



SILVERSTONE

14th MAY 1966

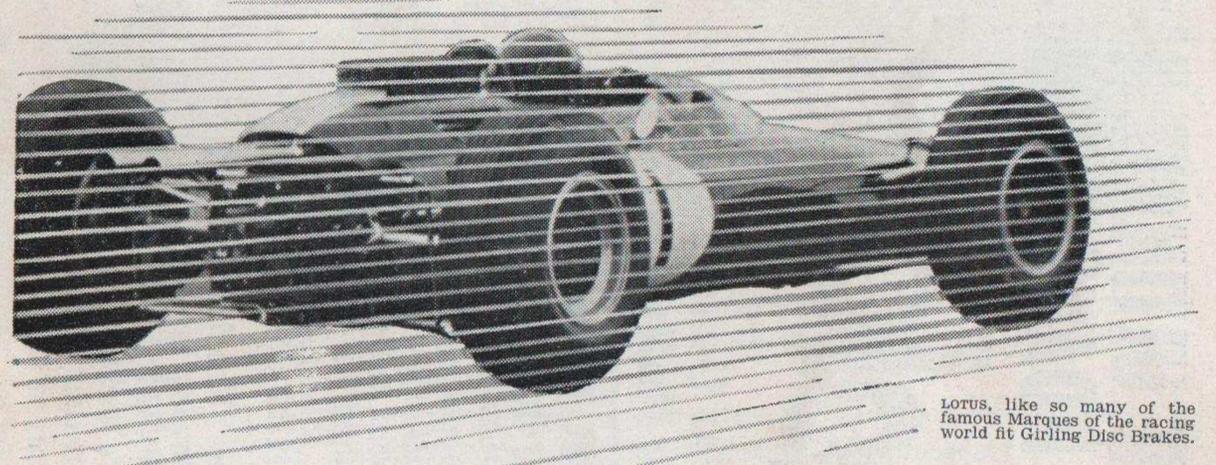


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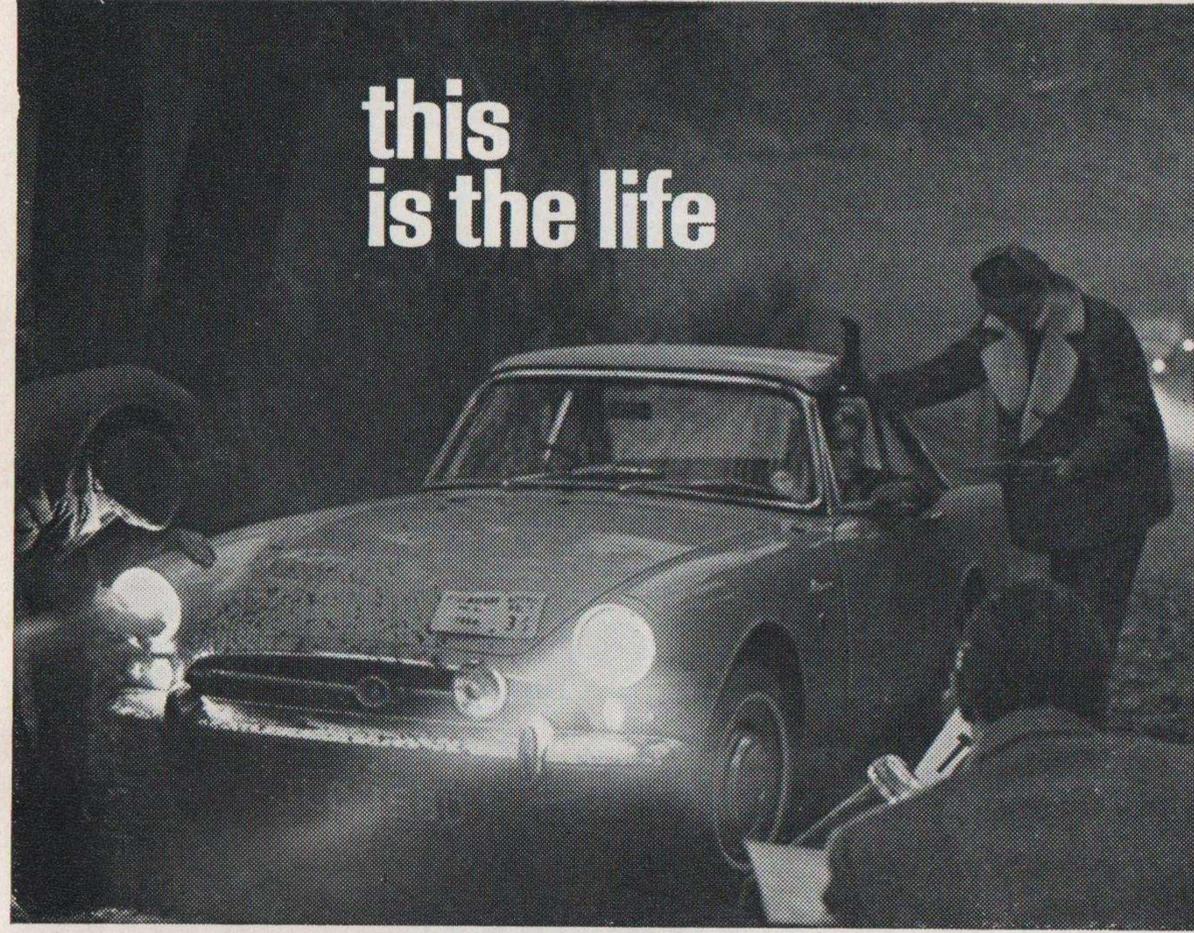
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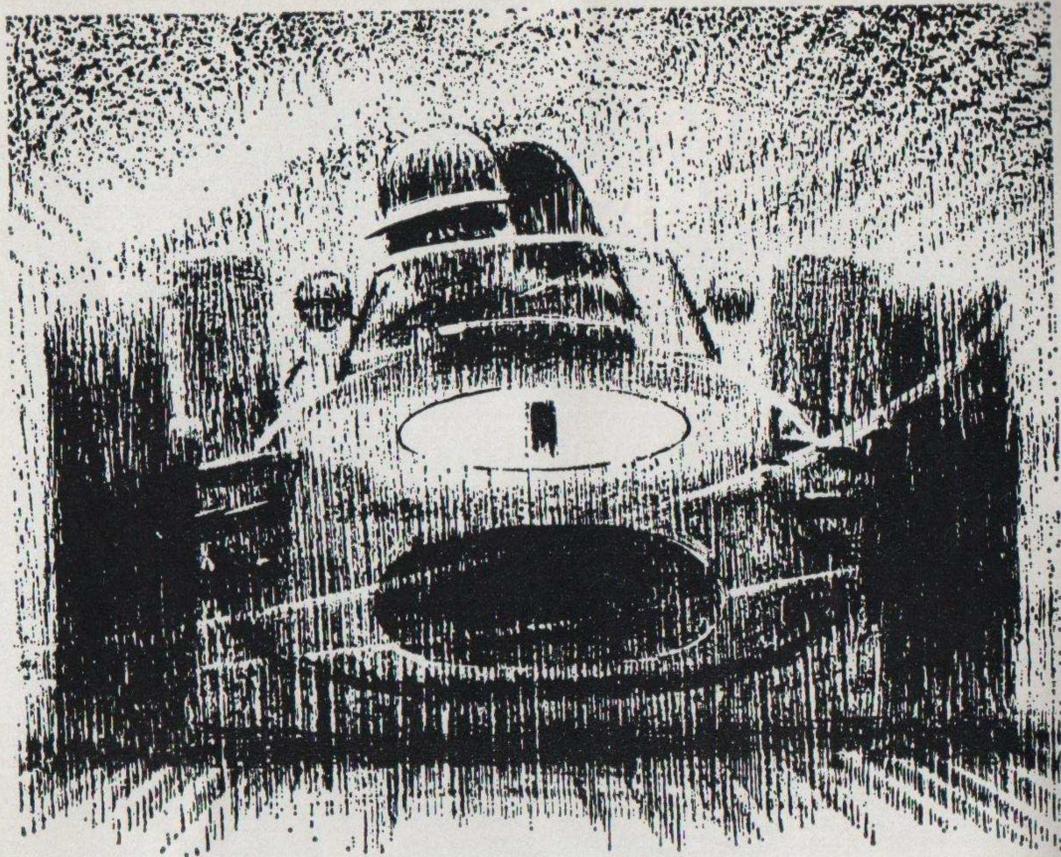
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18th INTERNATIONAL
TROPHY
MEETING

Organised by the
BRITISH RACING DRIVERS' CLUB

In association with the
DAILY EXPRESS

Saturday 14th May, 1966

SILVERSTONE

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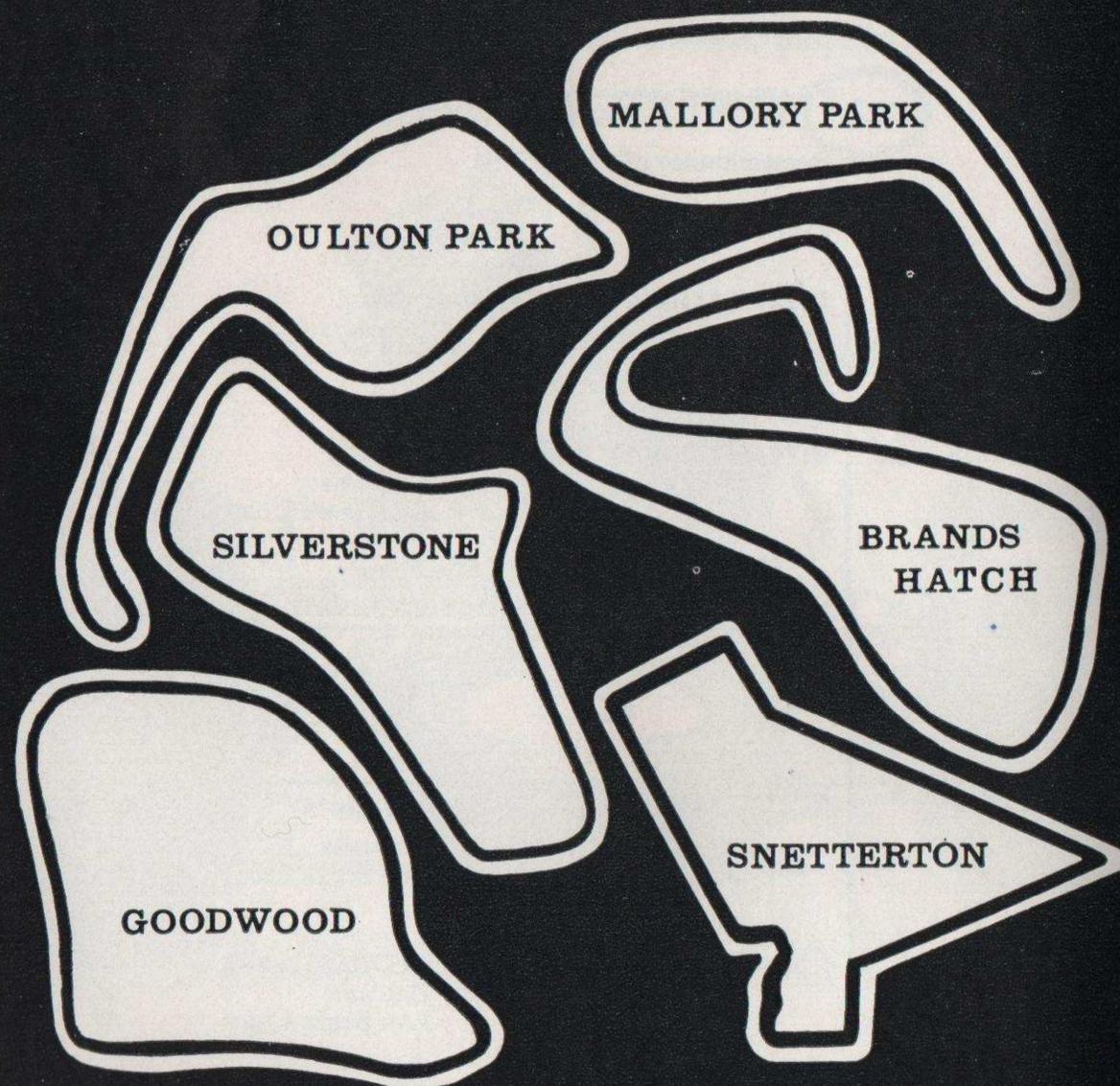
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Foreword

THE HON. GERALD LASCELLES

President of the British Racing Drivers' Club

THE Commission Sportif, the International body delegated by the F.I.A. to dictate, or should I say, decide the controlling factors in all Formulae and other motor racing throughout the world, saw fit in 1966 to make a year of change. They have halted the trend towards reduced power units, which had, in its turn, forced constructors to design single-seater cars of ever decreasing size with maximum concentration on road holding improvements. The new Formula 1 admits cars up to three litre engine capacity, which poses designers a new set of problems, in that the best drivers will be able to prove themselves very much faster than the rest of the field, provided that their cars can harness the great reserves of power to the road surface.

Today the B.R.D.C. is proud to present the first race in Britain run under the new Formula 1. It is also the curtain-raiser to the World's Championship series which opens next weekend in Monte Carlo. Because many of the cars appearing today will be required to perform again in eight days' time, some 750 miles away, we have deliberately kept the distance of the "Daily Express" Trophy to 100 miles, matching this with the same distance for both the sports and saloon car races. Both these categories of car have had longer proving time on the circuits, and the increased distances should permit teams and drivers to employ a greater measure of tactics than usual.

Much has been written and talked in recent months about the safety of circuits, related to the introduction of both single-seater and sports cars with higher power-weight ratios. My Club is fully conscious of its responsibilities in this respect, both towards the spectators and the contestants, and we have made an elaborate review in collaboration with the R.A.C. of all such factors, in preparing for the 1966 season.

Finally, in wishing all competitors and spectators a happy and interesting day's racing at Silverstone, I want to add a word of thanks to the vast number of people without whom a meeting of this size could not be presented. They include our long-standing associates, the "Daily Express", and the three hundred voluntary helpers, embracing doctors, first-aid men and women, firemen and marshals.

Gerald Lascelles

OFFICIALS

of the Meeting

This Meeting is held under the International Sporting Code of the Federation 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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PRESS SECRETARY: Anthony Salmon.

PUBLIC RELATIONS: Tim Odhams, John Taylor.

