Grps. 1/2 1000 to 1300 Grp. 3 1300 to 1600 Grps. 1/2 1300 to 1600 Grp. 3 1600 to 2000 Grp. 3 2000 to 2600 Grps. 1/2 2600 to 3500 Grps. 1/2 3500 to 5000 Grps. 1/2 Over 5000 Grps. 1/2	2 02-4 2 04-0 1 58-2 1 56-4 1 55-2 1 55-2 1 55-2 1 49-6 1 58-2 2 05-0 1 59-2 1 54-2 1 49-6	86-09 84-98 89-15 90-52 91-47 91-47 91-47 96-14 89-15 84-30 88-40 92-97 96-14	Morris Austin Morris Austin Ford Ford Ford Ford Ford Jaguar Jaguar Jaguar Ford	J. C. Thurston G. C. Shepherd T. Taylor S. Neal J. Clark Sir J. Whitmore A. Baldet N. Abbott C. Craft A. Mann I. Bueb R. Salvadori J. Sears	2. 5.64 1.10.60 4. 7.64 3.10.64 2. 5.64 4. 7.64 3.10.64 3.10.64 6. 7.63 20. 7.63 2. 5.59 11. 5.63 2. 5.64
Grand Touring Cars Up to 750 750 to 1000 1000 to 1300 1300 to 1600 1600 to 2000 2000 to 2600 2600 to 3500 3500 to 5000	2 24-4 1 59-2 1 47-8 1 48-0 1 46-0 1 56-8 1 42-8 1 42-4	72-97 88-40 97-75 97-57 99-41 90-22 102-50 102-90	Saab Marcos Lotus Lotus Porsche Morgan Ferrari Jaguar	S. Hurrell T. Weber T. Taylor Sir J. Whitmore M. de Udy A. House M. Parkes R. Salvadori	2. 5.59 20. 7.63 12. 5.62 4. 7.64 3.10.64 3.10.64 11. 5.63 11. 5.63
Motor Cycles 50 c.c. 125 c.c. 250 c.c. 350 c.c. 500 c.c.	2 27-8 2 00-8 1 52-6 1 47-0 1 44-6	71-29 87-22 93-59 98-48 100-51	Kreidler Ducati Honda Norton Norton Norton	H. G. Anscheidt S. M. B. Hailwood J. Redman D. W. Minter J. Hartle D. W. Minter	4. 4.64 28. 5.60 6. 4.62 28. 5.60 8. 4.61 8. 4.61
Sidecars	1 58-0	89-10	B.M.W./Wats.	P. V. Harris	8. 4.61

SWARMING BUMBLE BEES

ALAN T. BURGESS,
Editor, 'Karting' Magazine.

THE karting demonstration you will see today is for Class IV karts—that is, they have 200 c.c. two-stroke engines and a gearbox. Normally of course they race on kart tracks built specifically for that purpose but about six, out of the 600-plus kart race meetings held every year in Britain, are run on slightly bigger circuits at Oulton Park, Castle Combe, Cadwell Park and Ingliston. An 800 yard circuit with tight bends may be more appropriate in scale to karts but the drivers enjoy the thrill of running at higher speeds now and again and the chance to show the drivers of full-size machinery what they can do. In fact karts can usually lap faster than the sports car on very short twisty tracks, and have beaten several class records—on just 200 c.c.!

The basic configuration of a kart comes from the R.A.C. rules which govern the sport and which are carefully worked out to provide competitive and low-cost racing. The main rules are that the wheelbase is limited to 50 inches and the overall length to 72 inches. Bodywork is forbidden, pump fuel must be used and the engine has to be a two-stroke.

Class IV karts are divided into three groups according to the price of the engine so that drivers with limited pockets can compete. Class IV Standard (black number plates) is limited to the Villiers engine in fairly original form and these can be bought in breakers' yards for around £10. Power output is about 15 b.h.p. Class IV Special (blue number plates) is for engines costing up to £75, and the usual contenders are the Villiers fitted with a Greeves barrel, the Montesa Impala and the Bultaco K175 from Spain. Power output of this division is around 20 b.h.p. Class IV Super (red number plates) is for engines costing up to £125 and the popular motor in this class is the 27 b.h.p. Bultaco K200.

Points to watch for are the tiny 5 inch diameter wheels with their even smaller four wheel brakes. Pedals are the same as for a normal car and the 4-speed gearbox is operated by a short gear lever. Tyres are around 12 inches in diameter and are made by the same firms as for normal car road tyres. Steering is direct and is around a ½ turn from lock to lock. Karts have to run with effective silencers and this is very strictly enforced.

With the gearing that most of the karts are using today, many of them will be reaching speeds of 115 m.p.h. and we would make a guess at a lap of 78 m.p.h.

Karting is for the man who is yearning to race but who either can't afford it or get permission from his wife. There are International meetings held all over the world, a 12-nation European Championship, a World Championship in Rome and many other exciting events including 24 hour races just like Le Mans. You could buy a secondhand kart like those racing today for around £75, sometimes less and for other classes you can buy a brand-new kart for just £25. Considering the low cost, the excitement plus the advantages of being able to transport your 'racer' in the car boot and overhaul the engine on the kitchen table, you can no doubt see why karting has got such an enormous following; and, increasing all the time.

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.

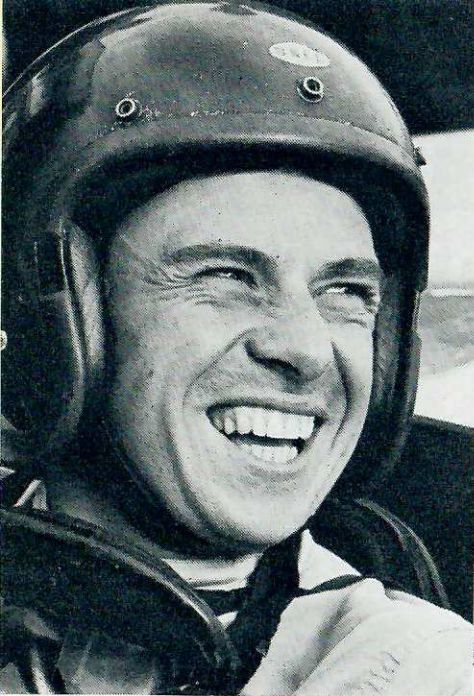
TIME	SPEED		TIME	SPEED		TIME	SPEED	
m.s.	m.p.h.	k.p.h.	m.s.	m.p.h.	k.p.h.	m.s.	m.p.h.	k.p.h.
1-30 ...	117-08 ...	188-42	1-55 ...	91-63 ...	147-46	2-20 ...	75-57 ...	121-12
1-31 ...	115-79 ...	186-35	1-56 ...	90-84 ...	146-18	2-21 ...	74-73 ...	120-26
1-32 ...	114-53 ...	184-33	1-57 ...	90-06 ...	144-93	2-22 ...	74-21 ...	119-42
1-33 ...	113-30 ...	182-34	1-58 ...	89-30 ...	143-71	2-23 ...	73-69 ...	118-58
1-34 ...	112-10 ...	180-40	1-59 ...	88-55 ...	142-50	2-24 ...	73-17 ...	117-76
1-35 ...	110-91 ...	178-50	2-00 ...	87-81 ...	141-31	2-25 ...	72-67 ...	116-95
1-36 ...	109-76 ...	176-64	2-01 ...	87-08 ...	140-14	2-26 ...	72-17 ...	116-14
1-37 ...	108-63 ...	174-82	2-02 ...	85-37 ...	138-99	2-27 ...	71-68 ...	115-36
1-38 ...	107-52 ...	173-05	2-03 ...	85-67 ...	137-86	2-28 ...	71-20 ...	114-58
1-39 ...	106-43 ...	171-29	2-04 ...	84-98 ...	136-75	2-29 ...	70-72 ...	113-81
1-40 ...	105-37 ...	169-58	2-05 ...	84-30 ...	135-66	2-30 ...	70-25 ...	113-05
1-41 ...	104-33 ...	167-90	2-06 ...	83-63 ...	134-56	2-31 ...	69-78 ...	112-30
1-42 ...	103-31 ...	166-25	2-07 ...	82-97 ...	133-52	2-32 ...	69-32 ...	111-56
1-43 ...	102-30 ...	164-64	2-08 ...	82-32 ...	132-48	2-33 ...	68-87 ...	110-83
1-44 ...	101-32 ...	163-05	2-09 ...	81-68 ...	131-45	2-34 ...	68-42 ...	110-11
1-45 ...	100-35 ...	161-50	2-10 ...	81-06 ...	130-44	2-35 ...	67-98 ...	109-40
1-46 ...	99-41 ...	159-98	2-11 ...	80-44 ...	129-44	2-36 ...	67-55 ...	108-70
1-47 ...	98-48 ...	158-48	2-12 ...	79-83 ...	128-49	2-37 ...	67-12 ...	108-01
1-48 ...	97-57 ...	157-01	2-13 ...	79-23 ...	127-50	2-38 ...	66-69 ...	107-32
1-49 ...	96-67 ...	155-57	2-14 ...	78-64 ...	126-55	2-39 ...	66-27 ...	106-65
1-50 ...	95-79 ...	154-16	2-15 ...	78-05 ...	125-61	2-40 ...	65-86 ...	105-98
1-51 ...	94-93 ...	152-77	2-16 ...	77-48 ...	124-69	2-41 ...	65-45 ...	104-32
1-52 ...	94-08 ...	151-41	2-17 ...	76-91 ...	123-78	2-42 ...	65-04 ...	104-67
1-53 ...	93-25 ...	150-06	2-18 ...	76-36 ...	122-88	2-43 ...	64-65 ...	103-03
1-54 ...	92-43 ...	148-75	2-19 ...	75-81 ...	122-00	2-44 ...	64-25 ...	103-40

THE SENIOR SERVICE TROPHY

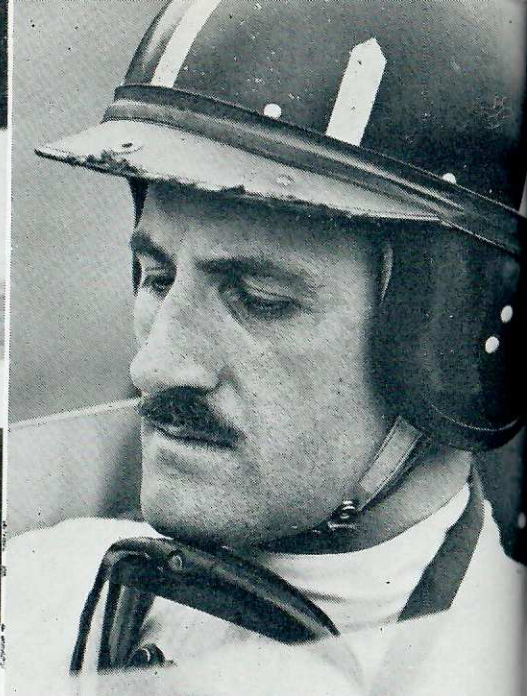


to be awarded to the winner
of the
Touring Car Race

The makers of Senior Service are happy to be associated with the B.R.D.C. and the Daily Express, sponsors of this outstanding motor race meeting.