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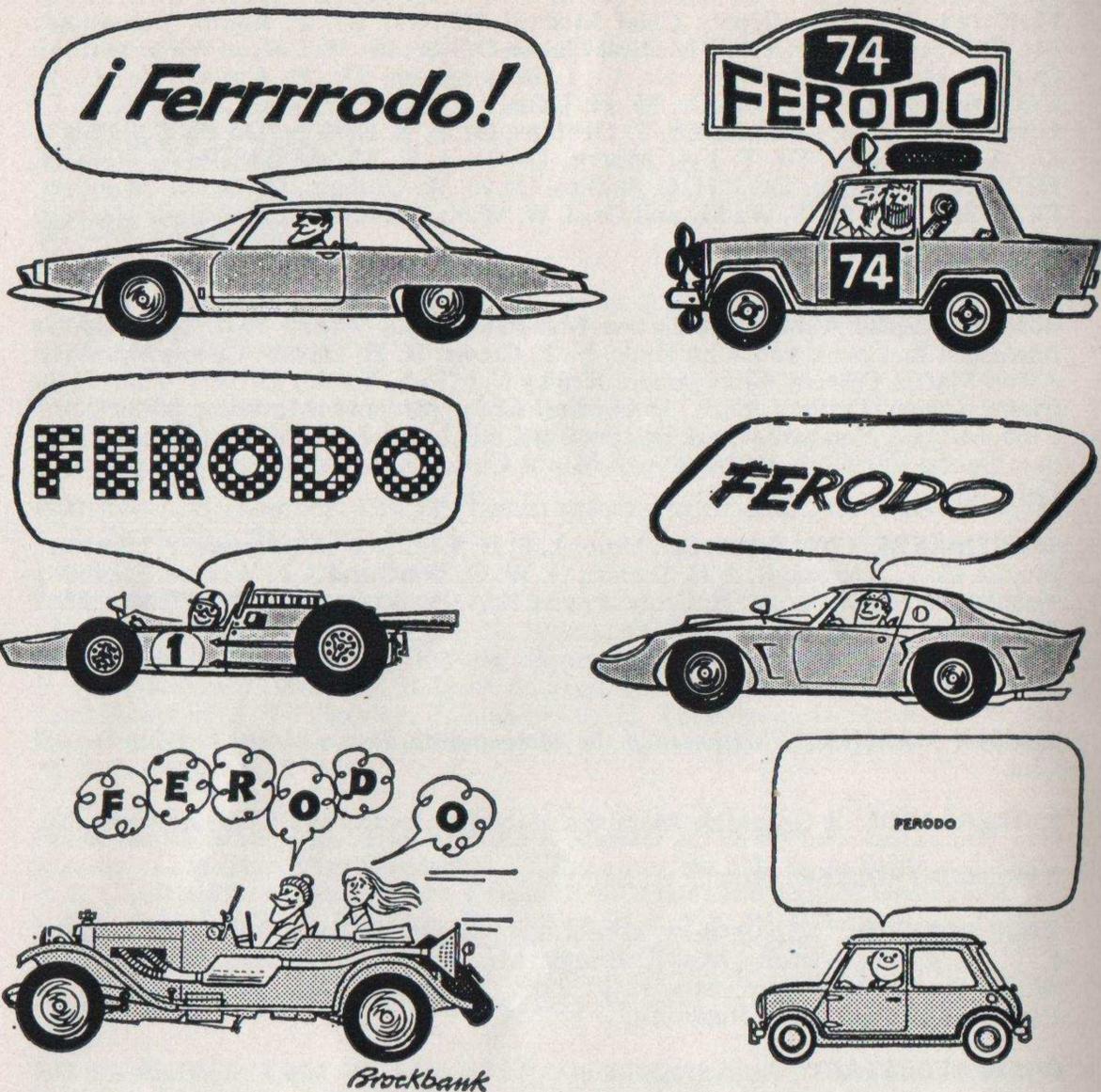
FIRE PROTECTION: Divisional Officer C. A. R. Howard and Units of the Northamptonshire Fire Brigade. **Officers of the Birmingham Fire Brigades' Association.**

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2nd £350. 3rd £125. 4th £80. 5th £50. 6th £40. 7th £30.
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To the Entrant of the car recording the highest average speed:

A B.R.D.C. Trophy
1st £100. 2nd £75. 3rd £50. 4th £20. 5th £10.

A special award for prototypes.

International Saloon Car Race

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

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

1st £50. 2nd £25. 3rd £10.

Radio London Trophy for Formula III Cars

To the Entrant of the car finishing:

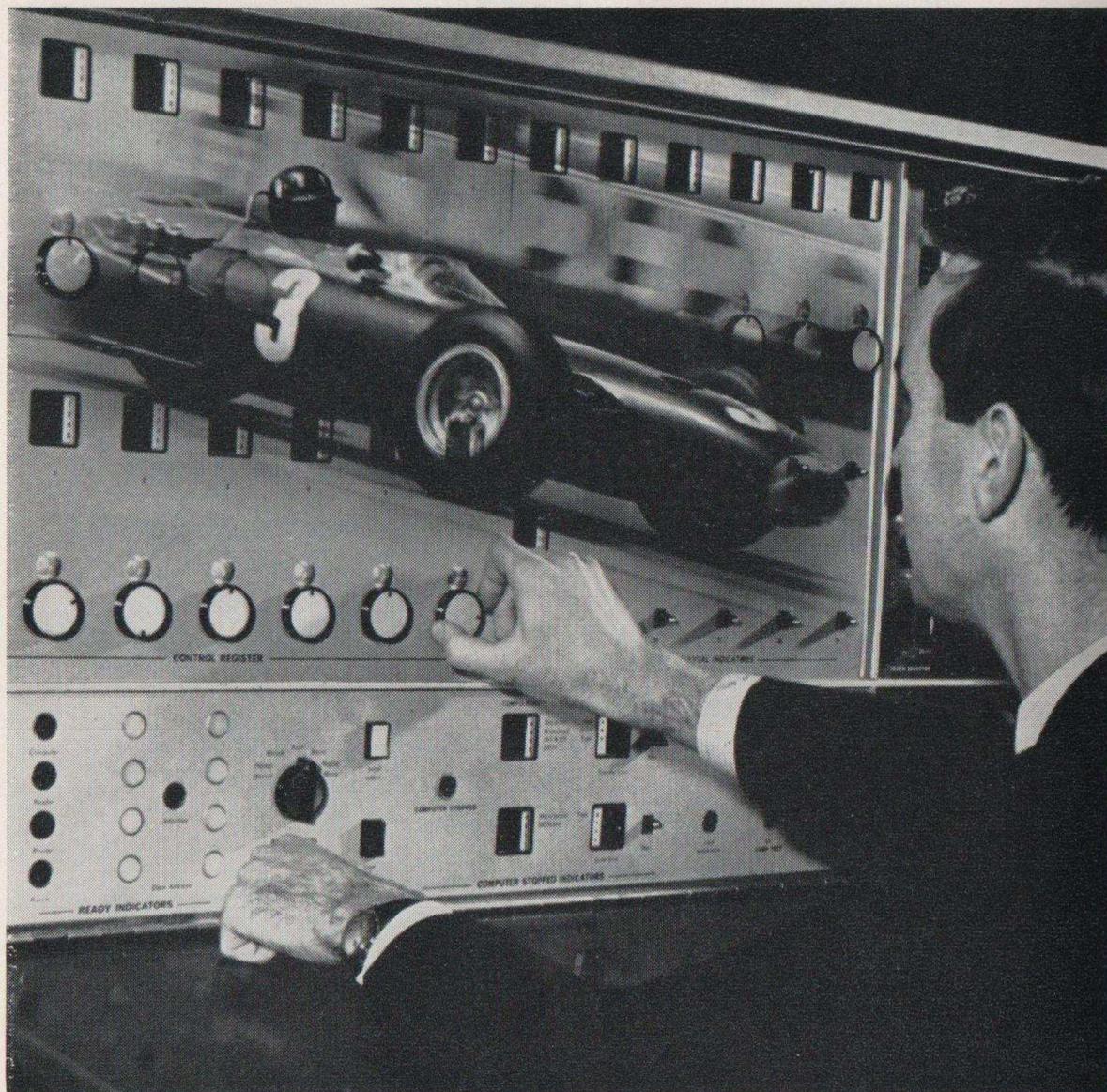
1st Radio London Trophy and £100
2nd £75. 3rd £50. 4th £25. 5th £15. 6th £5.

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18th B.R.D.C. DAILY EXPRESS TROPHY RACE

BASIL CARDEW *of the Daily Express*

It is fitting that the first great battle royal between the new three-litre Grand Prix cars should take place in the International Daily Express Trophy Race at Silverstone today.

For Silverstone is not only the fastest race circuit in Britain: it was here that a sparkling combination first put big-time motor racing on the map after World War II.

That combination came about when the Daily Express decided to sponsor a meeting of the British Racing Drivers' Club 17 years ago.

It started when Mr. Tom Blackburn, now chairman of Beaverbrook Newspapers, had the brilliant idea that a new standard should be set in the way a meeting should be put on.

He had been approached by Mr. Desmond Scannell, then Secretary of the BRDC, and it was decided that nothing should be spared in staging that first International Daily Express Trophy Meeting in August, 1949. Everything was to be the best—the racing, the drivers and the all-round day's entertainment.

At that time foreign drivers monopolised the sport—giants like Alberto Ascari, Guiseppe Farina, Luigi Villorosi and a host of others.

That initial meeting was a sell-out. The assessment of the people's needs and interests was right and the crowds rolled in from all over the country. Close on 100,000 spectators fringed the 3-mile Silverstone Circuit and this magnificent success story has been repeated at every Trophy meeting held since then.

The series brought to the fore our own drivers with the result that they have now ruled supreme on the race-tracks of the world for more than 12 years.

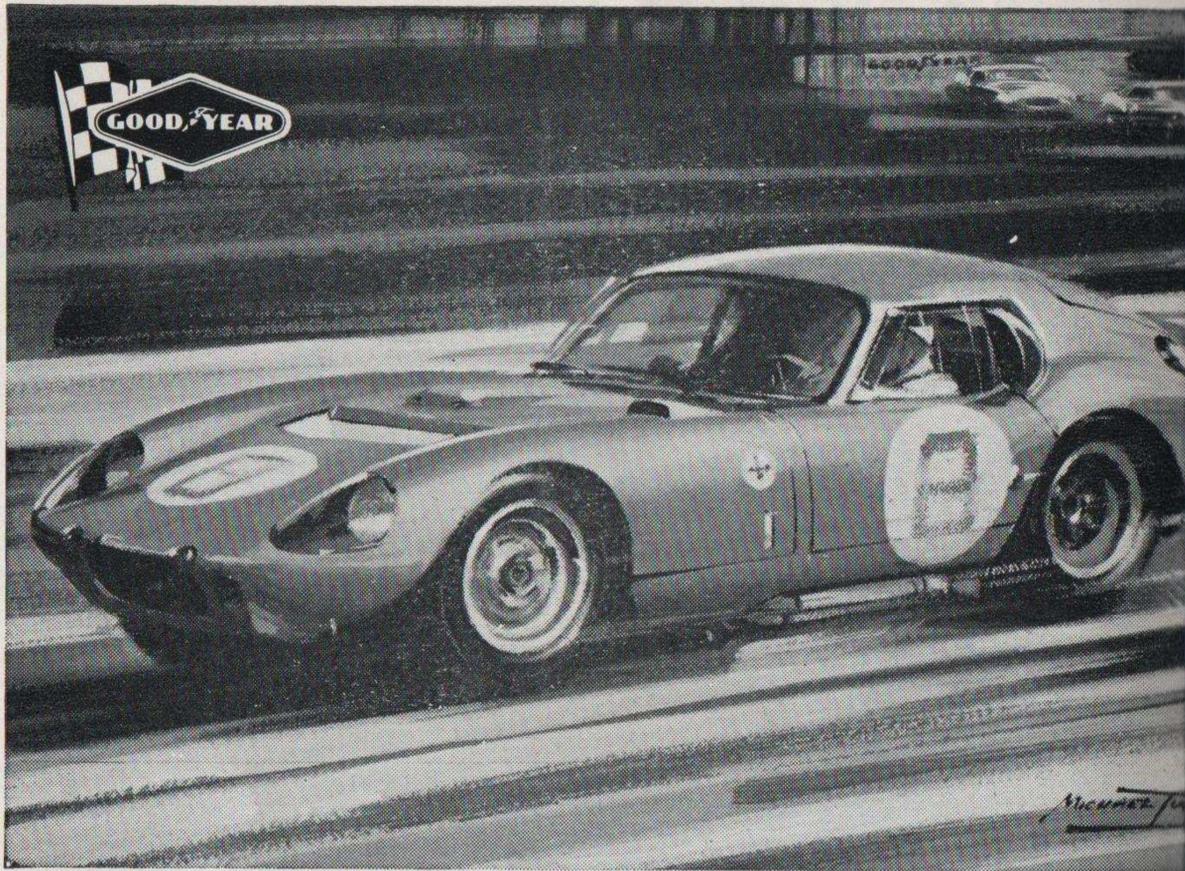
And it is not difficult to assess how far the decision of the Daily Express has influenced the dramatic rise in popularity of motor sport.

Compared with those lean days of 17 years ago, other national newspapers are now anxious to take up car racing sponsorship. This the Daily Express welcomes as it provides stimulation for the sport and helps the efforts of the newspaper and the Club. These efforts have been carefully planned and designed over the years to serve their three-fold purpose. They are to:

Provide a spirit of adventure that will appeal to the younger people of our nation.

Promote the best forms of motor-racing that will improve the breed of British drivers and British cars and—

At all times encourage innovations for the enjoyment of all who are interested in motor-racing.



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1st BIG ONES! 1st

World G.T. Championship!

A great win! Shelby American Cobras—fitted with Goodyear tyres—won the World G.T. Championship. Congratulations. Practically every G.T. race in 1965 was won on Goodyear tyres—and the championship—proof positive of Goodyear performance.

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European Touring Car Championship!

A brilliant victory for Sir John Whitmore in the European Touring Car Championship. Driving an Alan Mann-prepared Ford Cortina Lotus—equipped with Goodyear tyres—he consistently beat Europe's best. Congratulations.

I suggest that today's programme marks the culmination of these efforts for not only is the Trophy Race unique in staging for the first time the struggle between the new and bigger-engined Formula 1 cars but the saloon and sports-car races—again Silverstone inaugurated—have the most powerful fields of any likely to be held this season.

The world will watch today the first nerve-tingling and thrilling clash between the latest Grand Prix cars.

Now why are these cars different from those of similar type that raced last year?

These latest Grand Prix models have been given new life. They have engines doubled in size, from 1½-litres to 3-litres. Yet they remain as small in shape and size as the 1966 models. But they carry so much more poke—more speed, more power, which in turn demands more skilful handling by the drivers.

It is expected that we shall see that lion-hearted driver John Surtees (how seriously he was injured last Autumn), racing in his new 3-litre Ferrari with the 12-cylinder engine. His appearance is especially interesting for although Surtees drove the 1966 Ferrari in the Syracuse race earlier this month, this is the first time he has had serious opposition from other 3-litre Formula 1 cars.

And what powerful competition. It is expected that Graham Hill will be battling today in the new BRM with its 16 cylinders and Peter Arundell in the new Lotus car also with this year's BRM engine.

Jack Brabham is another new-car man while perhaps the fiercest challenge will come from the new Cooper-Maserati team of Richie Ginther and Jochen Rindt.

All winter these Cooper cars have been building and now that they have the 3-litre Maserati engines both Californian Ginther and Austrian Rindt should always be a menace.

Swedish Jo Bonnier and Frenchman Guy Ligier are also potential and potent challengers with 3-litre cars.

Running through the Trophy Race list I also see many other drivers of front-class rank including Denis Hulme, the New Zealander, and Josef Siffert from Switzerland, Bob Anderson and Paul Hawkins from Australia along with Mike Spence, Trevor Taylor and others.

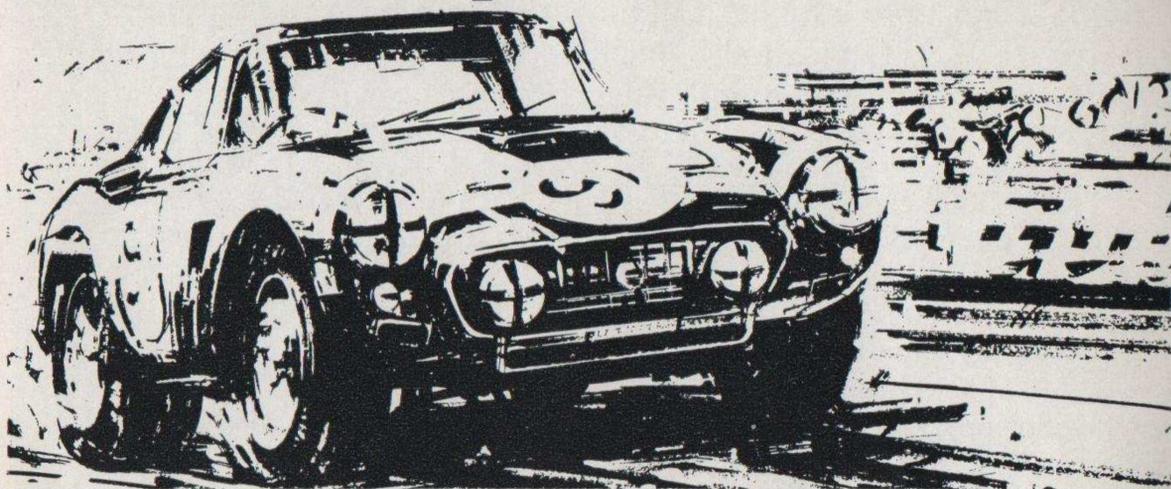
In fact there are drivers from Great Britain, Australia, New Zealand, USA, Austria, Switzerland, Italy and France—a truly international field.

While in the sports-car race in which there are so many "big bangers" with giant American engines, the combined horsepower of the cars on the grid will total more than 11,000. But this is not all, for the big race programme is laced with events of other types of high-speed cars including one for saloons ranging from 1-litre models to 7-litres.

Then there will be exciting duels among the familiar historic cars—single-seat models which captivated the Silverstone crowds way back in the early 1950s. Even the Formula 3 models will be having themselves a ball—and this race often finds many of the stars of the future.

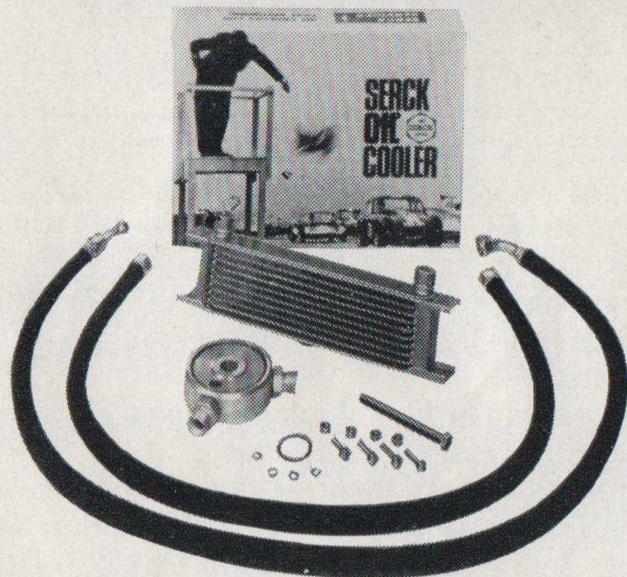
So all is ready. The cars numbering nearly 150 are here and so are the drivers. The Silverstone barriers are thickly lined with spectators. Now we can forget our cares and relax while watching a magnificent day of motor sport—just the greatest that will be seen in Britain this season.

SERCK keep hot cars cool...



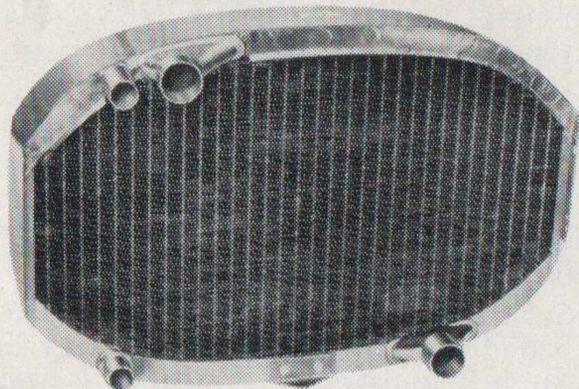
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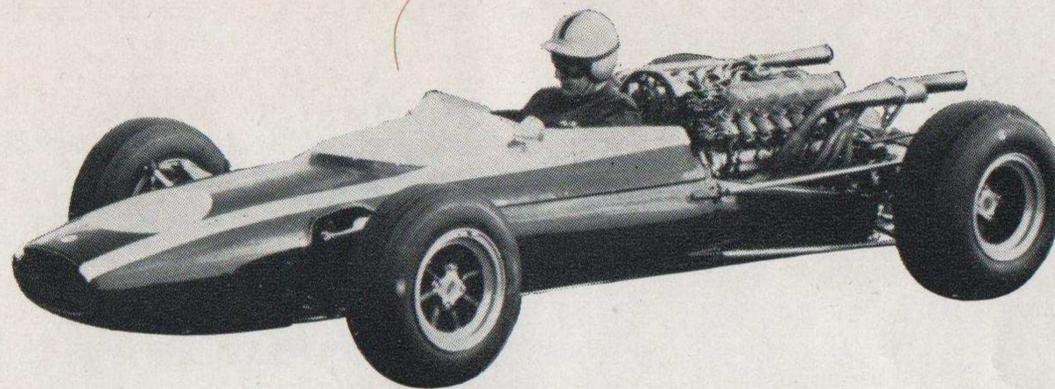


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TECHNICAL ASPECTS OF THE THREE-LITRE FORMULA

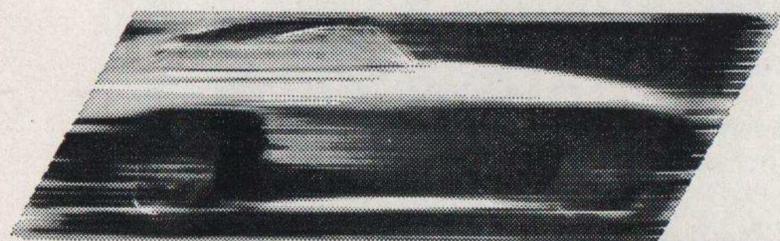
By **JOHN V. BOLSTER**
TECHNICAL EDITOR - AUTOSPORT

SINCE the dramatic decision was taken to double the size of the engines used in grand prix races, two groups of people have been very busy. The first group consists of the men who have been designing, building, and developing the cars, and for them there had been little sleep for many months. The second group covers the 'experts', who argue in the bars, talk on the radio, and write technical articles in the papers.

Most of the latter bunch announced that the cars for the new formula would have four-wheel drive and 32 cylinders. However, the chaps who had to make the things were governed by more practical considerations, and the cars that they have produced are in fact very like their predecessors. The 3-litre engines certainly do not have 32 cylinders, a round dozen being the most popular number. To drive all four wheels would add weight and involve some power loss, while the extra drive-shaft would take up room that is badly needed for fuel tankage.

So, the 32-cylinder engine is out, much to the relief of the drivers, for such tiny pistons would demand twelve gears, and the present six-speed boxes keep the boys busy enough. On wet days, four-wheel drive would be unbeatable, but the latest racing tyres can easily dissipate 400 b.h.p. through the two back wheels, with no excessive wheelspin, provided that the road is

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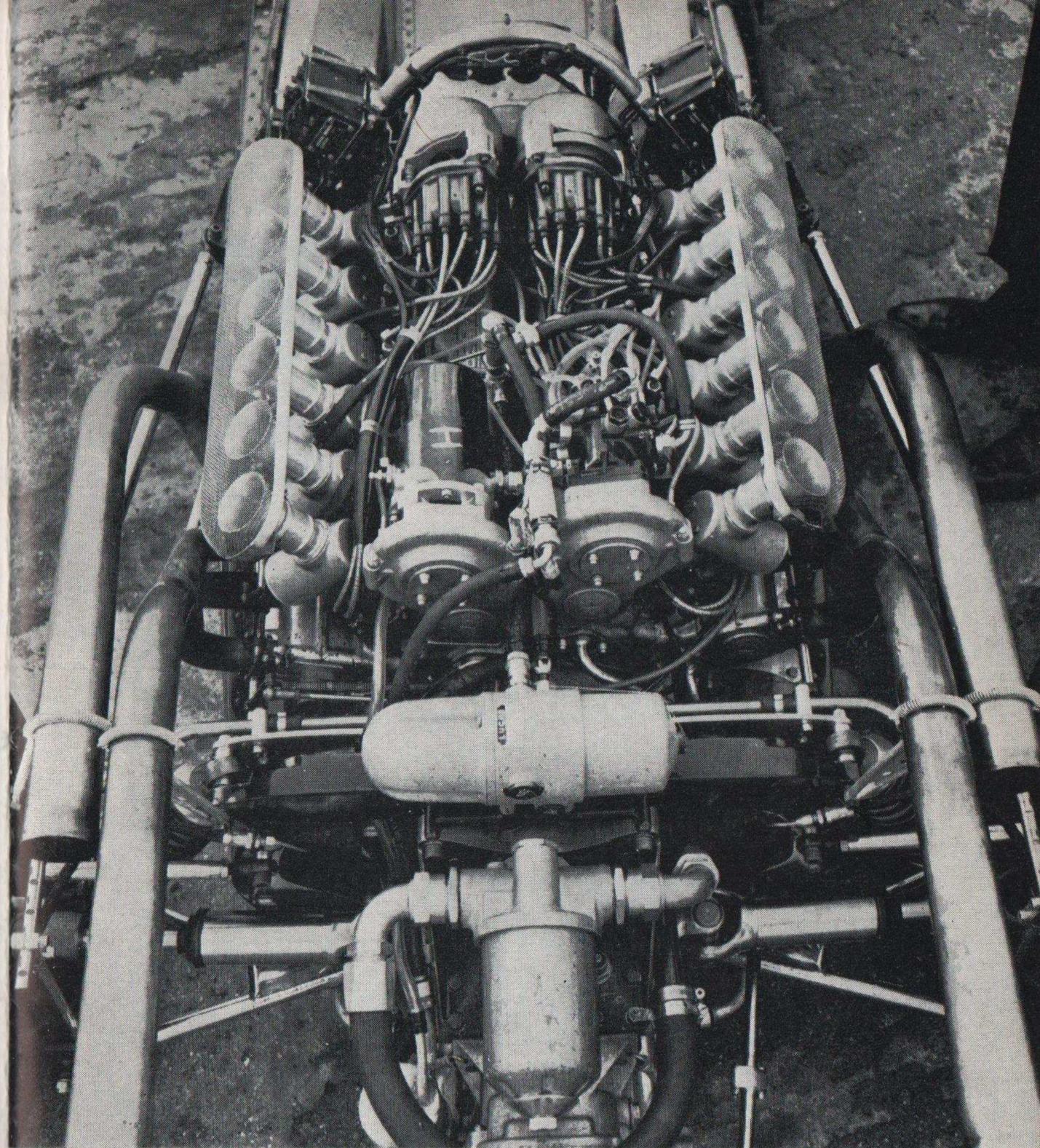


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Cooper-Maserati Formula 1, 3 Litre

dry. Only the latest advances in tyre design have made it possible to dispense with four-wheel drive, and team managers will be keeping their fingers crossed against the possibility of a wet track on race days.

Those competitors who have simple engines, with relatively



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few cylinders, expect to win the first few races before the multi-cylinder units are fully developed. Simplest of all is the Repco-Brabham, a V-8 with one overhead camshaft for each cylinder bank. Power comes from revolutions per minute, and in round figures we can expect the eight-cylinder 3-litre engines to do their best work in the 8,000 r.p.m. band, while the twelve-cylinder units will eventually peak around 10,000 r.p.m. and the 'sixteens' will get up to 12,000 r.p.m. After considerable development, one might suggest a maximum output of 375, 400 and 425 b.h.p. for the three categories, again in very round figures.

However, the simple Repco-Brabham engine will have certain advantages. It will have greater torque than its multi-cylinder rivals, meaning less gear changing and better acceleration. Just watch it at Monaco! Indeed, there are even rumours that Ferrari may try a six-cylinder engine at that tight little circuit, in place of his announced 'twelve'. The greatest advantage of the V-8 will be in the field of fuel consumption, for if a few gallons less petrol are carried, the car can be both slimmer and lighter.

Whereas the Repco engine is basically a sports car unit, the Ford V-8 of Bruce McLaren is an advanced four-camshaft design that was built regardless of cost to win at Indianapolis. Reduced from 4.2-litres to 3-litres, it should certainly have great margins of strength, and there is nothing untried about it.

You cannot mention twelve-cylinders without saying Ferrari. Obviously, the Commendatore can call on more experience of this type of power unit than anyone else in the world. When he unveiled his car to the Press, it had a V-12 four-camshaft engine which appeared to be very similar to his sports prototype units. He is perfectly capable of developing two or three types simultaneously, however, and a larger version of his grand prix flat-12 cannot be ruled out.

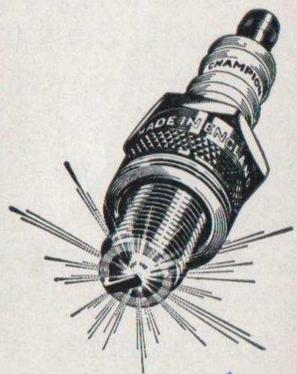
The Maserati V-12 engine of the Cooper is a conventional racing four-camshaft unit. Developed from a design of a few years ago, it has the great advantage of being tested over a long period and all the reports have shown a steady improvement in performance. Of Dan Gurney's V-12 we know little as yet, but it too is of conventional design.

Finally we come to the H-16 B.R.M. engine, which must remain the big question mark at this stage. A power unit of extreme complexity, it consists in effect of two flat eight-cylinder engines lying one on top of the other. Their crankshafts are geared together and their cylinder heads are cast in pairs,

Champions use Champion

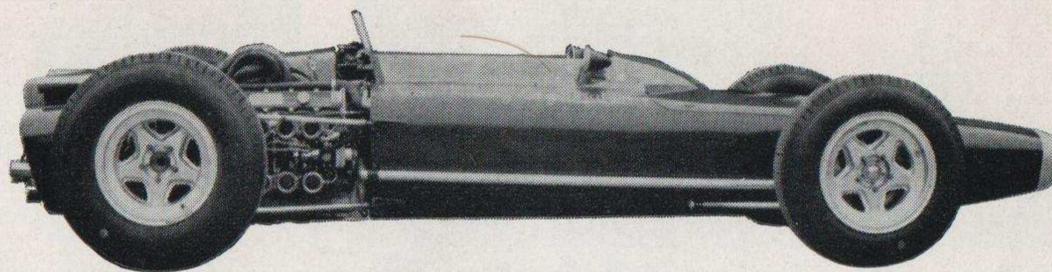
9 out of 10 World Championship Grand Prix winners in 1965 were fitted with CHAMPION SPARK PLUGS, including Colin Chapman's Lotus which Jim Clark drove to win the World Championship.

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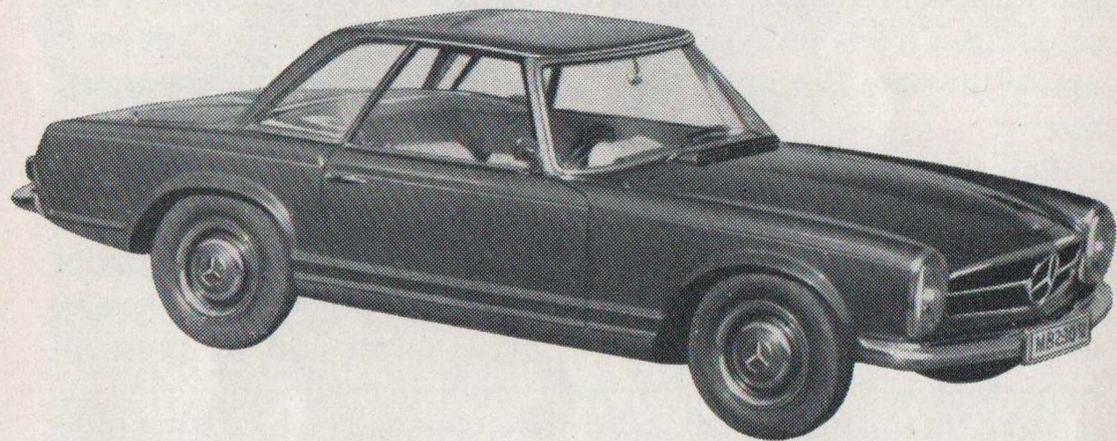
but in all other respects the two 'halves' of the machinery are separate. This is potentially the most powerful engine yet built under the new Formula, but its main advantage is its compact size.