CLARK



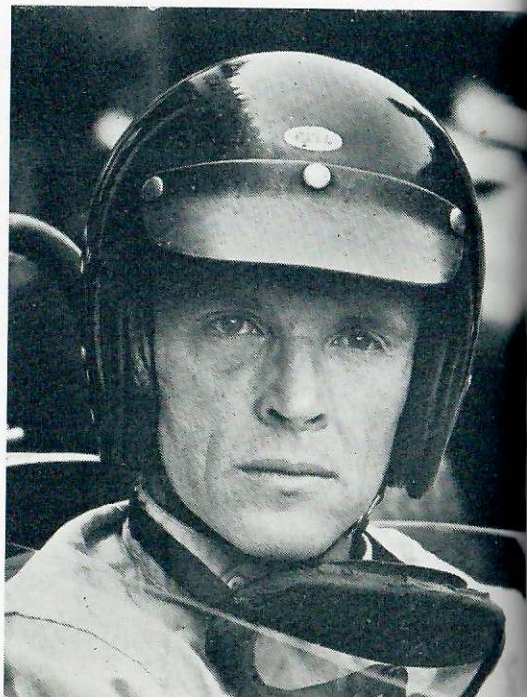
HILL

Some take it Lightly — Others Seriously

McLAREN

Photos by Michael Cooper

GURNEY



TENSION. The famous Colin Chapman/Tommy Sopwith Duel

Photos by Geoffrey Goddard

RELAXATION. The Great Juan Manuel Fangio at Silverstone

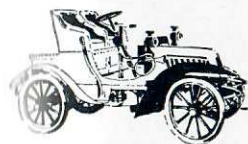




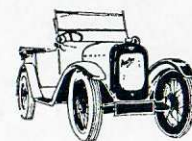
Room at the Top at Silverstone!

Photo—Lynton Money

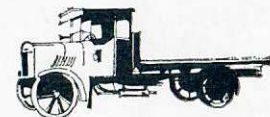
Over 60 years **Some of the many FIRSTS for Ferodo**



1904 FERODO FIRST with purpose-made brake linings for the first petrol-driven cars



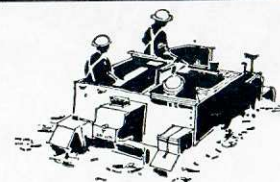
1922 FERODO FIRST on Austin 7 – first popular car fitted with 4-wheel brakes



1929 FERODO FIRST with heavy-duty, non-metallic woven asbestos linings for commercial vehicles



1935 FERODO FIRST on Bluebird – first car to exceed 300 m.p.h.



1944 FERODO FIRST with *underwater* brake linings for Bren gun carriers



1955 FERODO FIRST on the first public service vehicles fitted with disc brakes



1957 FERODO FIRST on the Vanwall – first British racing car to win world championship honours



1957 FERODO FIRST on the Gilera which achieved the first-ever 100 m.p.h. T.T. lap



1963 FERODO FIRST on the Rover-B.R.M. turbine car at Le Mans

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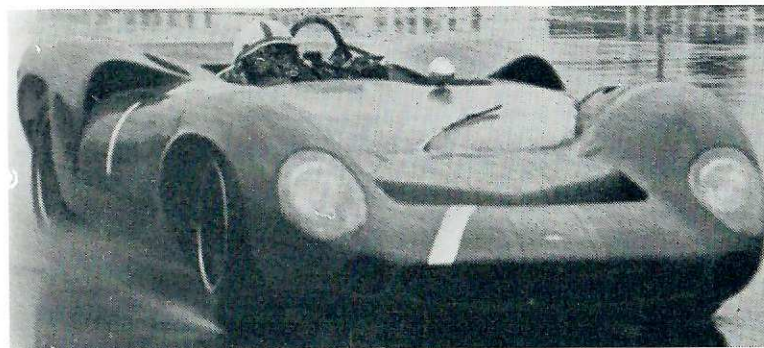
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TAKE A TEST-DRIVE



J. Surtees (Lola)

Autosport

The **Big Bangers**

GREGOR GRANT

Editor of 'Autosport'

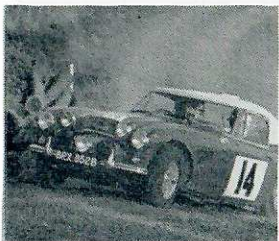
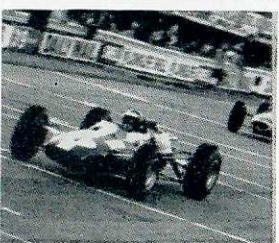
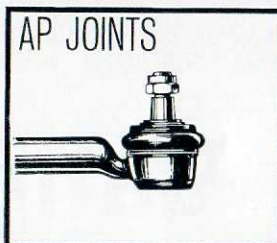
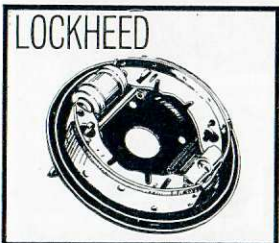
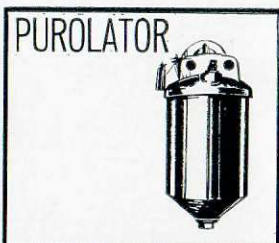
ADMITTEDLY Grand Prix racing supplies the glamour, but this is only one section of motoring sport. Many people couldn't care less about single-seater racing, and are drawn to circuits by the presence of sports-racing, G.T., prototype and saloon cars.

In so far as sports-racers are concerned, the wheel seems to have turned full circle. Not that the 'big cylinders' have returned, but 'little cylinders' with big total capacities, have invaded the category—largely due to the availability of American built V8s. As a result, new names have appeared during recent years—Cobra, Chaparral, Lola, Scarab, Elva-McLaren-Oldsmobile, Attila, Brabham, Lotus, to name a few

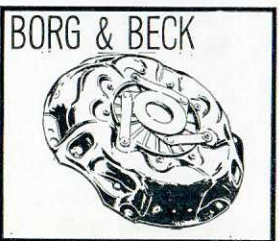
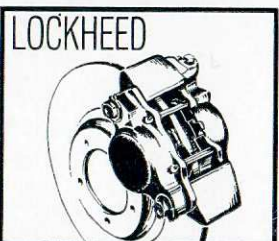
When International sports-car racing came to full flower in the middle 1950's, the only familiar names in the bigger classes were Jaguar, Aston Martin, Mercedes-Benz, Lago-Talbot, Alfa Romeo, Lancia, Maserati and Ferrari. Only the last named has survived, maintaining European prestige which is now acutely threatened by the Americans.

I suppose the regulations which followed the Le Mans disaster of 1955, were mainly responsible for the withdrawal of the 'big names'. Out-and-out sports-car racing was replaced by Grand Touring. Then GT prototypes were admitted but by this time only Aston Martin and Ferrari could be regarded as serious contenders. With the withdrawal of Aston Martin, Ferrari was practically invincible; but now our friends from across the water fervently hope to unseat Enzo Ferrari from his 'Prancing Horse' in both GT and prototype racing.

By a strange decision of the C.S.I., sports-racers were permitted

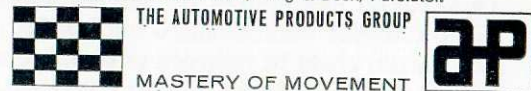


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in the Sebring 12 Hours Race last March, resulting in a clear-cut victory for the ingenious Chaparral, with its 5.2-litre V8 Chevrolet engine, and 'secret' 2-speed automatic transmission. Rattled by the admission of the racers, Ferrari refused to send his works cars, so Ford won the prototype class, and to Shelby American Cobra went the GT division.

Ferrari does not flog his engines to constructors, so U.S.A. is the source for the sports-racing builders of to-day. Fitting big Yank engines into other chassis is by no means new, for in pre-war days quite a number of successful Anglo-American machines were marketed, such as Brough Superior, Lammas-Graham, L.M.B., Railton and Marendaz. There was even a V12—the Lincoln powered Atalanta!

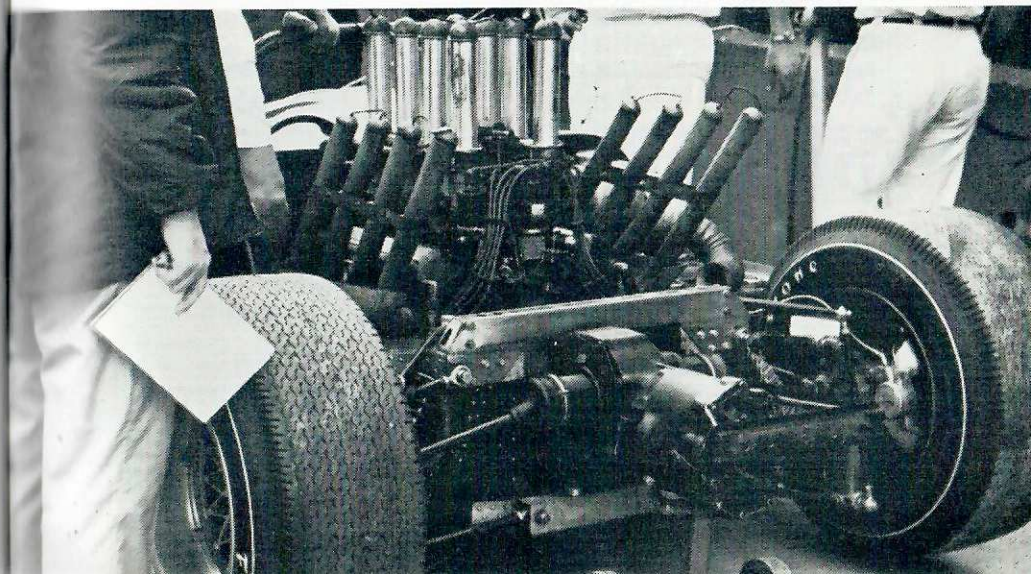
Yet the trend was really set by Sidney Allard, who fitted chassis with power-units of Ford, Cadillac and Chrysler origin, and started a pattern of racing which speedily spread all over the U.S.A. A decade later, the practice spread to luxury vehicles, marking the appearance of Facel-Vega, Cunningham Vignale, Chrysler, Ghia and, nowadays, Iso Rivolta, Griffo, Bristol, Jensen and so on.

Undoubtedly the big engined sports-racers are highly exciting but one wonders what the capacity limit will be. Already Ford and Cobra have shot up to 7 litres, so one must conclude that we are on the threshold of a new era of monsters.

Medium and small capacity sports-racers are also excellent value, although somewhat overshadowed by the big stuff. The trend set by Cooper and Lotus for rear-engined machines has spread as rapidly as it has in single-seater racing, and has been adopted generally by rival constructors. Grand Touring prototypes can loosely be des-

Is there a plumber handy? V8 Chaparral-Chevrolet

Autosport



A GREAT NEW ADDITION TO THE SUNBEAM SPORTS RANGE



THE TIGER V8 4.2 litre engine 0-60 m.p.h. in 9.2 secs - top speed over 120 m.p.h.

Never before have discerning drivers experienced anything so exhilarating as the Sunbeam Tiger. 164 bhp, 0-60 mph in 9.2 seconds, and it tops 120 mph. But the Tiger can be docile, too, with power in reserve to accelerate away in top gear from 20 mph. The supreme sports car for rallying, motorway or town traffic.

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LONDON SHOWROOMS AND EXPORT DIVISION ROOTES LTD DEVONSHIRE HOUSE PICCADILLY W1



Doc Merfield's V.8 Cortina!

Harold Barker

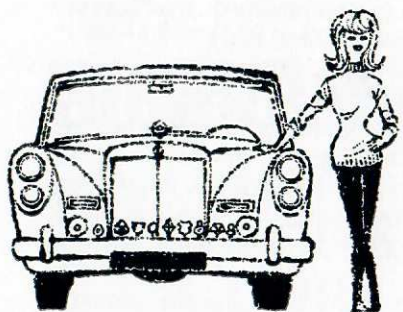
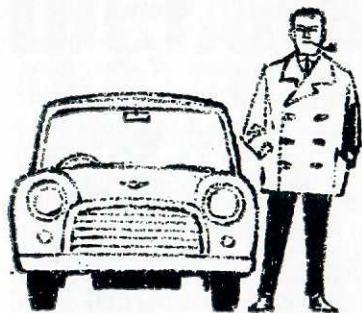
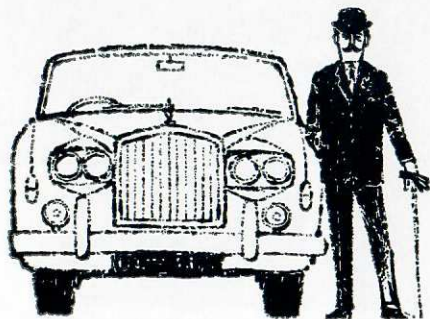
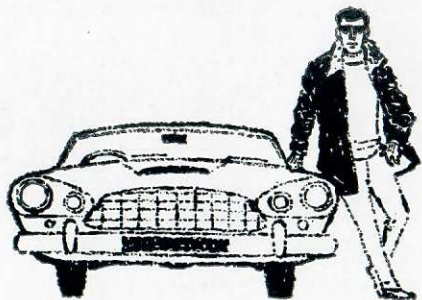
cribed as experimental GT machines, destined for eventual series-production. A more reasonable description is: sports-racing cars which have to race under FIA rules relating to bodywork, dimensions, windscreens, weight, etc. Unless the entrant is a recognised manufacturer, it is difficult to persuade organisers of Championship events that the cars are indeed prototypes. On the whole, it is a most unsatisfactory category, and the race-going public would much rather see undisguised sports-racing machines, built to certain safety requirements, rather than somewhat phoney 'We might build 'em' prototypes.

The GT class has produced some splendid motor cars and by insisting on a minimum 'numbers-built' clause, the FIA has managed to keep out 'one-offs'. However, homologation (that horrible word) is not necessarily automatic, and the refusal of the FIA to ratify the Ferrari 275 LM and the GTB, has led to an almighty quarrel between the Commendatore and the International ruling body.

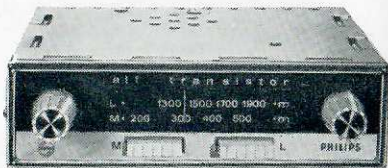
However, many people maintain that Ferrari did not have a square deal, for there is little doubt that one or two famous *marques* which enjoyed homologation as GT cars were permitted to run when the numbers built could be counted on the fingers of one hand.

As the class does attract such cars as Ferrari GTO, AC Cobra, Porsche, Lotus Elan, Alfa Romeo, Triumph, Abarth, Alpine, MG, Sprite, Morgan, TVR etc., *marque* fans have plenty upon which to enthuse.

The BRDC was one of the earliest Club's to realise the spectator appeal of saloon car racing. This is fiercely competitive and, during the years, has seen quite remarkable changes in the dominating



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makes. At one time, Jaguars were invincible in the larger classes. In other categories, *marques* such as Sunbeam, Borgward, MG, Daimler, Ford Zephyr, Austin A40 and A35, Volvo and Riley all had their day.

With the advent of the 7-litre Galaxie, Jaguars were removed from their pedestal. This year, the Mustangs have taken over. In the 3-litre section it is all Mercedes-Benz, and now Ford Lotus Cortina domination in the medium category is being threatened by BMW. In the smaller divisions, the ubiquitous Mini Coopers have been all-conquering, but abroad, the Abarth Fiats have been challenging the front-drive machines.

Anyway, it is all very interesting, and such is the interest now shown in saloon car racing, that there is every prospect of the FIA introducing a World Championship competition for 1966, with qualifying races in Great Britain, U.S.A., Canada, France, Germany, Italy, Sweden—and even New Zealand and Australia!

Saloon-car racing has been sustained by the somewhat complicated European Championship. From being the 'poor relation' of motor racing, it has become big business, with events such as the 24 Hours of Spa-Francorchamps, and 500 kilometres of Monza and Nurburgring, as proof positive that the category can very much stand on its own legs as a crowd-drawing attraction.

To return to the 'big-bangers': Although the 'Senior Service' meeting was unfortunately washed out, with resultant slowing of lap times, it is a sobering thought that, a few days earlier, John Surtees in his Chevy-powered Lola broke the out-and-out Silverstone lap record by a substantial margin!



Ford G.T. first U.K. appearance today

Autosport

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rolls up like an umbrella...

The Simplus Gadabout chair is ideal for motorists and spectators alike. It is so compact and light, several can be stored under the rear window of an average car...it is so comfortable you can sit in it all day long. Completely weatherproof, the Gadabout will stay smart for a lifetime's hard use.



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Its sturdy aluminium frame will take heavyweights with ease and cannot bend or buckle on uneven ground.

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to lounge, sit upright or just curl up in, it's comfortable for any figure—just like a favourite armchair.

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cannot rust. The Tygan fabric is stain-resistant, rot proof and will never shrink or stretch.

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Taking Pictures at Silverstone

Here are a few tips for photographers who wish to capture some of the drama and excitement that make motor sports one of today's most popular subjects.

With a **SIMPLE CAMERA**, the shutter speed will be too slow to take good pictures of fast-moving cars, but there is still plenty of subject matter. General views of the track showing moving cars are still possible if the cars are in the distance and moving towards the camera. And what about the start, before the cars move off, pictures of pit activities and, of course, the spectators?

Films. With simple roll-film cameras, use Kodak 'Ektachrome-X' Film for colour slides, 'Kodacolor-X' for colour prints and Kodak 'Verichrome' Pan for black-and-white. All these films will give you good pictures in bright or hazy sunlight.

With an **ADJUSTABLE CAMERA**, use the fastest shutter speed possible. Choose a viewpoint near a bend. Get as close to the track as regulations allow or, better still, use a telephoto lens to make your subjects fill the picture area—but remember, a tele lens increases the relative movement of the subject so you should use the fastest shutter speed possible.

Watch the background, it should be as plain as possible, and keep your camera ready-to-shoot. Action shots require fast action; with your camera ready you can concentrate on the subject. A sports viewfinder (or bright-line finder) will make it easier to release the shutter or start panning at the right moment because it will show more than the camera field of view. And here's how to pan. Follow the motion of the subject by keeping it right in the centre of the viewfinder. Release the shutter at the appropriate moment while continuing the sweeping movement of the camera. The background will be unsharp but it will show the horizontal sweep effect which expresses the fast motion of the subject.

If cars are passing you at right angles or diagonally you should use the fastest possible shutter speed—ideally 1/1000 second; if cars are coming almost towards you, 1/500 or 1/250 second should do.

Film. 'Kodak' High Speed 'Ektachrome' Film is the ideal choice for all action photography in colour; 'Kodachrome' II and 'Kodachrome-X' Films will also give you perfect colour slides; use 'Kodacolor-X' Film if you want colour prints and Kodak 'Tri-X' Pan for black-and-white pictures.

Exposure. This table gives the apertures to use in bright sunlight. In weak, hazy sunlight give one stop more; in cloudy bright conditions give 2 stops more.

Shutter speed	High Speed 'Ektachrome'	'Kodacolor-X' 'Ektachrome-X' 'Kodachrome-X'	'Kodachrome' II	Kodak 'Tri-X' Pan
1/1000 sec	f/8	f/4	f/2.8	f/11
1/500 sec	f/11	f/5.6	f/4	f/16
1/250 sec	f/16	f/8	f/5.6	f/22

Watch the light. Side light or front light is best and interesting pictures can be taken with back lighting but be careful here: don't let the sun shine directly on to the camera lens.