Being shorter and lower than a V-12, the flat-16 permits the car itself to be smaller, which is always most desirable for racing. It uses many parts from the earlier B.R.M. engine, but the whole design is so advanced that there are still many unknown factors. It is indeed a brave effort and we must all hope that too many unforeseen problems will not delay its necessarily hurried development. Nevertheless, some difficulties must be expected, for a trouble-free childhood would be a miracle. This will affect not only the B.R.M. team itself but other teams which are awaiting the engine, such as Lotus.

There remains the enigma of the Honda, and once again the experts are predicting 32-cylinders, but isn't this where we came in?

Though some of the engines have been tested with carburetors, it is expected that fuel injection will be universal when serious grand prix racing starts. Chassis design will greatly resemble that of the 1,500 c.c. cars, though the bodies will look fatter because so much fuel will be carried. The enormously wide tyres with their flat treads will permit unbelievable cornering speeds, but their rolling resistance and aerodynamic drag will prevent the new cars from attaining extremely high maximum speeds, and the often predicted 200 m.p.h. is most unlikely to be realised.

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John Surtees



Graham Hill



Jack Brabham

The Speed Kings

PETER MILLER

RACING drivers have delighted the crowds with their skill and daring since before the turn of the century.

Many have become household names and there is little doubt that the majority of spectators here today have their own particular hero on the grid.

Racing car design and development has improved dramatically over the years and the old-time aces would scarcely recognise the sleek projectiles of 1966. Constant improvements in the products of fuel and oil companies, tyre manufacturers and accessory and component suppliers ensure that racing is more reliable and safer than ever.

With the introduction of the 3-litre formula this season, motor racing enters a new era. It promises to produce the fastest and most exciting struggles for supremacy seen in the long history of the sport. But as the speed potential of these Formula 1 cars hovers around the 200 miles per hour mark, so the demand for a few exceptionally-talented drivers will increase.

It will be some months yet before the 1966 world champion driver is announced, but the opening round at

Monaco next week will provide a pointer for the rest of the season. Can Graham Hill perform a miracle and win through the streets of the Principality for the fourth successive year? Will Jack Brabham prove that life begins at 40 and take his third world championship six years after his second? Is this the year in which John Surtees/Ferrari sweep back to power? Whatever happens in the months ahead, it is certain that only the very best will win the coveted crown. Here is an inside look at some of the contenders:

BOB ANDERSON

Born in Hendon May 19, 1931, son of a doctor. First raced motor-bikes in 1953 and for next eight years rode a wide variety of machines of all capacities. Placed fifth in the world motor-cycle championships in 1960. Moved over to FJ cars in 1961 and joined Team Lotus in 1962. Took up Formula 1 racing in 1963 as an independent and was awarded the von Trips Memorial Trophy by the G.P.D.A. in 1964. Married, two children and enjoys shooting and fishing.

PETER ARUNDELL

Made welcome return with third place in 1966 South African GP following serious accident in Rheims F2 race in July, 1964. Born in Ilford November 8, 1933, now operates motor factor's business at Bishop's Stortford. With Team Lotus since 1960, was Leading European FJ driver and joined Formula 1 team in 1964. Married to German girl, two children.

RICHARD ATTWOOD

Substituting for Jackie Stewart today, Attwood's B.R.M. won at Levin, New Zealand recently. Born in Wolverhampton April 4, 1940, educated at Harrow and is director in family motor business. Numerous wins in FJ and F2 events and was co-founder of Midland Racing Partnership team in 1961. Tall bachelor, was sixth in 1965 Italian and Mexican GPs.

JO BONNIER

Born in Stockholm January 31, 1930, son of a professor of genetics and related to Sweden's leading publishing group. Made his rally debut in 1948, served for three years as a destroyer lieutenant and took up ice racing in 1953. Since then has driven regularly for numerous works teams, winning the 1959 Dutch GP for B.R.M. and scoring in such races as the Targa Florio, Sebring and Rheims 12-hours and Modena GP. Tall, dark and bearded, he is president of the G.P.D.A. and married with two children.

JACK BRABHAM

World champion in 1959 and 1960, born in Hurstville, Sydney, Australia April 2, 1926, son of a grocer. Started racing career on midgets in 1947, winning Australian championships 1948-1949. Drove for Coopers from 1955-1961 and left to build and race his own Brabham cars. Now 40, he is a tough opponent and won recent Goodwood F2 race with Brabham-Honda. Married, three children and is experienced private pilot.

PIERS COURAGE

Gets big chance today to add to numerous successes as F3 driver, winning 1965 Grovewood award as most promising youngster. Born in Colchester May 27, 1942, son of brewery chairman, was educated at Eton and trained as accountant. Suffered painful burns in 1966 Argentine Temporada, married to Lady Sarah Curzon, daughter of former driver, the late Earl Howe.

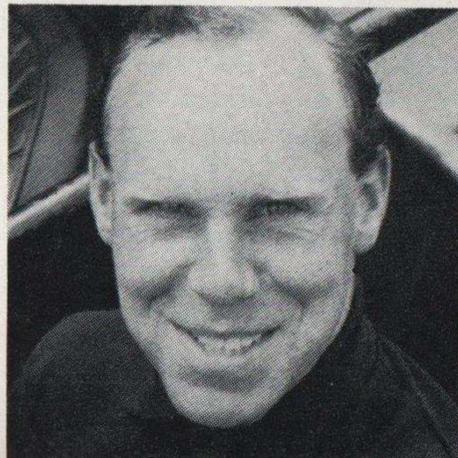
RICHIE GINTHER

Small, freckled, crew-cut, born in Hollywood, California August 5, 1930, son of an aircraft worker. Raced regularly in American since 1951, joined Ferrari in 1960 and B.R.M. in 1962. Transferred to Honda in 1965 winning the Mexican GP and giving the Japanese firm its first victory. Is now on temporary loan to Cooper until the new Honda is ready. Married, one child. An expert on guns and Red Indians.

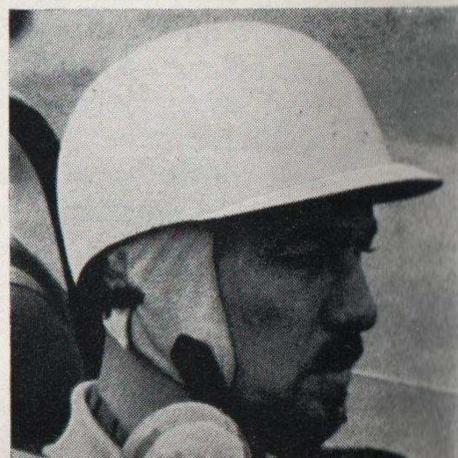
Peter Arundell



Richard Attwood



Jo Bonnier



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Piers Courage



Richie Ginther



Paul Hawkins

PAUL HAWKINS

Born in Melbourne, Australia October 12, 1937, son of a protestant minister. Was a top road race cyclist before starting racing in 1958. To Europe in 1960 and worked as development engineer with Austin-Healey on Sebring Sprite. Made name in all type of FJ, F2, GT, sports and saloon car events and won 1964 Rhodesian GP and 1965 Cape GP. During first season as independent Formula 1 driver in 1965 repeated history by crashing into Monaco harbour where Ascari's Lancia disappeared in 1955. Tall rugged bachelor, his green and gold helmet bears kangaroo emblem.

GRAHAM HILL

World champion in 1962, born in Hampstead February 15, 1929. Former apprentice engine-room artificer in Navy and Lotus mechanic. With B.R.M. since 1960 winning ten grands prix including hat-tricks in United States and Monaco. His Oxford blue helmet bears eight white vertical oarblades representing London Rowing Club colours. Married, three children.

DENNY HULME

Born in Nelson, New Zealand June 18, 1936, son of a haulage contractor. After making name with MGs and Coopers was sponsored to Europe in 1960 by the N.Z.I.G.P.A. Joined Brabham's as a mechanic in 1962, became a leading European

FJ driver and is now Jack's protégé and team-mate. Won the spring Oulton Park F2 race and the Tourist Trophy in 1965 and was fourth in French GP. Married to New Zealander, Greta.

BRUCE McLAREN

Born in Auckland, New Zealand August 30, 1937, son of a garage proprietor. Spent three years in hospital with Perthe's diseases of the hip following a riding accident aged ten. Made race debut in 1952, was New Zealand 'Driver to Europe' in 1958 and with Cooper team from 1959-1965, winning the United States, Argentine and Monaco GPs. Highly experienced with powerful sports racing cars, his new McLaren F1 car could well be the surprise of the season. Married, one daughter. Enjoys swimming and water-skiing.

JOCHEN RINDT

Roared to fame in May, 1964 by winning international F2 race at Crystal Palace and joined Coopers in 1965. Born in Mainz, Germany April 18, 1942, inheriting family spice importing firm when both parents killed in bombing raid on Hamburg. Won Le Mans and Rheims F2 in 1965 and was fourth in German GP. Tall bachelor, lives in Vienna and speaks fluent English.

JO SIFFERT

Born in Fribourg, Switzerland July 7, 1936 and first raced motor-bikes in

1957. Passenger to Edgar Strub when third in 1958 world sidecar championships and Swiss solo 350 c.c. champion in 1959. Switched to Juniors in 1960 and shared European FJ championship in 1961. Despite battling against inadequate finances was recognised as leading independent Formula 1 driver and joined R.R.C. Walker team in 1965. Won Mediterranean GP in 1964 and 1965 and fourth in 1965 Mexican GP. Recognised by scarlet helmet bearing white Swiss cross. Married.

MIKE SPENCE

Clark's team-mate since Peter Arundell's accident, placed eighth equal in 1965 world championships and won 1966 South African GP. Born in Croydon December 30, 1936, contracted polio at five but recovered miraculously and nearly became professional cricketer. Former tank commander, he started FJ racing in 1960 and went to Team Lotus in 1963. Driving today for the Reg Parnell team. Tall, fair-haired, was married in South Africa last winter.

JOHN SURTEES

World champion in 1964, returns as Ferrari leader after serious practice accident at Mosport in September. Born at Tatsfield, February 11, 1934, was apprenticed in his father's garage and became world champion motorcyclist seven times. First raced cars in 1960, gave up motor-bikes in 1961 and joined Ferrari in 1963, later winning German GP twice and the Italian GP. Married. Interested in engineering, music and photography.

Before watching the line-up for today's Daily Express Trophy Meeting, let us go back ten years to the race on May 5, 1956.

It was the first clash that season between the Vanwalls of Harry Schell and Stirling Moss with Mike Hawthorn's B.R.M. Ferrari had entered Juan Fangio and Peter Collins and there were three 2½-litre Connaughts for Archie Scott-Brown, Desmond Titterton and Reg Parnell. Roy Salvadori drove the Gilby Engineering Ltd. Maserati and with no works Maseratis entered, Moss was free to drive for Vanwall.

Front row of the grid was Moss (1 min. 42 seconds), Schell, Fangio and Hawthorn, with Jack Brabham on the fourth row in a 2-litre Maserati.

Fangio made a magnificent start, but was passed by Hawthorn and then Moss with Collins fourth and Schell fifth. Hawthorn retired in the lead with deranged timing gear and Moss went on to win by a lap with Scott-Brown and Titterton second and third. Both Ferraris went out with clutch trouble, after Fangio had taken over Collins' ailing car.

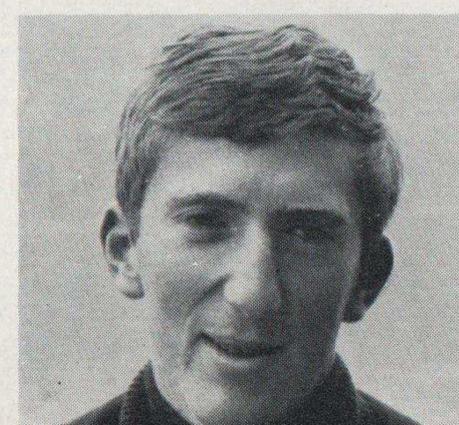
Moss averaged 100.47 m.p.h. and equalled Hawthorn's fastest lap of 102.3 m.p.h. on 14 occasions.

Tragically, several of those colourful personalities—Collins, Hawthorn, Parnell, Louis Rosier, Scott-Brown and Schell—are no longer with us. But the equally dedicated speed kings on the grid this afternoon will ensure that motor racing remains the highest form of human endeavour in the world.

Denny Hulme



Jochen Rindt



Jo Siffert



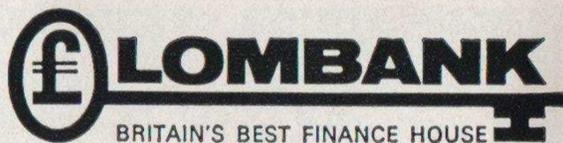
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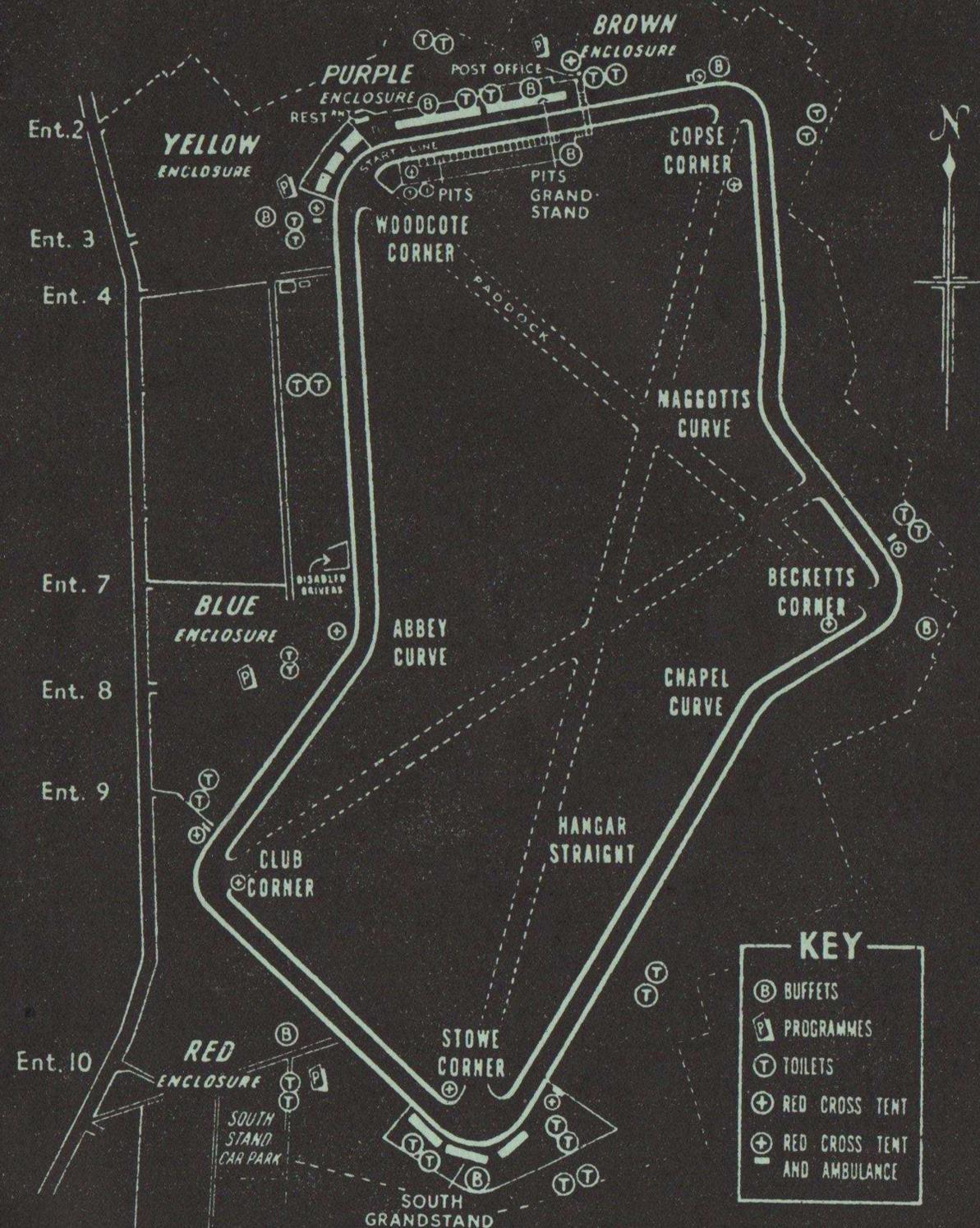
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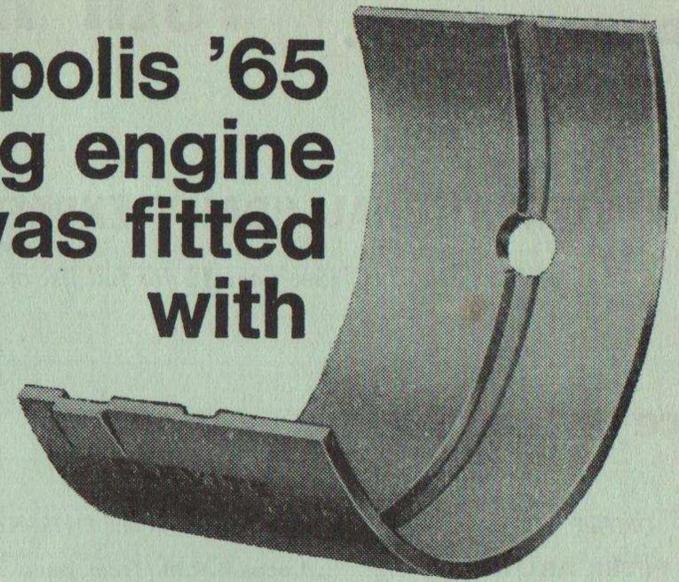
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B.R.D.C. SILVERSTONE CLUB CIRCUIT
EXISTING LAP RECORDS AT 2nd APRIL 1966