MOVIES. Choose a viewpoint that will enable you to shoot the most exciting phases of a race. The start and the finish are musts, and during the race, vary your viewpoint so that you will have shots that can be edited to re-create the 'battle' between the leaders. Watch for impromptu shots: close-ups of the pit stops, groups of spectators, etc. Use a telephoto or zoom lens if you have one: action is more exciting when it fills the frame. And pan moving cars steadily.

Exposure. Load with 'Kodachrome' II Movie Film and use these apertures.

'Kodachrome' II Movie Film	Bright or Hazy sun	Weak Hazy sun	Cloudy Bright	Heavy Overcast
16 f.p.s.	f/16-11	f/11	f/8	f/5.6

PRESENTED WITH THE COMPLIMENTS OF KODAK.

Other Times – Other Men!

THE FASCINATION of the exciting list of makes on Page 46, where the cars and drivers competing in the Historic Car Race are listed, will be increased if one remembers the famous drivers who once drove these cars to success all over the world. It is impossible to list every car, but some of the interesting highlights can certainly be picked out and many will be effective germs to produce a serious attack of evocation.

The very first car, Freeman's Aston Martin, is the car driven single-handed for 24 hours at Spa by the late Jock St. Horsfall to finish second to Luigi Chinetti's Ferrari, and John Mudd's Alfa Romeo 2500 c.c. 'Monza' Alfa Romeo is one of the cars so successfully run by the Scuderia Ferrari in the early 'thirties; it is the car driven into 3rd place in the 1934 Mille Miglia by 'le renard droit' Louis Chiron behind two similar cars in the hands of team-mates Achille Varzi and il Maestro Tazio Nuvolari. All that is probably missing is Chiron's rubber-tubed flask of champagne and Pelligrino.

Among the Bugatti, that entered by Richard Bergel was once driven by both Stuart Fotheringham and the petite Kay Petre at Brooklands, while Taylor's type 59 is the one driven by the late Lord Howe, our President for 36 years; in it he lapped Brooklands at 138 m.p.h. Only John Cobb and Whitney Straight with the Napier-Railton and the 'hairy' Duesenberg ever went faster.

The Cooper-Bristol driven by W. E. Wilks is the actual car with which the late Mike Hawthorn first appeared like a meteor on the racing scene so long ago, and so quickly demonstrated that one day he must be World's Champion.

The four E.R.A. very nearly represent the history of pre-war motor racing in this country. No. 17 was driven by both Dennis Scribbans and Bob Ansell, No. 18 by Lord Howe, No. 19—although now a different colour—was the car run so successfully by Arthur Dobson, and No. 20 was first driven by the late Pat Fairfield as the only 1100 c.c. E.R.A. built, and later by Bob Gerard as a 2 litre.

These two large men, Philip Fotheringham-Parker and Major Tony Rolt—who couldn't get into a modern Formula 1 car—were two who drove the Connaught entered by Savage.

The 2,500 c.c. Ferrari entered by Ian Sievwright could fill a page, if one described all its achievements in the hands of 'Petoulet' Trintignant, Dott. Giuseppe Farina, the Marquis 'Phon' de Portago, Mike Hawthorn and the 'Pampas Bull' Froilan Gonzalez. In fact the Argentine driver won at Silverstone with this car eleven years ago at an average speed of 92.78 m.p.h., and this was in the days long before the 100 m.p.h. lap was a possibility.

The six-cylinder Maserati No. 24 is that once driven by that great pipe-smoking Anglophile Count Carlo Felice Trossi in minor Italian races, when he was not acting as President of the Scuderia Ferrari, or as pourer of oil on troubled waters in the post-war Alfa Romeo team when such fiery people as Farina, Fagioli and Wimille were striving within the team for supremacy. Perhaps the rack for his ready-filled Dunhill pipe, for use on the lap of honour, is still tucked away behind the instrument panel.

The 250 F Maserati, no matter whether they were found in Italy, Britain or Australia would no doubt all claim—if a car could speak—to be the ex-Fangio car or the ex-Moss car. Probably every 250 F ever built was at one time driven by the legendary five-times winner of the World's Championship, or if it was not somebody will claim it was.

One cannot help wondering how many of those car's drivers today have obtained from the archives their car's times from years ago; and, how many of them will succeed in beating its previous best. Lots of them we hope.

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

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Acknowledgments

The British Racing Drivers' Club and the Daily Express

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TROPHY MEETINGS 1949-1964

PREVIOUS RESULTS

August 20, 1949

THE DAILY EXPRESS TROPHY RACE—30 LAPS

1st: A. Ascari (Ferrari) 89.58 m.p.h. 2nd: G. Farina (Maserati). 3rd: L. Villoresi (Ferrari).

PRODUCTION CAR RACE—25 LAPS

GENERAL CATEGORY: 1st: L. Johnson (Jaguar) 82.80 m.p.h. 2nd: P. D. C. Walker (Jaguar), 3rd: N. Culpan (Frazer-Nash). CLASS RESULTS: *over 2,500 c.c.*—1st: L. Johnson (Jaguar) 82.80 m.p.h. *1,501-2,500 c.c.*—1st: N. Culpan (Frazer-Nash) 81.73 m.p.h. *Up to 1,500 c.c.*—1st: E. Thompson (H.R.G.) 70.89 m.p.h. TEAM PRIZE: 1st: HEALEY. Drivers: A. P. R. Rolt, Louis Chiron, T. H. Wisdom.

500 c.c. RACE—10 LAPS

1st: E. Brandon (Cooper) 79.61 m.p.h. 2nd: S. Moss (Cooper). 3rd: R. Dryden (Cooper).

August 26, 1950

THE DAILY EXPRESS TROPHY RACE—35 LAPS

1st: G. Farina (Alfa Romeo) 90.16 m.p.h. 2nd: J. Fangio (Alfa Romeo). 3rd: P. Whitehead (Ferrari).

PRODUCTION CAR RACE—30 LAPS

GENERAL CATEGORY: 1st: A. Ascari (Ferrari) 83.72 m.p.h. 2nd: Serafini (Ferrari). 3rd: P. D. C. Walker (Jaguar). CLASS RESULTS: *Over 3,000 c.c.*—1st: P. D. C. Walker (Jaguar) 81.88 m.p.h. *2,001-3,000 c.c.*—1st: D. Hamilton (Healey) 79.92 m.p.h. *1,501-2,000 c.c.*—1st: A. Ascari (Ferrari) 83.72 m.p.h. *1,101-1,500 c.c.*—1st: G. A. Ruddock (H.R.G.) 71.78 m.p.h. *Up to 1,100 c.c.*—1st: J. M. Sparrowe (Morgan) 68.28 m.p.h. TEAM PRIZE: 1st: JAGUAR. Drivers: P. D. C. Walker, A. P. R. Rolt, L. G. Johnson.

500 c.c. RACE—10 LAPS

1st: S. Moss (Cooper) 79.87 m.p.h. 2nd: R. Sommer (Cooper). 3rd: A. J. Bottoms (J.B.S.).

May 5, 1951

THE DAILY EXPRESS TROPHY RACE

Abandoned at the 6th Lap. 1st: R. Parnell (Thinwall Special Ferrari) 6 laps in 16 min. 48 sec. 2nd: D. Hamilton (Talbot). 3rd: J. Fangio (Alfa Romeo).

PRODUCTION CAR 1-HOUR RACE

GENERAL CATEGORY: 1st: S. Moss (Jaguar) 84.50 m.p.h. 2nd: C. P. Dodson (Jaguar), 3rd: T. A. D. Crook (Frazer-Nash). CLASS RESULTS: *Over 3,000 c.c.*—1st: S. Moss (Jaguar) 84.50 m.p.h. *2,001-3,000 c.c.*—1st: R. Parnell (Aston Martin) 81.42 m.p.h. *1,501-2,000 c.c.*—1st: T. A. D. Crook (Frazer-Nash) 83.63 m.p.h. *1,101-1,500 c.c.*—1st: R. W. Jacobs (M.G.), 72.66 m.p.h. *751-1,100 c.c.*—1st: J. M. Sparrowe (Morgan) 63.90 m.p.h. *Up to 750 c.c.*—1st: G. Wilkins (Panhard) 63.15 m.p.h. TEAM PRIZE: *Div. I: (Up to 2,000 c.c.)*—1st: FRAZER-NASH. Drivers: F. R. Gerard, E. Winterbottom, D. Clarke. *Div. II: (Over 2,000 c.c.)*—1st: JAGUAR. Drivers: S. Moss, L. G. Johnson, P. D. C. Walker.

500 c.c. RACE—15 LAPS

1st: E. Brandon (Cooper) 78.19 m.p.h. 2nd: A. Brown (Cooper). 3rd: C. Lones (Iota).

May 10, 1952

THE DAILY EXPRESS TROPHY RACE—35 LAPS

1st: L. Macklin (H.W.M.) 85.41 m.p.h. 2nd: A. P. R. Rolt (H.W.M.). 3rd: E. de Graffenried (Maserati).

TOURING CAR RACE—17 LAPS

GENERAL CATEGORY: 1st: S. Moss (Jaguar) 75.22 m.p.h. 2nd: K. Wharton (Healey), 3rd: S. H. Allard (Allard). CLASS RESULTS: *Over 3,000 c.c.*—1st: S. Moss (Jaguar) 75.22 m.p.h. *2,001-3,000 c.c.*—1st: K. Wharton (Healey) 74.79 m.p.h. *1,501-2,000 c.c.*—1st: T. A. D. Crook (Bristol) 70.07 m.p.h. *1,101-1,500 c.c.*—1st: R. W. Jacobs (M.G.) 63.42 m.p.h. TEAM PRIZE: 1st: BRISTOL. Drivers: T. A. D. Crook, R. Salvadori, P. B. Buckley.

SPORTS CAR RACE—17 LAPS

GENERAL CATEGORY: 1st: S. Moss (Jaguar) 84.02 m.p.h. 2nd: R. Parnell (Aston Martin), 3rd: G. E. Abecassis (Aston Martin). CLASS RESULTS: *Over 3,000 c.c.*—1st: S. Moss (Jaguar) 84.02 m.p.h. *2,001-3,000 c.c.*—1st: R. Parnell (Aston Martin) 83.47 m.p.h. *1,501-2,000 c.c.*—1st: R. Salvadori (Frazer-Nash) 80.33 m.p.h. *1,101-1,500 c.c.*—1st: F. C. Davis (Cooper-M.G.) 75.85 m.p.h. TEAM PRIZE: 1st: ASTON MARTIN. Drivers: R. Parnell, G. E. Abecassis, L. Macklin.

500 c.c. RACE—15 LAPS

1st: S. Lewis-Evans (Cooper) 72.40 m.p.h. 2nd: A. Brown (Cooper). 3rd: S. Moss (Kieft).

RACE OF THE CHAMPIONS—5 LAPS

1st: S. Moss 79.83 m.p.h. 2nd: E. de Graffenried. 3rd: P. Pietsch (all driving Jaguars).

May 9, 1953

THE DAILY EXPRESS TROPHY RACE—35 LAPS

1st: J. M. Hawthorn (Ferrari) 92.29 m.p.h. 2nd: R. Salvadori (Connaught). 3rd: A. P. R. Rolt (Connaught).


SPORTS CAR RACE—17 LAPS

GENERAL CATEGORY: 1st: J. M. Hawthorn (Ferrari) 88.55 m.p.h. 2nd: T. L. H. Cole (Ferrari), 3rd: R. Parnell (Aston Martin). CLASS RESULTS: *Over 3,000 c.c.*—1st: J. M. Hawthorn (Ferrari) 88.55 m.p.h. *2,001-3,000 c.c.*—1st: R. Parnell (Aston Martin) 87.34 m.p.h. *1,501-2,000 c.c.*—1st: A. Brown (Cooper) 84.61 m.p.h. *1,101-1,500 c.c.*—1st: F. C. Davis (Cooper-M.G.) 79.33 m.p.h. TEAM PRIZE: FERRARI. Drivers: J. M. Hawthorn, T. L. H. Cole, R. Baird.

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TOURING CAR RACE—17 LAPS

GENERAL CATEGORY: 1st: S. Moss (Jaguar) 74.42 m.p.h. 2nd: G. M. Grace (Riley). 3rd: C. G. H. F. Dunham (Alvis). CLASS RESULTS: *Over 3,000 c.c.*—1st: S. Moss (Jaguar) 74.42 m.p.h. (No other finisher), *2,001-3,000 c.c.*—1st: G. H. Grace (Riley) 72.07 m.p.h. *1,501-2,000 c.c.*—1st: P. B. Buckley (Bristol) 69.38 m.p.h. *1,101-1,500 c.c.*—1st: R. W. Jacobs (M.G.) 65.61 m.p.h. *750-1,000 c.c.*—1st: G. Wilkins (Dyna-Panhard) 72.95 m.p.h. TEAM PRIZE: 1st: RILEY. Drivers: G. Gelberg, A. P. O. Rogers, G. H. Grace.

500 c.c. RACE—15 LAPS

1st: D. Parker (Kieft) 84.34 m.p.h. 2nd: R. G. Bicknell (Staride). 3rd: E. Brandon (Cooper).

May 15, 1954

THE DAILY EXPRESS TROPHY RACE—35 LAPS

1st: J. F. Gonzalez (Ferrari) 92.78 m.p.h. 2nd: J. Behra (Gordini). 3rd: A. Simon (Gordini).

SPORTS CAR RACE—17 LAPS

GENERAL CATEGORY: 1st: J. F. Gonzalez (Ferrari) 83.08 m.p.h. 2nd: G. Abecassis (H.W.M.-Jaguar). 3rd: P. D. C. Walker (Jaguar). CLASS RESULTS: *Over 3,000 c.c.*—1st: J. F. Gonzalez (Ferrari) 83.08 m.p.h. *2,001-3,000 c.c.*—1st: R. F. Salvadori (Aston Martin) 79.93 m.p.h. *1,501-2,000 c.c.*—1st: A. Brown (Cooper-Bristol) 79.22 m.p.h. *1,101-1,500 c.c.*—1st: A. C. B. Chapman (Lotus) 76.42 m.p.h. TEAM PRIZE: 1st: ECURIE ECOSSE TEAM OF JAGUARS. Drivers: P. D. C. Walker, J. Stewart, N. Sanderson.

TOURING CAR RACE—17 LAPS

GENERAL CATEGORY: 1st: I. Appleyard (Jaguar) 75.55 m.p.h. 2nd: A. P. R. Rolt (Jaguar) 3rd: S. Moss (Jaguar). CLASS RESULTS: *Over 3,000 c.c.*—1st: I. Appleyard (Jaguar) 75.55 m.p.h. *2,001-3,000 c.c.*—1st: R. Parnell (Daimler) 73.74 m.p.h. *1,501-2,000 c.c.*—1st: B. G de Mattos (Ford) 65.91 m.p.h. *1,101-1,500 c.c.*—1st: R. W. Jacobs (M.G.) 66.77 m.p.h. *Up to 1,100 c.c.*—1st: C. A. S. Brookes (Auto-Union D.K.W.) 64.15 m.p.h. TEAM PRIZE: 1st: JAGUAR. Drivers: I. Appleyard, A. P. R. Rolt, S. Moss.

500 c.c. RACE—15 LAPS

1st: S. Moss (Cooper) 84.21 m.p.h. 2nd: L. Leston (Cooper). 3rd: J. Russell (Cooper).

May 7, 1955

THE DAILY EXPRESS TROPHY RACE—60 LAPS

1st: P. J. Collins (Maserati) 95.94 m.p.h. 2nd: R. F. Salvadori (Maserati). 3rd: B. Bira (Maserati).

SPORTS CAR RACES—40 LAPS

GENERAL CATEGORY: 1st: R. Parnell (Aston Martin) 93.58 m.p.h. 2nd: R. F. Salvadori (Aston Martin). 3rd: A. P. R. Rolt (Jaguar). CLASS RESULTS: *Over 3,000 c.c.*—1st: A. P. R. Rolt (Jaguar) 92.98 m.p.h. *2,001-3,000 c.c.*—1st: R. Parnell (Aston Martin) 93.58 m.p.h. *1,501-2,000 c.c.*—1st: C. A. S. Brooks (Frazer-Nash) 87.81 m.p.h. *Up to 1,500 c.c.*—1st: I. L. Bueb (Cooper) 88.43 m.p.h. TEAM PRIZE: 1st: ASTON MARTIN. Drivers: R. Parnell, R. F. Salvadori, P. D. C. Walker.

TOURING CAR RACE—25 LAPS

GENERAL CATEGORY: 1st: J. M. Hawthorn (Jaguar) 78.92 m.p.h. 2nd: J. R. Stewart (Jaguar). 3rd: J. D. Titterton (Jaguar). CLASS RESULTS: *Over 3,000 c.c.*—1st: J. M. Hawthorn (Jaguar) 78.92 m.p.h. *2,001-3,000 c.c.*—1st: K. Wharton (Ford) 76.18 m.p.h. *1,501-2,000 c.c.*—1st: T. A. D. Crook (Bristol) 74.67 m.p.h. *1,101-1,500 c.c.*—1st: R. W. Jacobs (M.G.) 71.45 m.p.h. *Up to 1,100 c.c.*—1st: C. A. S. Brooks (D.K.W.) 67.66 m.p.h. TEAM PRIZE: 1st: JAGUAR. Drivers: J. M. Hawthorn, J. R. Stewart, J. D. Titterton.

500 c.c. RACE—17 LAPS

1st: I. L. Bueb (Cooper) 86.96 m.p.h. 2nd: J. Russell (Cooper). 3rd: S. Lewis-Evans (Cooper).

May 5, 1956

THE DAILY EXPRESS TROPHY RACE—60 LAPS

1st: S. Moss (Vanwall) 100.47 m.p.h. 2nd: W. A. Scott-Brown (Connaught). 3rd: D. Titterton (Connaught).

SPORTS CAR RACES—25 LAPS EACH

Up to 1,500 c.c.

GENERAL CATEGORY: 1st: R. Salvadori (Cooper) 95.13 m.p.h. 2nd: C. Chapman (Lotus). 3rd: L. Leston (Cooper). CLASS RESULTS: *1,100-1,500 c.c.*—1st: R. Salvadori (Cooper) 95.13 m.p.h. *Up to 1,100 c.c.*—1st: P. Gammon (Cooper) 98.68 m.p.h. TEAM PRIZE: 1st: COOPER. Drivers: A. E. Marsh, M. Macdowel, P. Gammon.

Over 1,500 c.c.

GENERAL CATEGORY: 1st: R. Salvadori (Aston Martin) 94.79 m.p.h. 2nd: S. Moss (Aston Martin). 3rd: R. E. Berry (Jaguar). CLASS RESULTS: *Over 3,000 c.c.*—1st: R. E. Berry (Jaguar) 93.44 m.p.h. *2,000-3,000 c.c.*—1st: R. Salvadori (Aston Martin) 94.79 m.p.h. *1,500-2,000 c.c.*—1st: W. A. Scott-Brown (Lister-Maserati) 89.48 m.p.h. TEAM PRIZE: 1st: LISTER. Drivers: W. A. Scott-Brown, A. J. Nurse, A. Moore.

TOURING CAR RACE—20 LAPS

GENERAL CATEGORY: 1st: I. Bueb (Jaguar) 80.01 m.p.h. 2nd: K. Wharton (Austin). 3rd: J. D. Hamilton (Jaguar). CLASS RESULTS: *Over 3,000 c.c.*—1st: I. Bueb (Jaguar) 80.01 m.p.h. *2,001-3,000 c.c.*—1st: K. Wharton (Austin) 79.98 m.p.h. *1,501-2,000 c.c.*—1st: J. Bonner (Alfa Romeo) 76.35 m.p.h. *1,101-1,500 c.c.*—1st: R. Parnell (Borgward) 75.21 m.p.h. *Up to 1,000 c.c.*—1st: W. A. Scott-Brown (D.K.W.) 70.76 m.p.h. TEAM PRIZE: 1st: D.K.W. Drivers: W. A. Scott-Brown, P. Hughes, R. J. W. Uitley.

500 c.c. RACE—17 LAPS

1st: J. Russell (Cooper) 88.94 m.p.h. 2nd: C. C. H. David (Beart-Cooper). 3rd: I. Bueb (Cooper).