Category	Time	Speed	Car	Driver	Event	Date
750 Formula	1 20.2	72.36	Worden-Austin	A. E. Densham	P'boro M.C.	17. 9.60
1172 Formula	1 11.2	81.30	Milmor V	B. A. M. Small	750 M.C.	16. 5.64
Sports Cars						
Up to 1100	1 05.0	89.06	Lotus-B.R.M.	R. Widdows	B.A.R.C.	9.10.65
1100 to 1500	1 07.0	86.40	Rejo	D. Anstice-Brown	M.M.K.M.C.	1. 5.65
1500 to 2000	1 02.6	92.47	Brabham	S. Taylor	B.A.R.C.	19. 6.65
2000 to 3000	1 07.2	86.14	Merlyn	J. Ewer	M.M.K.M.C.	27. 4.63
Over 3000	1 04.2	90.16	Lola 70	D. Cunningham	M.M.K.M.C.	1. 5.65
Racing Cars						
Formula 3	1 06.2	87.44	Brabham Ford	J. P. Sullivan	B.A.R.C.	19. 6.65
1000 to 1500	1 00.4	95.84	Lotus-Ford	M. Costin	B.A.R.C.	19. 6.65
1500 to 3000	1 03.8	90.73	Cooper-Ford	J. Pearce	M.M.E.C.	20. 6.64
Over 3000	59.4	97.45	Cooper-Chev	C. Summers	N.S.C.C.	30. 7.65
Up to 1500S	1 09.8	82.93	E.R.A.	A. G. Murray	V.S.C.C.	14. 4.62
Over 1500S	1 10.1	82.64	E.R.A.	J. T. Stuart	V.S.C.C.	6. 4.57
Historic	1 08.0	85.13	Maserati	Hon. P. Lindsay	V.S.C.C.	31. 7.65
Touring Cars						
Up to 1000	1 13.8	78.44	Hillman Imp	R. Calcutt	B.A.R.C.	9.10.65
1000 to 1300	1 11.2	81.30	Austin A.40	H. B. Digby	B.A.R.C.	9.10.65
1300 to 1600	1 10.6	81.99	Austin A.40	M. H. Cave	B.A.R.C.	19. 6.65
1600 to 2000	1 09.6	83.17	Ford Anglia	R. B. Swanton	B.A.R.C.	19. 6.65
2000 to 2600	1 20.8	71.64	Ford Anglia	J. R. Hewitt	B.A.R.C.	9.10.65
2600 to 3500	1 09.8	82.93	Ford Anglia	C. Jackson	B.A.R.C.	9.10.65
3500 to 5000	1 09.8	82.93	Ford Anglia	M. Young	M.M.K.M.C.	1. 5.65
Over 5000	1 09.0	83.90	Ford Zodiac	J. Harris	N.S.C.C.	30. 3.64
			B.M.C. Allen	R. Embley	N.S.C.C.	30. 3.65
			Ford	D. Merfield	N.S.C.C.	30. 3.65
			Ford Galaxie	J. Sears	M.M.K.M.C.	25. 4.64
G. T. Cars						
Up to 1000	1 12.0	80.40	Diva G.T.	D. Sims	P'boro M.C.	14. 9.63
1000 to 1300	1 10.6	81.99	Lotus Climax	A. P. Chambers	J.D.C.	7. 9.63
1300 to 1600	1 07.0	86.40	Lotus Elan	A. Chamber	M.M.K.M.C.	25. 4.64
1600 to 2000	1 06.8	86.66	Porsche	J. Morris	B.A.R.C.	19. 6.65
2000 to 2600	1 11.4	81.08	Daimler SP 250	R. J. Crossfield	N.S.C.C.	5. 8.63
2600 to 3500	1 04.0	90.45	Ferrari	V. Wilson	B.A.R.C.	9.10.65
3500 to 5000	1 04.6	89.61	Aston Martin	B. Heetred	M.M.K.M.C.	25. 4.64
Over 5000	1 03.4	91.31	A.C. Cobra	F. Gardner	M.M.K.M.C.	25. 4.64
Motor Cycles						
50 c.c.	1 31.8	63.05	Honda	R. J. Webber	B.M.C.R.C.	18. 7.64
125 c.c.	1 17.6	74.60	Honda	D. C. Trollope	B.M.C.R.C.	18. 7.64
			Honda	R. Scivyer	B.M.C.R.C.	12. 6.65
250 c.c.	1 12.6	79.73	Greeves	J. Bacon	B.M.C.R.C.	12. 6.65
350 c.c.	1 10.8	81.76	A.J.S.	A. J. Reed	B.M.C.R.C.	17. 8.63
500 c.c.	1 08.8	84.14	Norton	R. Pickrell	B.M.C.R.C.	18. 8.62
1000 c.c.						
Production	1 12.2	80.18	Triumph	R. Watmore	B.M.C.R.C.	14. 7.64
Sidcar	1 14.4	77.81	Triumph	R. S. Woodhouse	B.M.C.R.C.	14. 7.64

B.R.D.C. SILVERSTONE G.P. CIRCUIT
EXISTING LAP RECORDS—14 MAY 1966

Category	Time	Speed	Car	Driver	When Established
Racing Cars					
Formula I (1946/53)	1 45.5	100.16	Thinwall Spec.	G. Farina	18. 7.53
" II (1951/53)	1 50.0	97.79	Ferrari	A. Ascari	19. 7.52
" I (1954/60)	1 34.2	111.86	Maserati	F. Gonzales	19. 7.52
" II (1954/60)	1 43.4	101.91	Lotus	I. Ireland	14. 5.60
" III	1 54.0	92.43	Lotus	C. Allison	3. 5.58
" I (1961/65)	1 32.2	114.29	Cooper	J. Russell	2. 5.59
" Jr. (1959/63)	1 39.4	108.01	Cooper	S. Lewis-Evans	3. 5.58
" III (1964/66)	1 41.2	104.12	Cooper	G. Hill	10. 7.65
" I (1966/70)*			B.R.M.	P. Arundell	20. 7.63
Historic Racing (P/Wr)	1 57.2	89.91	Lotus	P. Courage	2.10.65
Historic Racing (Pt/Wr)	1 47.6	97.98	Brabham	P. Brewer	15. 5.65
Formule Libre	1 36.6	109.08	E.R.A.	Hon. P. Lindsay	15. 5.65
			Maserati	C. Summers	3.10.64
			Lotus-Chev		
Sports Cars					
1100	1 44.8	100.55	Lotus	M. Beckwith	6.19.62
1100 to 1500	1 46.0	99.41	Lotus	C. Allison	19. 7.60
1500 to 2000	1 37.2	108.41	Brabham	D. Hulme	15. 5.65
2000 to 3000	1 37.6	107.96	Brabham	R. Salvadori	11. 5.63
3000 to 4000	1 41.6	103.71	Cooper	Ferrari	M. Parkes
Over 4000	1 31.2	115.54	Ferrari	J. Surtees	24. 7.65
			Lola-Chev		
Touring Cars					
750 to 1000 Grps. 1/2	2 01.8	86.51	Austin	W. Banks	15. 5.65
750 to 1000 Grp. 3	2 01.2	86.94	Austin	Mary Taylor	2.10.65
1000 to 1300 Grps. 1/2	1 55.2	91.46	Austin	K. Ayers	2.10.65
1000 to 1300 Grp. 3	1 51.6	94.42	Austin	S. Neal	24. 7.65
1300 to 1600 Grps. 1/2	1 51.4	94.59	Austin	M. H. Cave	2.10.65
1300 to 1600 Grp. 3	1 49.6	96.14	Ford	J. Sears	10. 7.65
1600 to 2000 Grp. 3	1 58.2	89.16	Ford	N. Abbott	3.10.64
2000 to 2600 Grps. 1/2	2 05.0	84.30	Ford	C. Craft	6. 7.63
2600 to 3500 Grps. 1/2	1 59.2	88.40	Ford	A. Mann	20. 7.63
3500 to 5000 Grps. 1/2	1 50.0	95.79	Jaguar	I. Bueb	2. 5.59
Over 5000 Grps. 1/2	1 49.6	96.14	Ford	M. Salmon	10. 7.65
			Ford	Sir G. Baillie	10. 7.65
			Ford	J. Sears	2. 5.64
G.T. Cars					
Up to 750	2 24.4	72.97	Saab	S. Hurrell	2. 5.59
750 to 1000	2 59.4	88.40	Marcos	T. Webber	20. 7.63
1000 to 1300	1 47.8	97.75	Lotus	T. Taylor	12. 5.62
1300 to 1600	1 48.0	97.57	Lotus	Sir J. Whitmore	4. 7.64
1600 to 2000	1 46.0	99.41	Porsche	M. de Udy	3.10.64
2000 to 2600	1 56.8	90.22	Morgan	A. House	3.10.64
2600 to 3500	1 42.8	102.50	Ferrari	M. Parkes	11. 5.63
3500 to 5000	1 42.4	102.90	Jaguar	R. Salvadori	11. 5.63
Motor Cycles					
50 c.c.	2 09.2	81.55	Suzuki	T. Fujii	4. 8.65
125 c.c.	2 00.8	87.22	Ducati	S.M.B. Hailwood	28. 5.60
250 c.c.	1 52.6	93.59	Honda	J. Redman	6. 4.62
350 c.c.	1 46.6	98.85	Yamaha	P. W. Read	14. 8.65
500 c.c.	1 44.6	100.74	Norton	J. Hartle	8. 4.61
			Norton	D. W. Minter	8. 4.61
			B.S.A.	S.M.B. Hailwood	14. 8.65
Production Sidcars					
500 c.c.	1 55.2	91.46	B.M.W.	F. Camathias	14. 8.65
Unlimited	1 53.2	93.09	B.S.A./Wats.	C. J. Vincent	14. 8.65

* This Lap Record will be established today.

Silverstone Lap Speed Table

One lap of Silverstone Circuit equals 2 miles, 2·927, yards (4·71 kilometers). 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.
1·26 ...	122·53 ...	197·19	1·51 ...	94·93 ...	152·77	2·16 ...	77·48 ...	124·69
1·27 ...	121·12 ...	194·92	1·52 ...	94·08 ...	151·41	2·17 ...	76·91 ...	123·78
1·28 ...	119·74 ...	192·70	1·53 ...	93·25 ...	150·06	2·18 ...	76·36 ...	122·88
1·29 ...	118·40 ...	190·54	1·54 ...	92·43 ...	148·75	2·19 ...	75·81 ...	122·00
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 ...	164·54	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

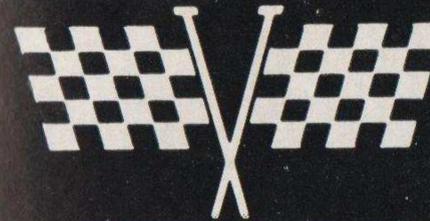
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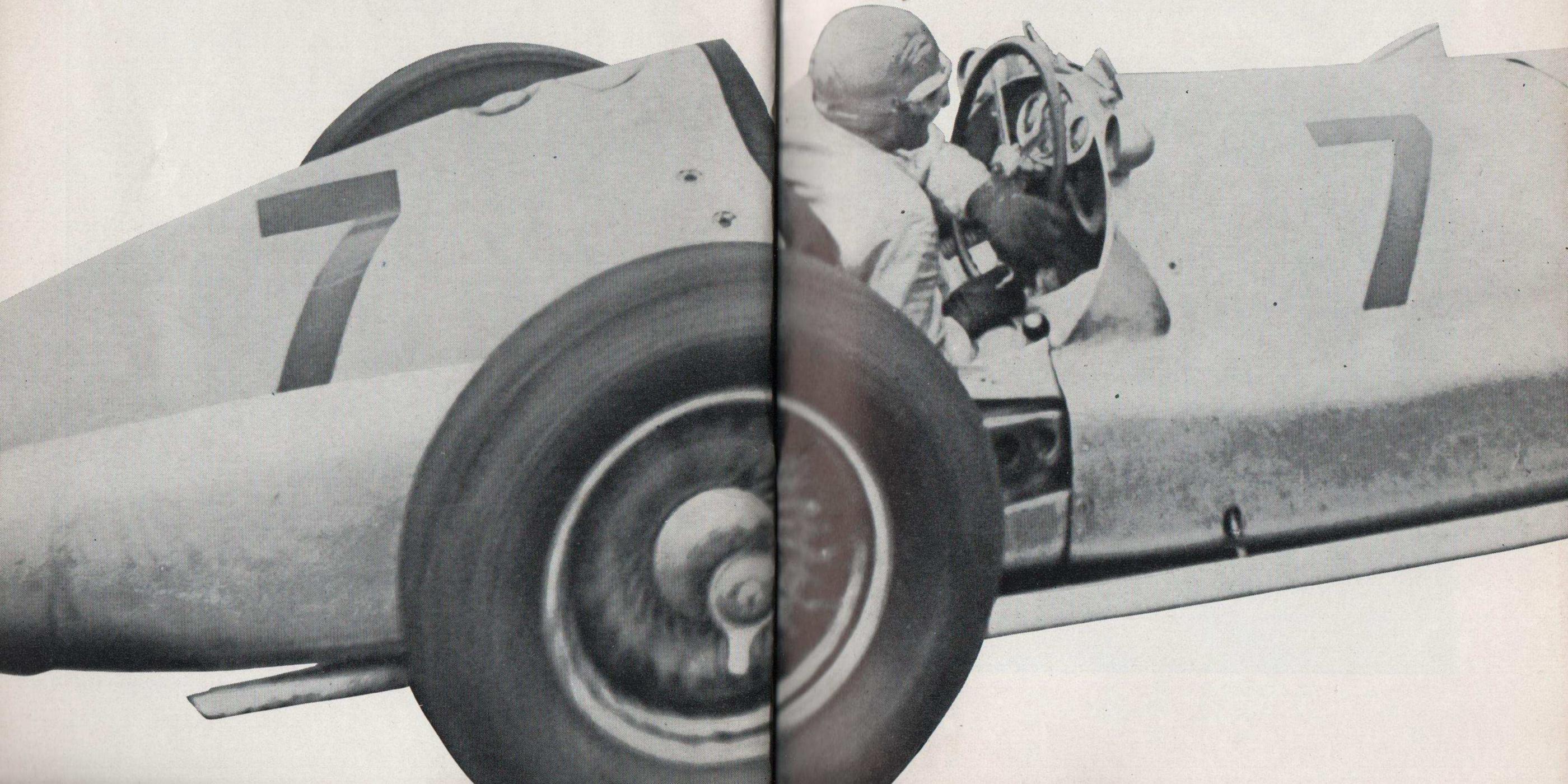
REMEMBRANCE OF THINGS FAST

D. B. TUBBS

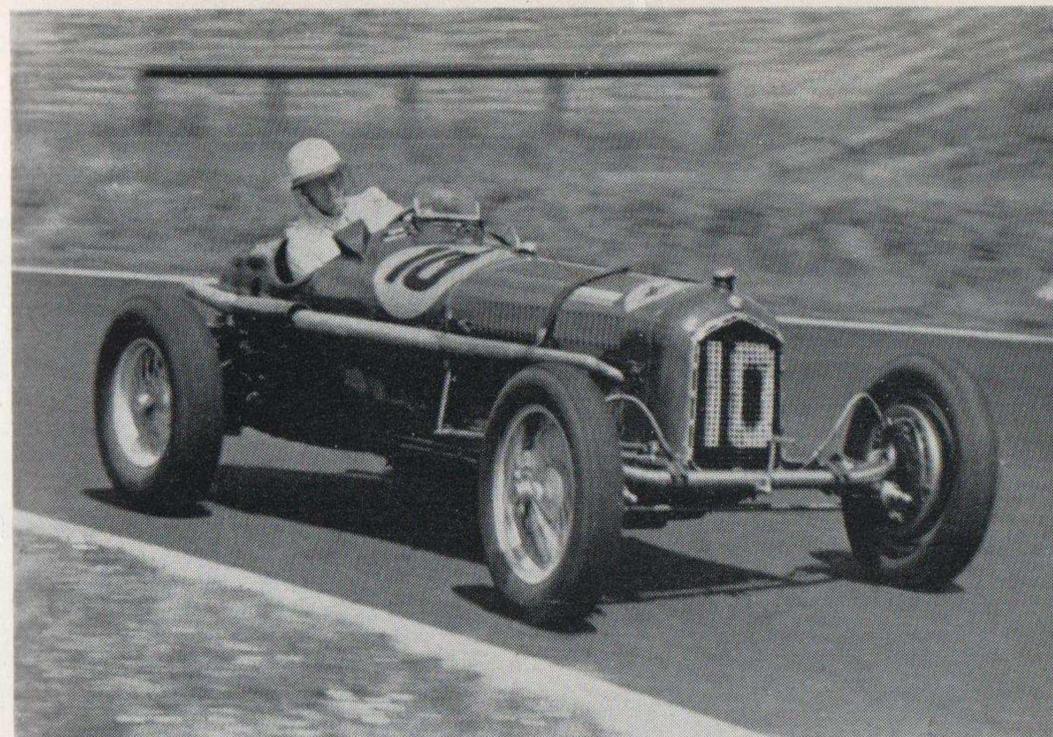
A GOOD deal of breath has been bated in normally deep-breathing circles about the new Formula I three-litres because, so far as I can gather from various circular acquaintances, they are to have as much power as the larger American sedans and go as fast as the Grand Prix racers of thirty years ago. On the other

hand they aren't nearly as large as either; you can think of them as a slightly stretched GP job from the 2½-litre formula that ended in 1960, with one-third more power and an extra six inches in the wheelbase so that the man can lie down out of sight.

Now the cry that rises unbidden to these lips is: 'Why the rhubarb?'—rhubarb so strong that keen chaps have banned the cars from certain circuits and other keen chaps have calcu-



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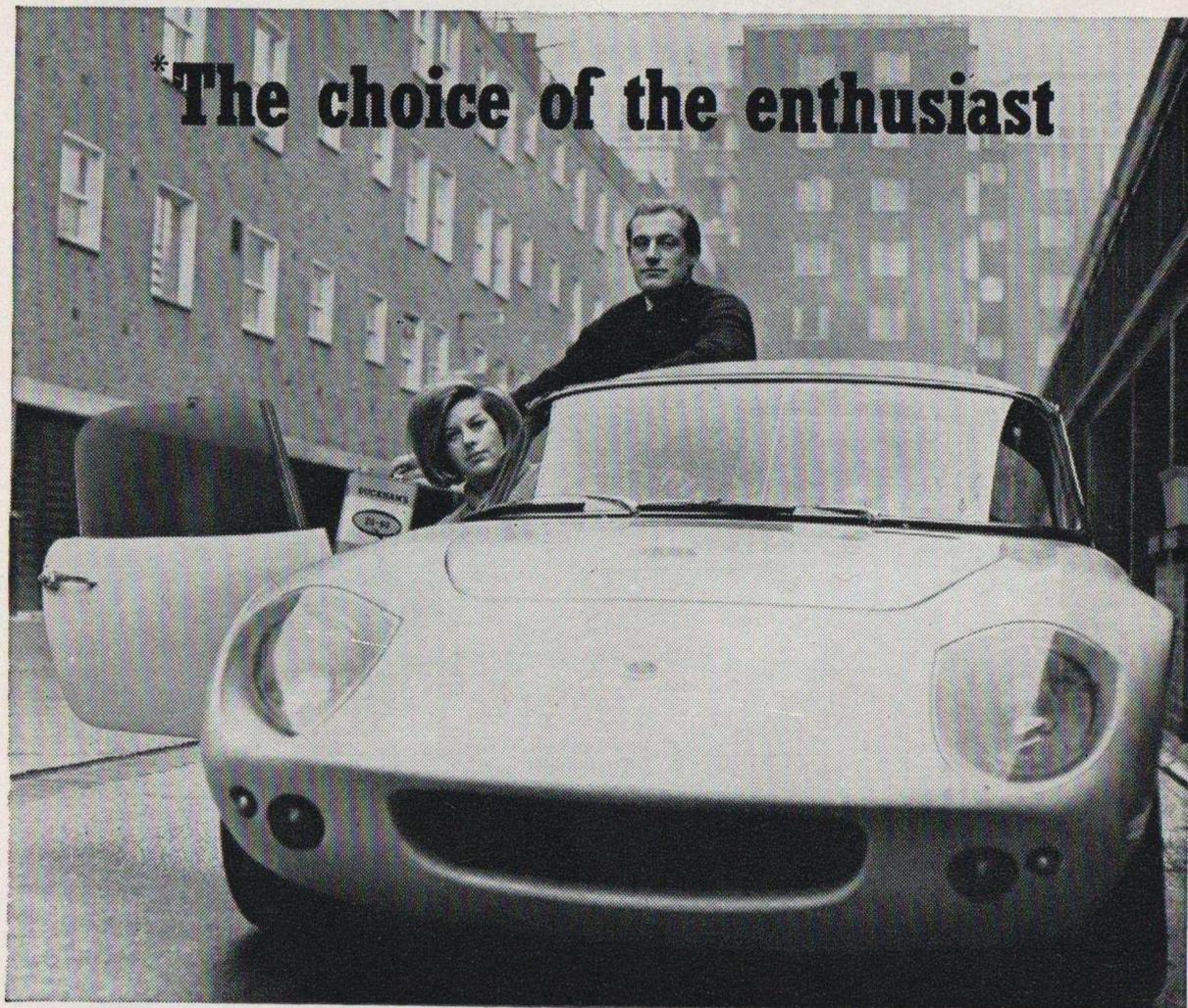
Kenneth Evans, Alfa-Romeo

J. Eason Gibson, A.R.P.S.

lated that the new cars at maximum speed will hold the road like an ice-hockey puck on account of the wind devils. Before swallowing one's tonsils one should remember that every new formula conjures up this sort of horror-talk, that every new formula is written with the object of slowing cars down, and that the fastest Grand Prix cars of all time proved also the safest. That was in the '750-kilo' formula of 1934-1937, which was evolved of course to make cars slower after the bold bad days of *formule libre* and the P3 Alfa Romeo.

If, reasoned the guiding intellects of the sport, a maximum weight were set, people would have to use small engines and so racing would be nice and slow: about 15 cwt. was a good figure, and because tyres would vary from car to car and course to course, the 15 cwt. excluded tyres. After only three years of this, '750-kilo' (say 15 cwt.) cars weighted nearly 22 cwt. on the starting line and had engines of 5 to 6 litres. The 125 Mercedes-Benz straight-eight G.P. car developed 646 b.h.p. at 5,800 r.p.m. from a 5,600 c.c. straight eight with 12 pounds boost (see the late Laurence Pomeroy's *The Grand Prix Car*).

The crystal-set used by my favourite prophet, Charles Bulmer, says that B.R.M. are hoping to get 420 b.h.p. from their double-decker sixteen-cylinder three litre this year, which will probably weigh $15\frac{3}{4}$ cwt. on the starting line. That will give them 532



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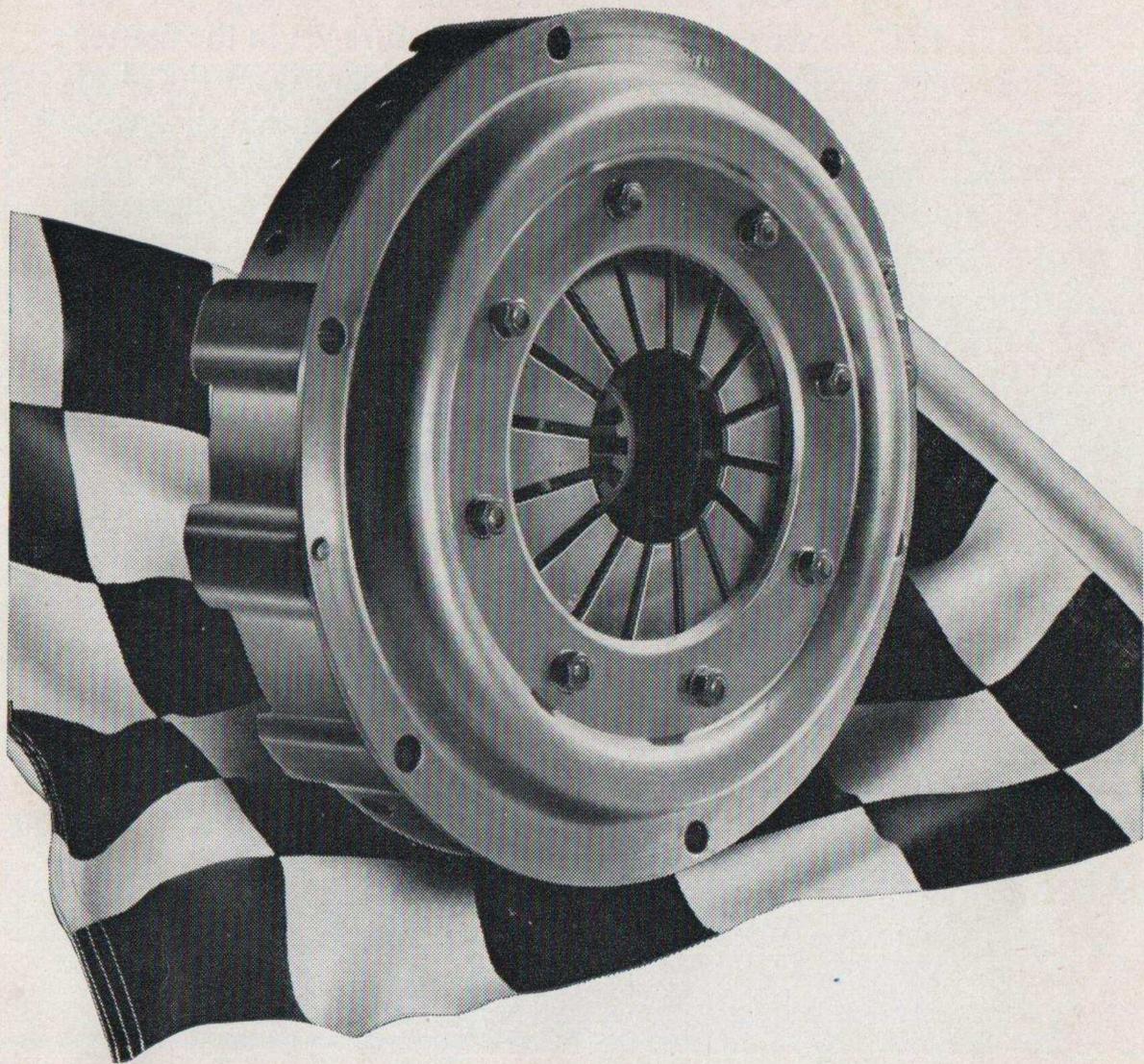
b.h.p. per ton laden. Mercedes-Benz had 595 b.h.p. per ton laden in 1937, so we are not nudging the future yet in the matter of power to weight ratio, and as the 1937 cars were timed at almost 200 m.p.h. we may not be thresholding in that direction either.

Do not imagine though that I'm preaching Speed for Speed's Sake. Speed by itself is no fun to watch after the first half-dozen laps. Ask anyone who saw the Monza 500s or frequents Indianapolis, where cars touch some 200 m.p.h. between bends sinister. Le Mans racers do the same come to that, though suffering, some say, from homologation. The extra speed of GP cars will be welcome to spectators and maybe to drivers, but it won't make the racing more fun to watch, and I doubt if it will spread out the finishers, which brings me to another heresy: a close finish may be (though it is not always) the sign of dull racing. Put the whole GP circus into identical de-tuned Minis for a long race and what would you get? A giggle, a yawn and a multiple photo-finish.