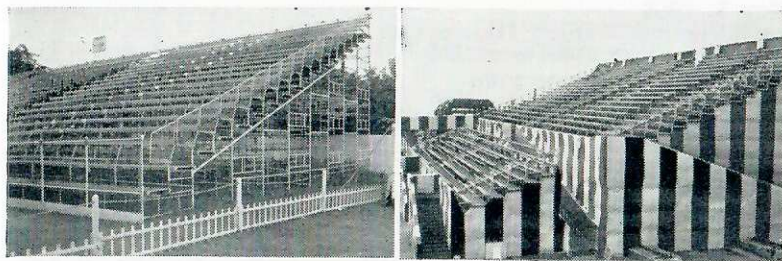


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September 14, 1957

THE DAILY EXPRESS TROPHY RACE—35 LAPS

1st: J. Behra (B.R.M.) 99.95 m.p.h. 2nd: H. Schell (B.R.M.). 3rd: R. Flockhart (B.R.M.).
SPORTS CAR RACES—15 LAPS EACH

Up to 1,500 c.c.

GENERAL CATEGORY: 1st: R. Flockhart (Lotus) 90.63 m.p.h. 2nd: K. Hall (Lotus). 3rd I. Bueb (Lotus). CLASS RESULTS: 1,100-1,500 c.c.—1st: R. Flockhart (Lotus) 90.63 m.p.h. Up to 1,100 c.c.—1st: K. Hall (Lotus) 89.99 m.p.h. TEAM PRIZE: 1st LOTUS. Drivers: K. Hall, P. Ashdown, A. Stacey.

Over 1,500 c.c.

GENERAL CATEGORY: 1st: R. Salvadori (Aston Martin) 96.08 m.p.h. 2nd: A. Scott-Brown (Lister-Jaguar). 3rd: N. Cunningham-Reid (Aston Martin). CLASS RESULTS: Over 2,700 c.c.—1st: R. Salvadori (Aston Martin) 96.08 m.p.h. 1,100-2,700 c.c.—1st: B. Naylor (Lotus-Maserati) 91 m.p.h. TEAM PRIZE: 1st: ASTON MARTIN. Drivers: R. Salvadori, N. Cunningham-Reid, C. A. S. Brooks.

TOURING CAR RACE—15 LAPS

GENERAL CATEGORY: 1st: J. M. Hawthorn (Jaguar) 82.19 m.p.h. 2nd: D. Hamilton (Jaguar). 3rd: I. Bueb (Jaguar). CLASS RESULTS: Over 3,000 c.c.—1st: J. M. Hawthorn (Jaguar) 82.19 m.p.h. 2,001-3,000 c.c.—1st: G. H. Grace (Riley) 76.23 m.p.h. 1,000-2,000 c.c.—1st: A. T. Foster (M.G. Magnette) 72.17 m.p.h. Up to 1,000 c.c.—1st: N. Cunningham-Reid (D.K.W.) 70 m.p.h. TEAM PRIZE: 1st: JAGUAR. Drivers: J. M. Hawthorn, D. Hamilton, I. Bueb.

500 c.c. RACE—15 LAPS

1st: S. Lewis-Evans (Beart-Cooper) 88.45 m.p.h. 2nd: J. Russell (Cooper). 3rd: D. Parker (Cooper).

May 3, 1958

DAILY EXPRESS TROPHY RACE—50 LAPS

1st: P. Collins (Ferrari) 101.82 m.p.h. 2nd: R. Salvadori (Cooper) 101.36 m.p.h. 3rd: M. Gregory (Maserati) 101.10 m.p.h.

SPORTS CAR RACES—25 LAPS EACH

Up to 1,500 c.c.

GENERAL CATEGORY: 1st: G. Hill (Lotus) 93.07 m.p.h. 2nd: A. Stacey (Lotus) 93.04 m.p.h. 3rd: K. Hall (Lotus) 90.02 m.p.h. CLASS RESULTS: 1,100-1,500 c.c.—1st: G. Hill (Lotus) 93.07 m.p.h. 2nd: T. March (Lotus) 90.58 m.p.h. 3rd: J. Young (Parson) 89.89 m.p.h. Up to 1,100 c.c.—1st: A. Stacey (Lotus) 93.04 m.p.h. 2nd: K. Hall (Lotus) 93.02 m.p.h. 3rd: J. Campbell-Jones (Lotus) 91.14 m.p.h. TEAM PRIZE: 1st: LOTUS. Drivers: G. Hill, K. Hall, A. Stacey.

Over 1,500 c.c.

GENERAL CATEGORY: 1st: M. Gregory (Lister-Jaguar) 99.54 m.p.h. 2nd: A. Scott-Brown (Lister-Jaguar) 98.51 m.p.h. 3rd: J. M. Hawthorn (Ferrari) 97.94 m.p.h. CLASS RESULTS: Over 3,000 c.c.—1st: M. Gregory (Lister-Jaguar) 99.54 m.p.h. 2nd: A. Scott-Brown (Lister-Jaguar) 98.51 m.p.h. 3rd: R. Salvadori (Aston Martin) 97.03 m.p.h. 1,500-3,000 c.c.—1st: J. M. Hawthorn (Ferrari) 97.94 m.p.h. 2nd: A. G. Whitehead (Aston Martin) 92.27 m.p.h. 3rd: J. Fairman (Jaguar) 91.04 m.p.h. TEAM PRIZE: LISTER-JAGUAR. Drivers: M. Gregory, P. Whitehead, F. Rouselle.

TOURING CAR RACE—20 LAPS

GENERAL CATEGORY: 1st: J. M. Hawthorn (Jaguar) 84.22 m.p.h. 2nd: T. Sopwith (Jaguar) 84.19 m.p.h. 3rd: R. Flockhart (Jaguar) 80.44 m.p.h. CLASS RESULTS: Over 3,000 c.c.—1st: J. M. Hawthorn (Jaguar) 84.22 m.p.h. 2nd: T. Sopwith (Jaguar) 84.19 m.p.h. 3rd: R. Flockhart (Jaguar) 80.44 m.p.h. 2,000-3,000 c.c.—1st: J. M. Uren (Ford) 75.77 m.p.h. 2nd: J. Sears (Austin) 75.65 m.p.h. 3rd: D. G. Scott (Ford) 73.86 m.p.h. 1,100-1,500 c.c.—1st: L. Leston (Riley) 74.68 m.p.h. 2nd: G. H. Grace (Riley) 74.29 m.p.h. 3rd: T. Bridger (Borgward) 74.25 m.p.h. Up to 1,100 c.c.—1st: G. Hill (Austin) 71.31 m.p.h. 2nd: J. M. Sparrowe (D.K.W.) 70.50 m.p.h. 3rd: R. F. Gerard (Austin) 69.72 m.p.h.

500 c.c. RACE—15 LAPS

1st: J. Russell (Cooper) 89.70 m.p.h. 2nd: D. Parker (Cooper) 87.91 m.p.h. 3rd: D. Truman (Cooper) 84.65 m.p.h.

May 2, 1959

THE DAILY EXPRESS TROPHY RACE—50 LAPS

1st: J. Brabham (Cooper) 102.73 m.p.h. 2nd: R. Salvadori (Aston Martin) 102.38 m.p.h. 3rd: R. Flockhart (B.R.M.) 102.24 m.p.h.

Up to 1,500 c.c.

1st: P. Ashdown (Lola) 93.69 m.p.h. 2nd: M. Taylor (Lola) 92.74 m.p.h. 3rd: T. Dickson (Elva) 91.61 m.p.h.

Over 1,100 c.c.

GENERAL CATEGORY: 1st: R. Salvadori (Cooper-Maserati) 98.40 m.p.h. 2nd: S. Moss (Aston Martin) 98.23 m.p.h. 3rd: I. Bueb (Lister-Jaguar) 96.77 m.p.h. CLASS RESULTS: 2,000-3,000 c.c.—1st: R. Salvadori (Cooper-Maserati) 98.40 m.p.h. 2nd: S. Moss (Aston Martin) 98.23 m.p.h. 3rd: I. Bueb (Lister-Jaguar) 96.77 m.p.h. 1,100-2,000 c.c.—1st: J. Brabham (Cooper) 95.44 m.p.h. 2nd: D. Graham (Lotus) 88.21 m.p.h. 3rd: E. G. Greenall (Lotus) 86.85 m.p.h.

TOURING CAR RACE—12 LAPS

GENERAL CATEGORY: 1st: I. Bueb (Jaguar) 86.57 m.p.h. 2nd: R. Salvadori (Jaguar) 86.29 m.p.h. 3rd: G. Baillie (Jaguar) 85.88 m.p.h. CLASS RESULTS: Over 2,600 c.c.—1st: I. Bueb (Jaguar) 86.57 m.p.h. 2nd: R. Salvadori (Jaguar) 86.29 m.p.h. 3rd: G. Baillie (Jaguar) 85.88 m.p.h. 1,600 c.c.—2,600 c.c.—1st: P. Blond (Jaguar) 82.42 m.p.h. 2nd: Uren (Ford) 78.60 m.p.h. 3rd: D. Shale (Ford) 75.62 m.p.h. 1,100 c.c.—1,600 c.c.—1st: G. Anderson (Volvo) 77.54 m.p.h. 2nd: G. Bengston (Volvo) 77.31 m.p.h. 3rd: L. Leston (Riley) 77.28 m.p.h. Up to 1,000 c.c.—1st: G. Shepherd (Austin) 75.65 m.p.h. 2nd: J. Sprinzel (Austin) 73.86 m.p.h. 3rd: T. Fry (Austin) 71.45 m.p.h. TEAM PRIZE: JAGUAR. Drivers: I. Bueb, R. Salvadori, G. Baillie.

St John Horsfall



the Classic Club day at Silverstone Sat. May 22

Events include:- The 'Matchbox' Vintage and Venerable Handicap. The 'Monte Cristo Cup' for Sports and G.T. Cars over 1500 cc. The 'Britax' Trophy for Saloon Cars. The 'Small Car' Trophy for Sports and G.T. Cars up to 1500 cc. The 'Onyx' Trophy for Formule Libre Racing Cars. The 'Glover' Speed Trials, and supporting races.

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GRAND TOURING RACE—12 LAPS

GENERAL CATEGORY: 1st: S. Moss (Aston Martin) 86-94 m.p.h. 2nd: R. Salvadori (Jaguar) 85-95 m.p.h. 3rd: C. Chapman (Lotus) 85-42 m.p.h. CLASS RESULTS: *Over 2,600 c.c.*—1st: S. Moss (Aston Martin) 86-94 m.p.h. 2nd: R. Salvadori (Jaguar) 86-95 m.p.h. 3rd: J. G. Sears (Austin-Healey) 84-72 m.p.h. *1,600-2,600 c.c.*—1st: C. J. Lawrence (Morgan) 82-44 m.p.h. 2nd: R. North (Triumph) 80-70 m.p.h. 3rd: A. G. W. Belcher (Morgan) 78-21 m.p.h. *1,300 c.c.*—1st: R. F. Bloxham (M.G.) 81-01 m.p.h. 2nd: A. T. Foster (M.G.) 80-98 m.p.h. 3rd: J. Bekaert (M.G.) 80-00 m.p.h. *Up to 1,300 c.c.*—1st: C. Chapman (Lotus) 85-42 m.p.h. 2nd: J. H. D. Whitmore (Lotus) 85-56 m.p.h. 3rd: J. Lawry (Lotus) 82-90 m.p.h. TEAM PRIZE: LOTUS. Drivers: C. Chapman, J. H. D. Whitmore, J. Lawry.

May 14, 1960

THE DAILY EXPRESS TROPHY RACE—50 LAPS

1st: I. Ireland (Lotus) 108-82 m.p.h. 2nd: J. Brabham (Cooper) 108-79 m.p.h. 3rd: G. Hill (B.R.M.) 107-22 m.p.h.

SPORTS CAR RACES—25 LAPS EACH

Unlimited Sports Car Race

1st: R. Salvadori (Cooper) 100-73 m.p.h. 2nd: T. Dickson (Lotus) 97-97 m.p.h. 3rd: B. Naylor (Cooper-Maserati) 97-43 m.p.h.

1,500 c.c. Sports Car Race

GENERAL CATEGORY: 1st: P. Ashdown (Lola) 95-17 m.p.h. 2nd: A. B. Rees (Lola) 93-68 m.p.h. 3rd: G. H. Breakell (Lotus) 93-54 m.p.h. CLASS RESULTS: *Up to 1,100 c.c.*—P. Ashdown (Lola) 95-17 m.p.h. 2nd: A. B. Rees (Lola) 93-68 m.p.h. 3rd: G. Eden (Lotus) 91-22 m.p.h. *Over 1,100 c.c.*—1st: G. H. Breakell (Lotus) 93-54 m.p.h. 2nd: R. C. Kerrison (Lotus) 89-49 m.p.h. 3rd: C. Summers 87-37 m.p.h.

TOURING CAR RACE—12 LAPS

GENERAL CATEGORY: 1st: R. Salvadori (Jaguar) 87-55 m.p.h. 2nd: S. Moss (Jaguar) 87-33 m.p.h. 3rd: G. Hill (Jaguar) 86-73 m.p.h. CLASS RESULTS: *Over 3,000 c.c.*—1st: R. Salvadori (Jaguar) 87-55 m.p.h. 2nd: S. Moss (Jaguar) 87-33 m.p.h. 3rd: G. Hill (Jaguar) 86-73 m.p.h. *1,600-3,000 c.c.*—1st: J. M. Uren (Ford) 75-09 m.p.h. 2nd: C. J. R. Willment (Ford) 74-53 m.p.h. 3rd: D. B. Haynes (Ford) 74-01 m.p.h. *1,000-1,600 c.c.*—1st: L. Leston (Volvo) 77-79 m.p.h. 2nd: W. B. Blydenstein (Borgward) 77-66 m.p.h. 3rd: G. Bengston (Volvo) 77-40 m.p.h. *Up to 1,000 c.c.*—1st: S. Isaacson (Auto-Union) 73-69 m.p.h. 2nd: G. C. Shepherd (Austin) 73-30 m.p.h. 3rd: R. Aley (Morris) 72-99 m.p.h.

FORMULA JUNIOR RACE—25 LAPS

1st: J. Clark (Lotus-Ford) 95-75 m.p.h. 2nd: J. Surtees (Cooper-Aston) 95-56 m.p.h. 3rd: M. McKee (Lotus-Ford) 94-15 m.p.h.

May 6, 1961

THE DAILY EXPRESS TROPHY RACE—82 LAPS

1st: S. Moss (Cooper) 87-09 m.p.h. 2nd: J. Brabham (Cooper) 85-35 m.p.h. 3rd: R. Salvadori (Cooper) 84-35 m.p.h.

SPORTS CAR RACE—25 LAPS

1st: S. Moss (Lotus) 102-36 m.p.h. 2nd: R. Salvadori (Cooper) 102-19 m.p.h. 3rd: C. Allison (Lotus) 101-96 m.p.h. CLASS RESULTS: *Over 3,000 c.c.*—1st: M. Salmon (Jaguar) 94-58 m.p.h. 2nd: J. Wober (Jaguar) 90-86 m.p.h. 3rd: G. Lee (Lister-Jaguar) 89-42 m.p.h. *1,500-3,000 c.c.*—1st: S. Moss (Lotus) 102-36 m.p.h. 2nd: R. Salvadori (Cooper) 102-19 m.p.h. 3rd: C. Allison (Lotus) 101-96 m.p.h. *Up to 1,500 c.c.*—1st: H. Taylor (Lotus) 95-39 m.p.h. 2nd: J. Bekaert (Lola) 91-75 m.p.h. 3rd: C. Kerrison (Lola) 91-70 m.p.h.

TOURING CAR RACE—12 LAPS

GENERAL CATEGORY: 1st: G. Hill (Jaguar) 89-54 m.p.h. 2nd: M. Parkes (Jaguar) 89-02 m.p.h. 3rd: B. McLaren (Jaguar) 87-55 m.p.h. CLASS RESULTS: *Over 3,000 c.c.*—1st: G. Hill (Jaguar) 89-54 m.p.h. 2nd: M. Parkes (Jaguar) 89-02 m.p.h. 3rd: B. McLaren (Jaguar) 87-55 m.p.h. *1,000-2,000 c.c.*—1st: P. Harper (Sunbeam) 81-27 m.p.h. 2nd: A. Hutcheson (Riley) 79-16 m.p.h. 3rd: Cuff-Miller (Sunbeam) 76-03 m.p.h. *Up to 1,000 c.c.*—1st: B. Aston (Morris) 75-40 m.p.h. 2nd: J. Whitmore (Austin) 75-38 m.p.h. 3rd: J. Aley (Morris) 75-05 m.p.h.

FORMULA JUNIOR RACE—25 LAPS

1st: J. Russell (Lotus-Ford) 99-56 m.p.h. 2nd: T. Marsh (Lotus-Ford) 99-35 m.p.h. 3rd: A. Maggs (Cooper-Austin) 99-22 m.p.h.

HISTORIC CAR RACE—12 LAPS

1st: D. Margulies (Maserati) 69-75 m.p.h. 2nd: D. Hull (E.R.A.) 69-60 m.p.h. 3rd: Hon. P. Lindsay (E.R.A.) 69-55 m.p.h.

May 12, 1962

THE DAILY EXPRESS TROPHY RACE—52 LAPS

1st: G. Hill (B.R.M.) 99-73 m.p.h. 2nd: J. Clark (Lotus) 99-73 m.p.h. 3rd: J. Surtees (Lola) 97-66 m.p.h.

SPORTS CAR RACE—12 LAPS

1st: I. Ireland (Lotus) 86-44 m.p.h. 2nd: J. Blumer (Cooper) 86-43 m.p.h. 3rd: P. H. Sutcliffe (Jaguar) 84-21 m.p.h. CLASS RESULTS: *Over 2,000 c.c.*—1st: I. Ireland (Lotus) 86-44 m.p.h. 2nd: P. H. Sutcliffe (Jaguar) 84-21 m.p.h. 3rd: J. O. Coundley (Lister-Jaguar) 82-14 m.p.h. *Up to 2,000 c.c.*—J. Blumer (Cooper) 86-43 m.p.h. 2nd: M. G. D. Graham (Lotus) 81-91 m.p.h. 3rd: R. F. Pierpont (Lotus) 81-57 m.p.h.

TOURING CAR RACE—12 LAPS

1st: G. Hill (Jaguar) 85-87 m.p.h. 2nd: M. Parkes (Jaguar) 85-71 m.p.h. 3rd: J. Sears (Jaguar) 84-39 m.p.h. CLASS RESULTS: *Over 3,000 c.c.* as above, *2,000-3,000 c.c.*—1st: I. Ireland (Ford) 76-19 m.p.h. 2nd: M. Trintignant (Ford) 75-98 m.p.h. 3rd: D. B. Haynes (Ford) 74-98 m.p.h. *1,000-2,000 c.c.*—1st: P. Harper (Sunbeam) 78-05 m.p.h. 2nd: P. J. Pilsworth (Sunbeam) 76-43 m.p.h. 3rd: P. Jopp (Sunbeam) 75-48 m.p.h. *Up to 1,000 c.c.*—1st: J. Love (Mini-Cooper) 77-65 m.p.h. 2nd: Sir J. Whitmore (Mini-Cooper) 75-59 m.p.h. 3rd: M. H. Clare (Mini-Cooper) 75-28 m.p.h. *New Class Record*—J. Love (Mini-Cooper) 78-87 m.p.h.

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GRAND TOURING CAR RACE—25 LAPS

1st: M. Parkes (Ferrari) 99:39 m.p.h. 2nd: M. Gregory (Ferrari) 98:83 m.p.h. 3rd: G. Hill (Jaguar) 98:40 m.p.h. CLASS RESULTS: *Over 2,000 c.c.*—as above, *1,000-2,000 c.c.*—1st: T. Taylor (Lotus) 93:80 m.p.h. 2nd: Sir J. Whitmore (Lotus) 91:55 m.p.h. 3rd: L. Leston (Lotus) 91:28 m.p.h. *Up to 1,000 c.c.*—1st: S. J. C. Minoprio (Marcos) 82:59 m.p.h. 2nd: J. Seabrook (Turner) 81:97 m.p.h. 3rd: B. Bennett (Turner) 81:17 m.p.h. *Grand Touring Course Record:* M. Parkes (Ferrari) 102:10 m.p.h.

FORMULA JUNIOR RACE—25 LAPS

1st: P. Arundell (Lotus-Ford) 89:09 m.p.h. 2nd: A. Maggs (Cooper-Austin) 88:91 m.p.h. 3rd: W. Bradley (Cooper-Ford) 88:35 m.p.h.