By doubling last year's engine capacity we *may* get better racing, but I doubt it. Three litres will not be enough to overcome the handicaps of present-day chassis design; it wasn't enough even in 1939 when chassis were primitive in comparison and engines were supercharged; both Mercedes and Auto-Union had 480 b.h.p., which is more than we are likely to see for some

K. Schellenberg, Barnato-Hassan





WORLD CHAMPION CLUTCH

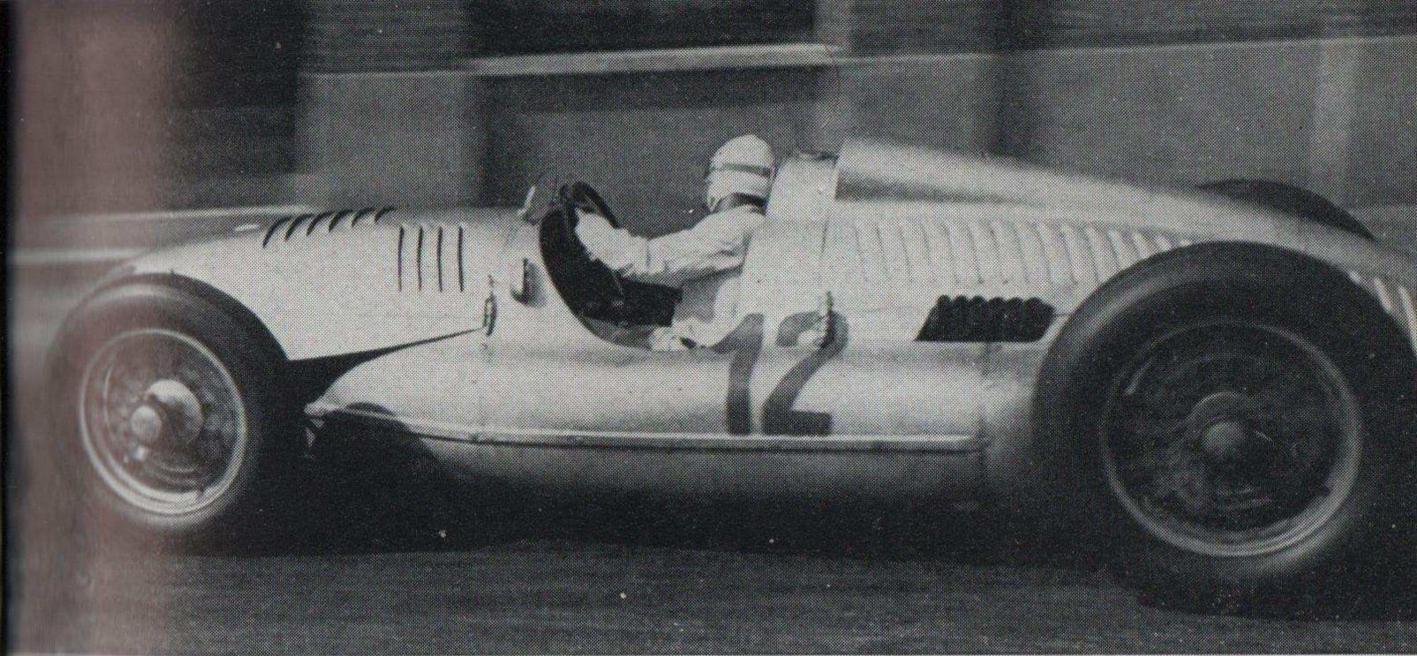
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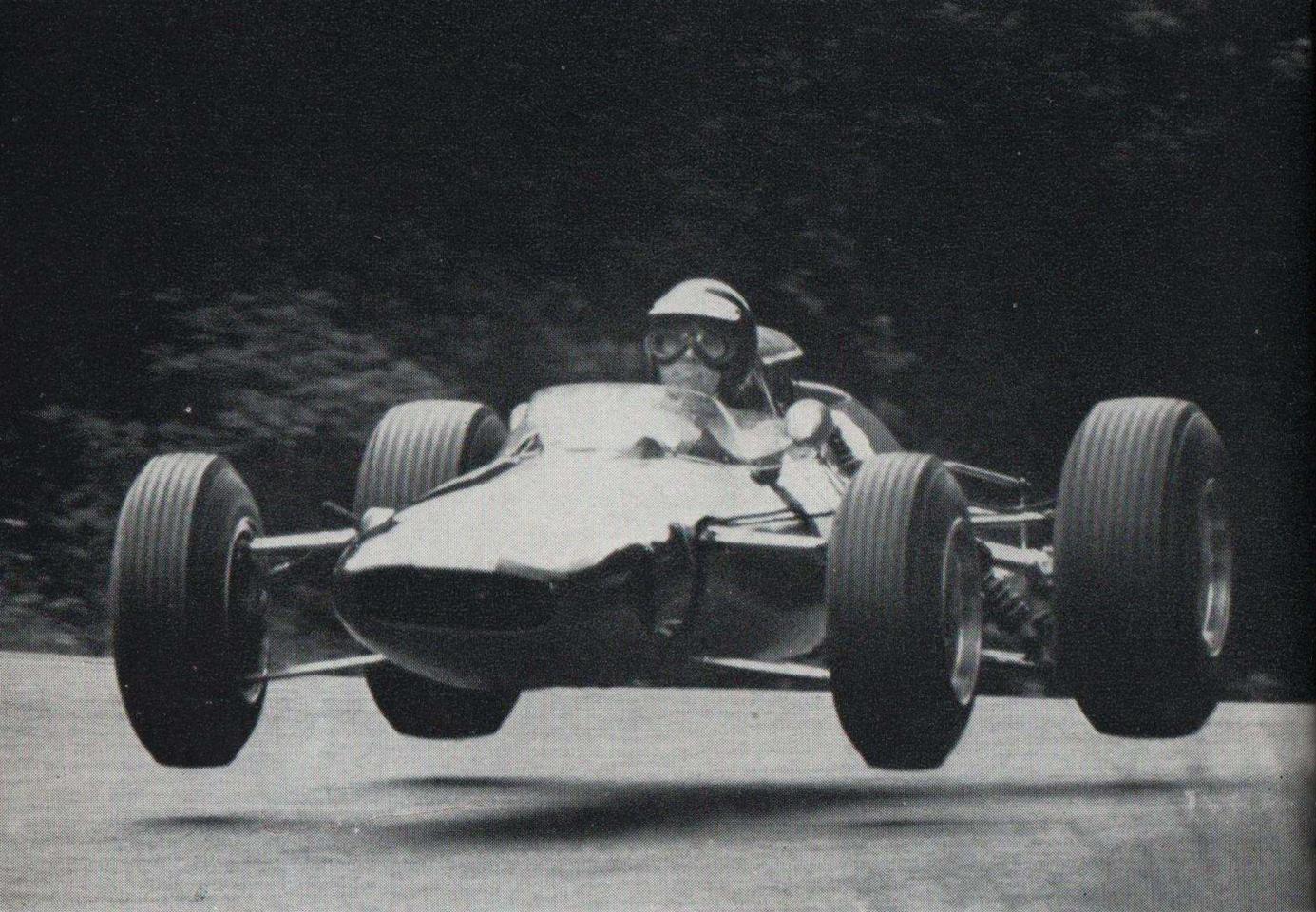


Hermann Müller, Auto-Union

J. Eason Gibson, A.R.P.S.

while. You only get good racing when cars are too fast for chassis. Then, instead of a close finish—produced by several chaps being able to keep up with the leader—you have the spectacle of great drivers mastering their machines—inventing new techniques. Only when cars are “too powerful” can great drivers build up a lead and a “top chassis”—as opposed to “most powerful engine”—emerge from a season's racing. Real power animates the whole scene.

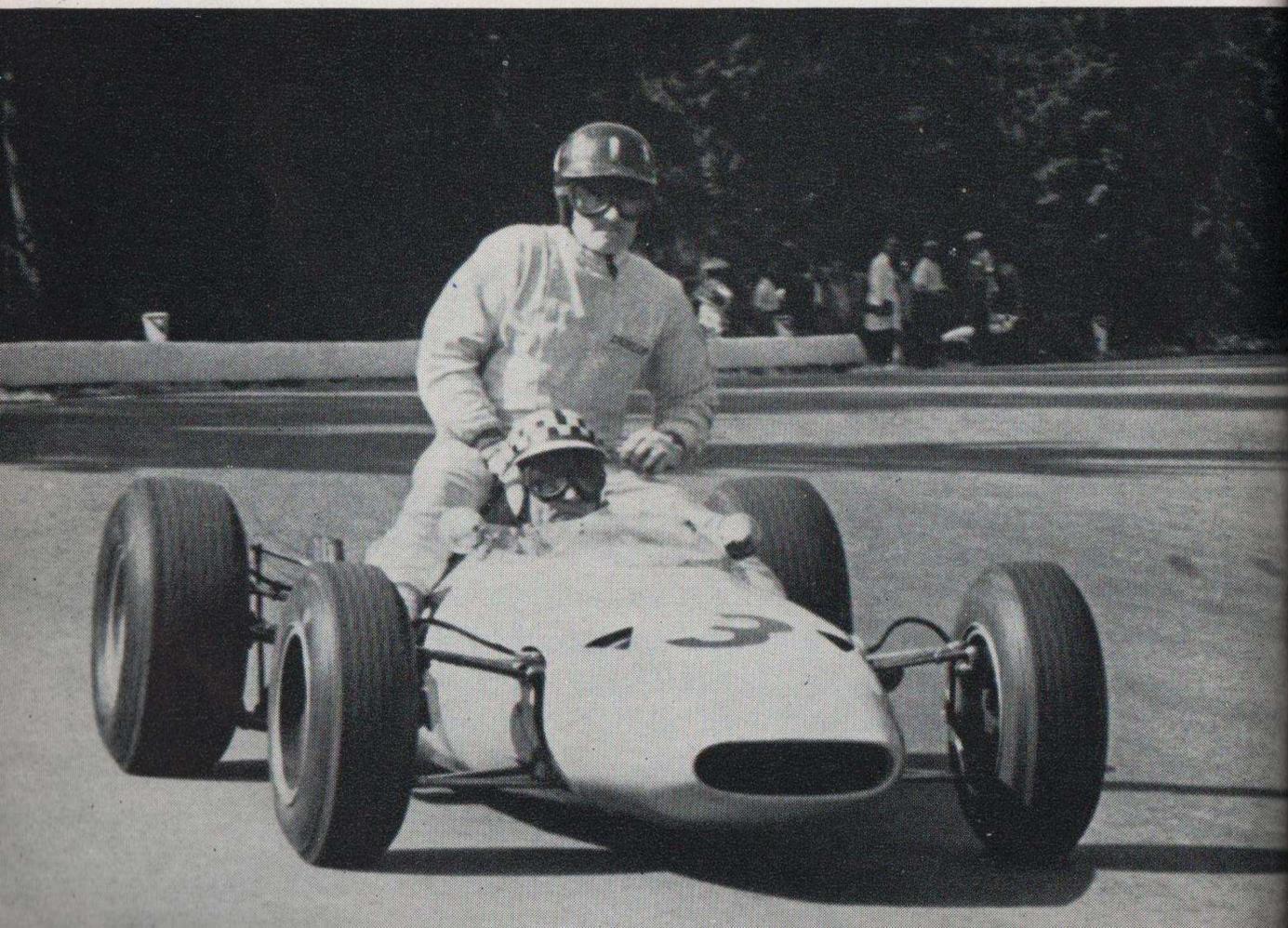
No man looks a hero in a dodgem. To be really impressive racing cars have to be big. The 4½-litre Lago Talbots now appearing in Vintage racing are moderately large: the 4½-litre Ferraris were on the right lines. The 646 b.h.p. 200 m.p.h. Mercedes-Benz we've been talking about had the same wheel-base as a Humber Super Snipe. This is where I'm afraid the new cars will disappoint. Complexity has returned: 16 cylinders for B.R.M., 32 for Honda. Steam-roller tyres are increasing the width and as transmissions and running-gear become more sophisticated cars will weigh more. But I doubt if they will get BIG, and you won't be able to see the man because he will be taking it lying down. Chassis will get better instead of worse, and unless someone decides to hold races on proper roads with grit and potholes and *pave* and perhaps a level crossing for the edification of all concerned, those who like to see what's going on will have to watch V.S.C.C. races, where some at least of the cars are big, and nearly all are too fast for chassis. Perhaps one day the guiding intellects of the sport may drop another 750-kilo clanger to the joy of all right-thinking men.



Has the Hovercraft come to stay?

Photos—Michael Cooper

Variation on a Theme by G. Hill and I. Ireland



So I said to this bird . . .

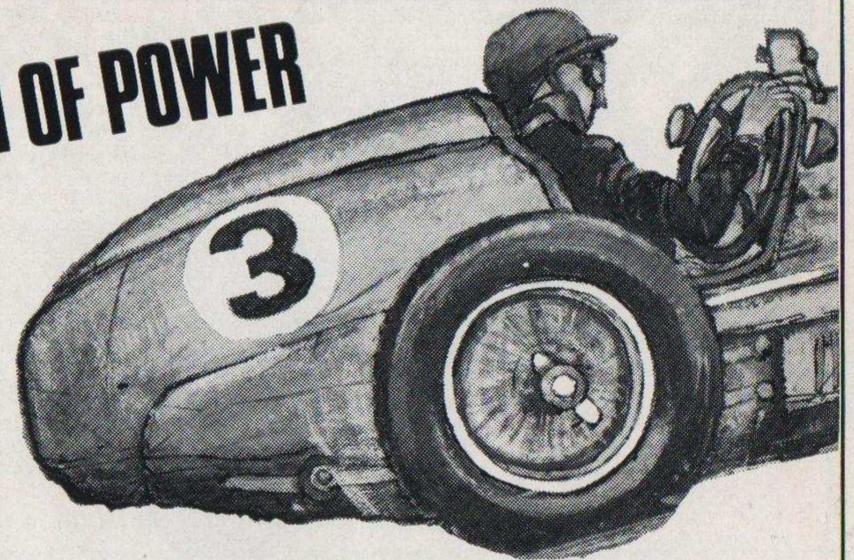
Photo—Michael Cooper



Personally, I always relax between events

Photo—Michael Cooper

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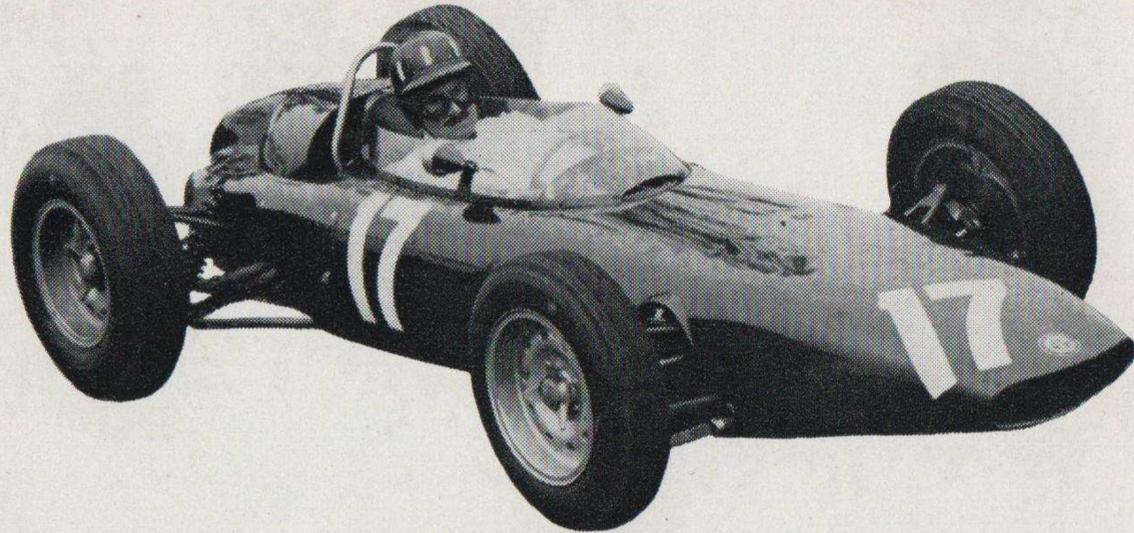
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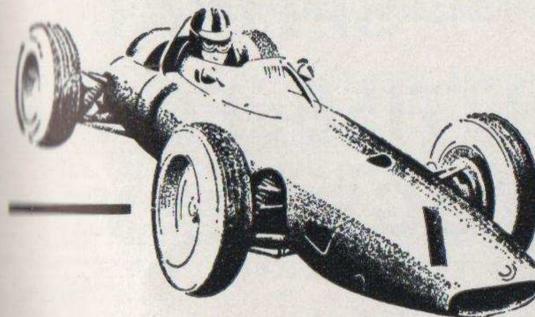
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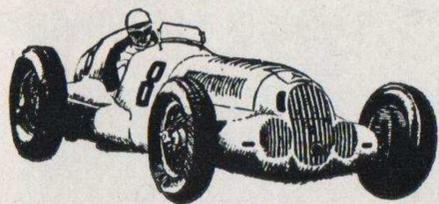
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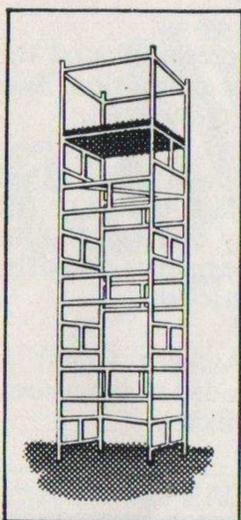
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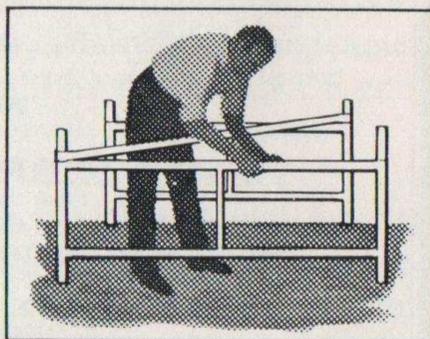
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TROPHY MEETINGS 1949-1965

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-Unions 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. Titterington (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. Titterington.