May 11, 1963

THE DAILY EXPRESS TROPHY RACE—52 LAPS

1st: J. Clark (Lotus Climax) 108:12 m.p.h. 2nd: B. McLaren (Cooper Climax) 107:60 m.p.h. 3rd: T. Taylor (Lotus Climax) 107:40 m.p.h.

SPORTS CAR RACE—12 LAPS

1st: R. Salvadori (Cooper) 106:20 m.p.h. 2nd: I. Ireland (Lotus) 106:00 m.p.h. 3rd: M. Beckwith (Lotus) 101:53 m.p.h. CLASS RESULTS: *Up to 1,150 c.c.*—1st: P. Hawkins (Lotus) 96:41 m.p.h. 2nd: C. Williams (Lotus) 93:82 m.p.h. 3rd: J. Romanes (Lotus) 93:22 m.p.h. *Over 1,150 c.c. up to 2,000 c.c.*—1st: M. Beckwith (Lotus) 101:53 m.p.h. 2nd: W. Moss (Elva) 100:53 m.p.h. 3rd: A. Hegbourne (Lotus) 100:85 m.p.h. *Over 2,000 c.c.*—R. Salvadori (Cooper) 106:20 m.p.h. 2nd: I. Ireland (Lotus) 106:00 m.p.h. 3rd: J. Coundley (Lotus) 99:30 m.p.h.

TOURING CAR RACE—12 LAPS

1st: J. Sears (Ford) 91:77 m.p.h. 2nd: R. Salvadori (Jaguar) 90:38 m.p.h. 3rd: P. Dodd (Jaguar) 88:10 m.p.h. CLASS RESULTS: *Up to 1,300 c.c.*—1st: Sir J. Whitmore (Austin) 85:81 m.p.h. 2nd: P. Hopkirk (Morris) 85:16 m.p.h. 3rd: J. D. Lewis (Morris) 80:86 m.p.h. *Over 1,300 c.c. up to 2,000 c.c.*—1st: J. Blumer (Ford) 85:61 m.p.h. 2nd: D. B. Haynes (Ford) 84:59 m.p.h. 3rd: A. S. Hutcheson (Riley) 83:90 m.p.h. *Over 3,000 c.c.*—1st: J. Sears (Ford) 91:77 m.p.h. 2nd: R. Salvadori (Jaguar) 90:38 m.p.h. 3rd: P. D. Dodd (Jaguar) 88:10 m.p.h.

GRAND TOURING CAR RACE—25 LAPS

1st: G. Hill (Jaguar) 101:02 m.p.h. 2nd: R. Salvadori (Jaguar) 99:99 m.p.h. 3rd: E. H. Protheroe (Jaguar) 96:22 m.p.h. CLASS RESULTS: *Up to 1,150 c.c.*—1st: A. Banks (Turner) 88:84 m.p.h. 2nd: C. McLaren (Marcos) 88:60 m.p.h. 3rd: A. T. Foster (M.G.) 87:09 m.p.h. *Over 1,150 c.c. up to 1,600 c.c.*—1st: T. Taylor (Lotus) 94:05 m.p.h. 2nd: D. Hobbs (Lotus) 93:70 m.p.h. 3rd: G. A. Warner (Lotus) 91:07 m.p.h. *Over 1,600 c.c. up to 2,500 c.c.*—1st: A. S. Hutcheson (M.G.) 87:25 m.p.h. 2nd: N. H. Dangerfield (Triumph) 86:30 m.p.h. *Over 2,500 c.c.* See overall result.

FORMULA JUNIOR RACE—25 LAPS

1st: D. Hulme (Repc-Brabham) 103:48 m.p.h. 2nd: D. Hobbs (Lola) 103:45 m.p.h. 3rd: P. Hawkins (Brabham) 102:99 m.p.h.

May 11, 1964

DAILY EXPRESS TROPHY RACE—52 LAPS

1st: J. Brabham (Brabham-Climax) 110:35 m.p.h. 2nd: G. Hill (B.R.M.) 110:35 m.p.h. 3rd: P. Arundell (Lotus-B.R.M.) 108:41 m.p.h. Fastest lap and F.I. record: J. Brabham (Brabham-Climax) 112:58 m.p.h.

SPORTS CAR RACE—25 LAPS

1st: B. McLaren (Cooper) 98:96 m.p.h. 2nd: R. Salvadori (Cooper-Maserati) 97:85 m.p.h. 3rd: J. Coundley (Lotus) 95:01 m.p.h. CLASS RESULTS: *Up to 1,150 c.c.*—1st: J. Hine (Lotus) 90:73 m.p.h. 2nd: P. Hawkins (Lotus) 89:90 m.p.h. 3rd: D. Prophet (Lotus) 88:12 m.p.h. *Over 1,150 c.c. and up to 2,000 c.c.*—1st: J. Sutton (Lotus) 94:28 m.p.h. 2nd: R. Nathan (Brabham) 93:15 m.p.h. 3rd: C. M. M. Williams (Lotus) 92:21 m.p.h. *Over 2,000 c.c. and up to 3,000 c.c.*—1st: B. McLaren (Cooper) 98:96 m.p.h. 2nd: J. Coundley (Lotus) 95:01 m.p.h. 3rd: H. Dibley (Brabham) 90:11 m.p.h. *Over 3,000 c.c.* 1st: R. Salvadori (Cooper-Maserati) 97:85 m.p.h. 2nd: J. Stewart (Tojeiro) 92:26 m.p.h.

PRODUCTION TOURING CAR RACE—12 LAPS

1st: J. Sears (Ford) 94:62 m.p.h. 2nd: D. Gurney (Ford) 92:81 m.p.h. 3rd: J. Clark (Ford) 92:66 m.p.h. CLASS RESULTS: *Up to 1,300 c.c.*—1st: P. Hopkirk (Austin) 86:47 m.p.h. 2nd: J. Fitzpatrick (Morris) 86:46 m.p.h. 3rd: A. R. Slotemaker (Austin) 86:45 m.p.h. *Over 1,300 c.c. up to 2,000 c.c.*—1st: J. Clark (Ford) 92:66 m.p.h. 2nd: P. Arundell (Ford) 90:72 m.p.h. 3rd: R. Olthoff (Ford) 88:88 m.p.h. *Over 2,000 c.c. up to 5,000 c.c.*—1st: B. McLaren (Jaguar) 87:97 m.p.h. 2nd: J. M. Sparrow (Jaguar) 87:74 m.p.h. 3rd: K. Wilson (Jaguar) 78:66 m.p.h. *Over 5,000 c.c.*—1st: J. Sears (Ford) 94:62 m.p.h. 2nd: D. Gurney (Ford) 92:81 m.p.h. 3rd: Sir Gawaine Baillie (Ford) 91:67 m.p.h.

GRAND TOURING CAR RACE—25 LAPS

1st: G. Hill (Ferrari) 92:63 m.p.h. 2nd: M. Salmon (Aston Martin) 92:11 m.p.h. 3rd: J. Sears (A.C.) 91:46 m.p.h. CLASS RESULTS: *Up to 1,150 c.c.*—1st: A. Hedges (M.G.) 81:68 m.p.h. 2nd: J. Mackay (Lotus) 80:18 m.p.h. 3rd: R. T. Nash (Marcos) 79:82 m.p.h. *1,500 c.c. to 1,600 c.c.*—1st: J. Clark (Lotus) 89:42 m.p.h. 2nd: P. Arundell (Lotus) 88:41 m.p.h. 3rd: J. Stewart (Lotus) 87:17 m.p.h. *1,600 to 2,500 c.c.*—1st: I. Ireland (Porsche) 89:45 m.p.h. 2nd: J. R. Stoop (Porsche) 86:55 m.p.h. 3rd: J. G. Sharp (M.G.) 82:34 m.p.h. *Over 2,500 c.c.*—1st: G. Hill (Ferrari) 92:63 m.p.h. 2nd: M. Salmon (Aston Martin) 92:11 m.p.h. 3rd: J. Sears (A.C.) 91:46 m.p.h.

INTERNATIONAL FORMULA III RACE—25 LAPS

1st: J. Stewart (Cooper-B.M.C.) 98:07 m.p.h. 2nd: W. Banks (Cooper-B.M.C.) 97:71 m.p.h. 3rd: J. F. Cardwell (Brabham-Ford) 97:35 m.p.h.

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1965 Silverstone Meetings

Not all spectators are aware that during the season there are no less than twenty-six meetings at Silverstone. To assist enthusiasts to enjoy many happy days motor, and motor cycle, racing the 1965 Silverstone Calendar is shown below.

★ British Automobile Racing Club ('200')	I	20th March	
V.S.C.C. (Pomeroy)...	C	27th March	
B.M.C.R.C.	C	10th April	
		17th April	
Nottingham Sports Car Club ...	R	19th April	Easter Monday
V.S.S.C.	C	24th April	
Maidstone & Mid Kent Motor Club ...	N.B.	1st May	
750 M.C.	R	8th May	
★ B.R.D.C. (Trophy) ...	I	15th May	
A.M.O.C.	R	22nd May	
M.G. Car Club ...	R	29th May	
Eight Clubs ...	C	5th June	
Nottingham Sports Car Club ...	N.B.	7th June	Whit Monday
B.M.C.R.C.	C	12th June	
British Automobile Racing Club ...	C	19th June	
Midland Motoring Enthusiasts' Club ...	R	16th June	
M.C.C.	C	3rd July	
★ British Grand Prix of the R.A.C. ...	I	10th July	
		17th July	
★ A.M.O.C. (Martini) ...	N.O.	24th July	
V.S.C.C.	C	31st July	
750 M.C. (Relay) ...	N.B.	7th August	
★ B.M.C.R.C. (Hutch) ...	I	14th August	
Bentley Drivers' Club ...	R	21st August	
Jaguar Drivers' Club ...	N.B.	28th August	
Nottingham Sports Car Club ...	R	30th August	Bank holiday
S.U.N.B.A.C.	R	4th September	
Peterborough Motor Club ...	R	11th September	
North Staffs Motor Club ...	R	18th September	
★ B.M.C.R.C.	C	25th September	
★ B.R.D.C. (Clubmen's Championship) ...	R	2nd October	
British Automobile Racing Club ...	C	9th October	

★ = G. P. Circuit
 C = Club
 R = Restricted
 N.B. = National British
 N.O. = National Open
 I = International

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