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. Titterington (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. Utley.

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 1,010 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.

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CLUB RACING AT ITS BEST

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. *1,300-1,600 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. 3rd: 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 1,100 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.

FOR STAR TREATMENT

of this event
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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. Arundel (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 (RepcO-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. Arundel (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.

St John Horsfall



the Classic Club day at Silverstone Sat. May 28

Events include:- The W. D. & H. O. Wills Trophy for Vintage and Venerable Cars. The 'Monte Cristo' Trophy for Sports and G.T. Cars over 1500 cc. The Radio London Trophy for Saloon Cars. The 'Car' Trophy for Sports and G.T. Cars up to 1500 cc. The 'Onyx' Trophy for Formule Libre Cars. The 'Glover' Speed Trials, and supporting races.

ADMISSION 5/- FIRST EVENT 12 NOON
FREE PARKING FOR CARS AND MOTOR CYCLES

May 15, 1965

DAILY EXPRESS TROPHY RACE—52 LAPS

1st: J. Stewart (B.R.M.) 111.66 m.p.h. 2nd: J. Surtees (Ferrari) 111.60 m.p.h. 3rd: M. Spence (Lotus-Climax) 110.39 m.p.h. Fastest lap and Formula 1 record: J. Surtees (Ferrari) 113.30 m.p.h.

SPORTS CAR RACE—25 LAPS

1st: B. McLaren (McLaren-Elva) 113.58 m.p.h. 2nd: H. Dibley (Lola) 110.97 m.p.h. 3rd: J. Sears (Lotus) 110.10 m.p.h. CLASS RESULTS: *Up to 1,150 c.c.*—1st: J. Hine (Lotus) 96.21 m.p.h. 2nd: J. F. Morley (Lotus) 96.21 m.p.h. 3rd: G. Oliver (Lotus) 95.25 m.p.h. *Over 1,150 c.c. up to 2,000 c.c.*—1st: D. Hulme (Brabham) 105.80 m.p.h. 2nd: P. Gethin (Elva B.M.W.) 98.21 m.p.h. *Over 2,000 c.c.*—1st: B. McLaren (McLaren-Elva) 113.56 m.p.h. 2nd: H. Dibley (Lola) 110.97 m.p.h. 3rd: J. Sears (Lotus) 110.10 m.p.h.

"SENIOR SERVICE" TOURING CAR RACE—12 LAPS

1st: R. Pierpoint (Ford) 93.46 m.p.h. 2nd: Sir G. Baillie (Ford) 93.06 m.p.h. 3rd: J. Sears (Ford) 92.01 m.p.h. *Up to 1,000 c.c.*—1st: W. Banks (Austin) 85.11 m.p.h. 2nd: M. Campbell-Cole (Austin) 85.10 m.p.h. 3rd: J. Anstead (Fiat-Abarth) 83.97 m.p.h. *1,000 to 1,300 c.c.*—1st: A. Lanfranchi (Morris) 89.21 m.p.h. 2nd: J. Fitzpatrick (Austin) 89.21 m.p.h. 3rd: J. D. Lewis (Austin) 88.33 m.p.h. *1,300 c.c. to 2,000 c.c.*—1st: J. Sears (Ford) 92.01 m.p.h. 2nd: M. Spence (Ford) 91.52 m.p.h. 3rd: F. Gardner (Ford) 91.05 m.p.h. *Over 2,000 c.c.*—1st: R. Pierpoint (Ford) 93.46 m.p.h. 2nd: Sir G. Baillie (Ford) 93.06 m.p.h.

INTERNATIONAL FORMULA III RACE—25 LAPS

1st: P. Courage (Brabham-Ford) 102.51 m.p.h. 2nd: R. Pike (Brabham-Ford) 101.99 m.p.h. 3rd: J. Fenning (Merlyn-Ford) 101.33 m.p.h.

INTERNATIONAL HISTORIC RACING CAR RACE—12 LAPS

1st: Hon. P. Lindsay (Maserati) 96.42 m.p.h. 2nd: R. Attwood (Maserati) 95.88 m.p.h. 3rd: W. Banks (Maserati) 95.81 m.p.h.

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THE SILVERSTONE CLUB

founded to support the home of British motor racing.

The new Silverstone Club was formed only a few short weeks ago by a group of enthusiastic followers of the sport, and in particular loyal supporters of Silverstone Circuit, anxious to help 'their' circuit in any possible way. The idea was that any surplus monies earned by the new Club would automatically be used on behalf of the circuit—in the early stages for the members of the new Club, but finally for the good of the public at large. In return for this very sympathetic attitude, the British Racing Drivers' Club has found it possible to offer unusual benefits to the members of the Silverstone Club.

The already growing membership enjoys the following benefits:—

FOR AN ANNUAL MEMBER

1. Six members' free Test Days per annum.
2. Three Woodcote Corner Stands reserved free of charge to Club Members at all Club Meetings.
3. One Woodcote Corner Stand reserved to Club Members at specially reduced prices—5/- off—at major meetings.
4. Exclusive use of Clubhouse in Woodcote Enclosure at all Meetings.

FOR A LIFE MEMBER

All those listed above, plus free admission to the Stewards' Enclosure, Stewards' Toilets, and the B.R.D.C. Members' Club Bar. Plus car admission to the inside of circuit and use of Silverstone Club Pit—No. 1 adjacent to starting grid.

Annual Membership including one guest	£3 3 0
Annual Membership including two guests	£5 5 0
Junior Membership (10-17)	£1 1 0
Life Membership including one guest	£52 10 0
Life Membership including two guests	£78 15 0

Regular followers of the sport at the home of British motor racing should take advantage of this unique opportunity to support their circuit. If one works out the benefits obtained it is, in fact, economically wise to join. A Life Member, for example, will, in as little as four years, gain benefits worth the whole of his life subscription.

A distinctive badge is available to members. It is the actual shape of the circuit and embodies an inset miniature version of the B.R.D.C. badge.

Facing this page will be found an application form for those wishing to join. On it will also be found the Hon. Secretary's name and address; he will be happy to provide further details and answer any queries.

THE SILVERSTONE CLUB Ltd.

founded to support the home of British motor racing

Arthur Dart,
Silverstone Club Ltd.,
Dun Mill,
Whitchurch,
Aylesbury, Bucks.

APPLICATION FOR MEMBERSHIP

I desire to become a member of the Silverstone Club Limited and I hereby agree to be bound by the Memorandum and Articles of Association and the Bye-Laws of the Club.

Particulars to be stated fully and correctly (in block capitals please):—

FULL NAME

HOME ADDRESS

..... (Tel. No.)

BUSINESS ADDRESS

..... (Tel. No.)

RANK/PROFESSION/OCCUPATION

OTHER CLUBS (if any)

Applicant's signature

Member proposing

Member proposing

THE BRITISH RACING DRIVERS' CLUB

1966 Silverstone Meetings

Not all spectators are aware that during the season there are no less than thirty-two meetings at Silverstone. To assist enthusiasts to enjoy many happy days motor, and motor cycle, racing the 1966 Silverstone Calendar is shown below.

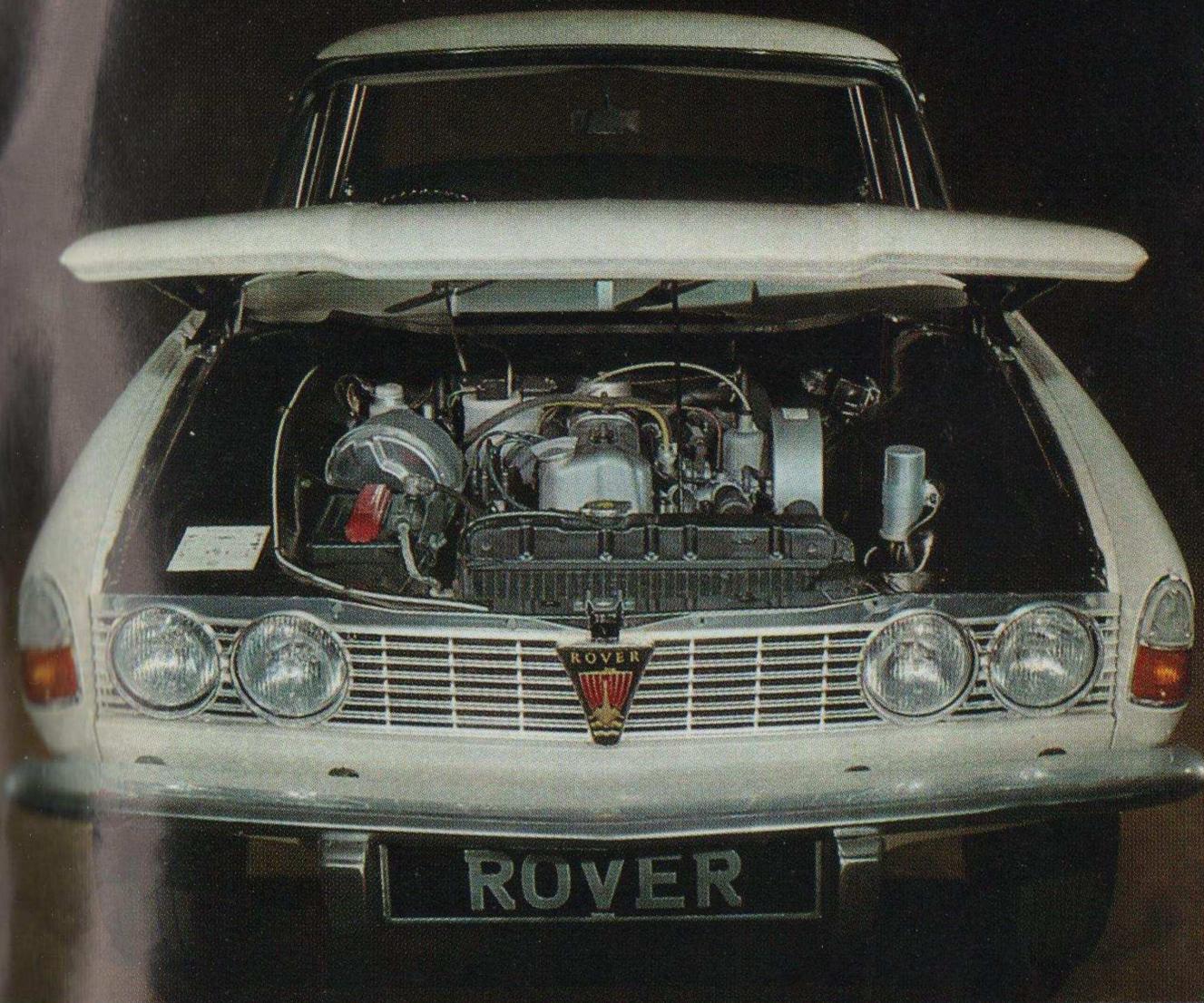
Vintage Sports Car Club (Pomeroy) ...	C	19th March	
British Motor Cycle Racing Club ...	C	2nd April	
—		9th April	
Nottingham Sports Car Club ...	R	11th April	Easter Monday
Austin Healey Car Club ...	C	16th April	
Vintage Sports Car Club ...	C	23rd April	
—		30th April	
750 Motor Club ...	R	7th May	
★British Racing Drivers' Club (Trophy) ...	I	14th May	
M.G. Car Club ...	R	21st May	
Aston Martin Owners' Club ...	R	28th May	
Nottingham Sports Car Club ...	N.B.	30th May	Whit Monday
Eight Clubs ...	C	4th June	
British Motor Cycle Racing Club ...	C	11th June	
British Automobile Racing Club ...	C	18th June	
Midland Motoring Enthusiasts' Club ...	R	25th June	
Motor Cycling Club ...	C	2nd July	
★Aston Martin Owners' Club (Martini) ...	N.O.	9th July	
750 Motor Club ...	R	16th July	
British Automobile Racing Club ...	C	24th July	
Vintage Sports Car Club ...	C	30th July	
750 Motor Club (Relay) ...	N.B.	6th August	
—		13th August	
Bentley Drivers' Club ...	R	20th August	
Jaguar Drivers' Club ...	N.B.	27th August	
Nottingham Sports Car Club ...	R	29th August	Bank Holiday
S.U.N.B.A.C. ...	R	3rd September	
Peterborough Motor Club ...	R	10th September	
North Staffs Motor Club ...	R	17th September	
British Motor Cycle Racing Club ...	C	24th September	
★B.R.D.C. (Clubmen's) ...	R	1st October	
British Automobile Racing Club ...	C	8th October	

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

TRACK MANAGER:
 J. W. Brown,
 B.R.D.C. Office,
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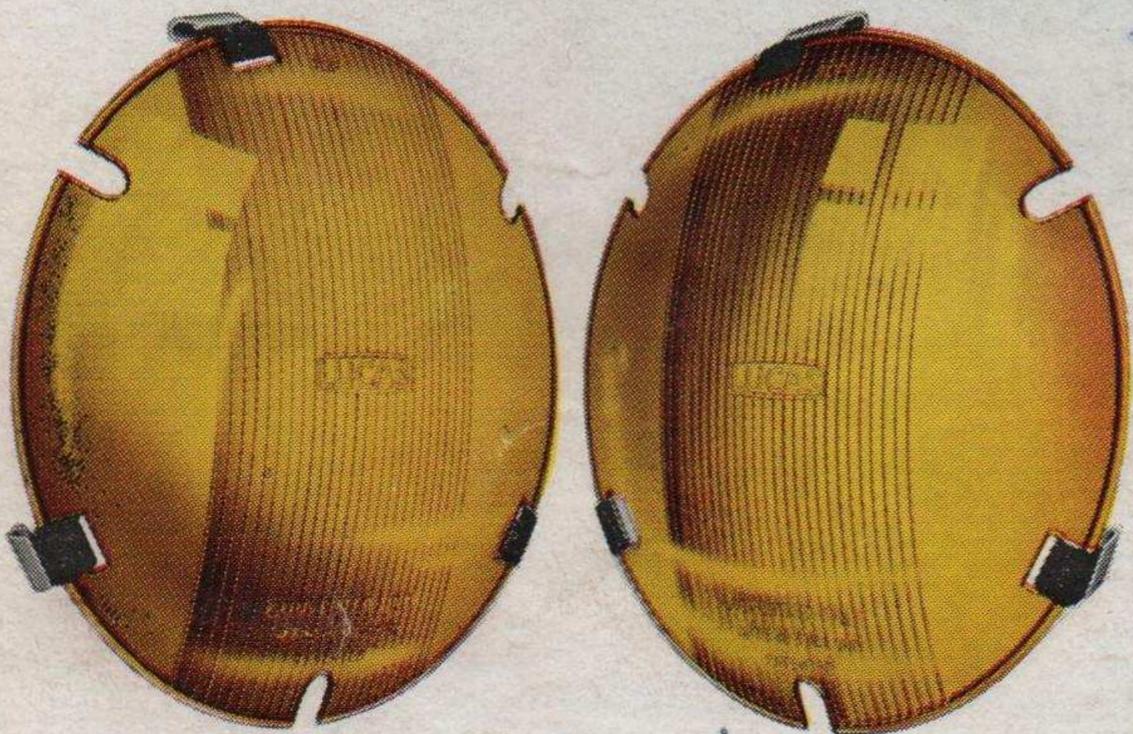
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