

'64 SUCCESSES



The World Championship and SHELL

THE World Championship of Drivers was introduced in 1950. The first man to win it was Giuseppe Farina, who drove an Alfa-Romeo and relied exclusively on Shell products. In the following year, Juan Fangio—also with an Alfa-Romeo—achieved motor racing's highest accolade. He, too, was sure of Shell.

Fangio, with five championships to his credit, has won the title more times than any other driver. Ferrari is the marque which has taken more champions to the top than any other, but it was not until 1958 that the Constructors Championship was introduced. Since then, Ferrari has won it twice—B.R.M. once.

In 1958, there was the unusual situation of Mike Hawthorn winning the drivers' title in a Ferrari, whilst the constructors' award went to Vanwall. Coopers have won the latter twice, and Lotus once.

But Formula 1 racing is not the only realm of motor sport to have an international championship. There is an International Championship of Manufacturers for Grand Touring events, and a World Trophy for Prototype GT Cars. The former came into being in 1953—the latter in 1963.

If you add up the results of the four categories—Formula 1 drivers, Formula 1 constructors, GT manufacturers, and prototype GT cars—you find that more of these awards have been won on Shell products than on all those of the other oil companies lumped together. The score at the end of the 1964 season was: 26 international championships for Shell, 16 for the rest.

In Formula 1, Prototype and GT events Ferrari, B.R.M., Ford and Abarth all rely on Shell for their fuels and lubricants.

1964 The Cliff-hanger Championship



Enzo Ferrari, John Surtees. A champion constructor, a champion driver.

SELDOM, at any time in its history, has the World Championship of Drivers been such a close thing as it was in 1964. There were three contenders: Jim Clark (who was the reigning champion), Graham Hill, and John Surtees. Hill got away to a good start, by winning the first event in the series—the Monaco Grand Prix. But then it looked as if Clark was set to recapture his glory of '63. He won the Dutch and Belgian events, was compelled to retire from the French G.P. with a burnt piston (Dan Gurney won), and won the British event which was also the European Grand Prix.

After that, however, the Lotus stable's luck ran out. In spite of brilliant beginnings, Clark failed to finish in any of the next four races, and only managed to take 4th place in the Mexican G.P.

His score at the end of the year was 32 points.

If the Lotus was plagued by lack of stamina, the B.R.M. story was a very different matter. The rules of the World Championship of Drivers stipulate that a driver may only count six of the races in which he has won points. By the end of the year, Graham Hill had, in fact, finished in seven events. Thus he was compelled to throw overboard the two points which he had earned for 5th place in the Belgian G.P., and settle for a total of 39.

And then there was Surtees. The Ferrari story was very nearly that of the Lotus in reverse. While Clark was busy winning races, Surtees was sadly retiring from them. He took second place in Holland, blew up in the Belgian and French events, and then came home in 3rd place in the European G.P.

It was rather as if, having got the Le Mans 24-Hour Race out of the way, the boys from Maranello gave all

their attention to driving the bugs out of their Formula 1 engines. Surtees won the German and Italian races, and took 2nd place at Watkins Glen and Mexico. With a final score of 40 points, he became World Champion Driver for 1964. The constructors' Championship went to Ferrari.

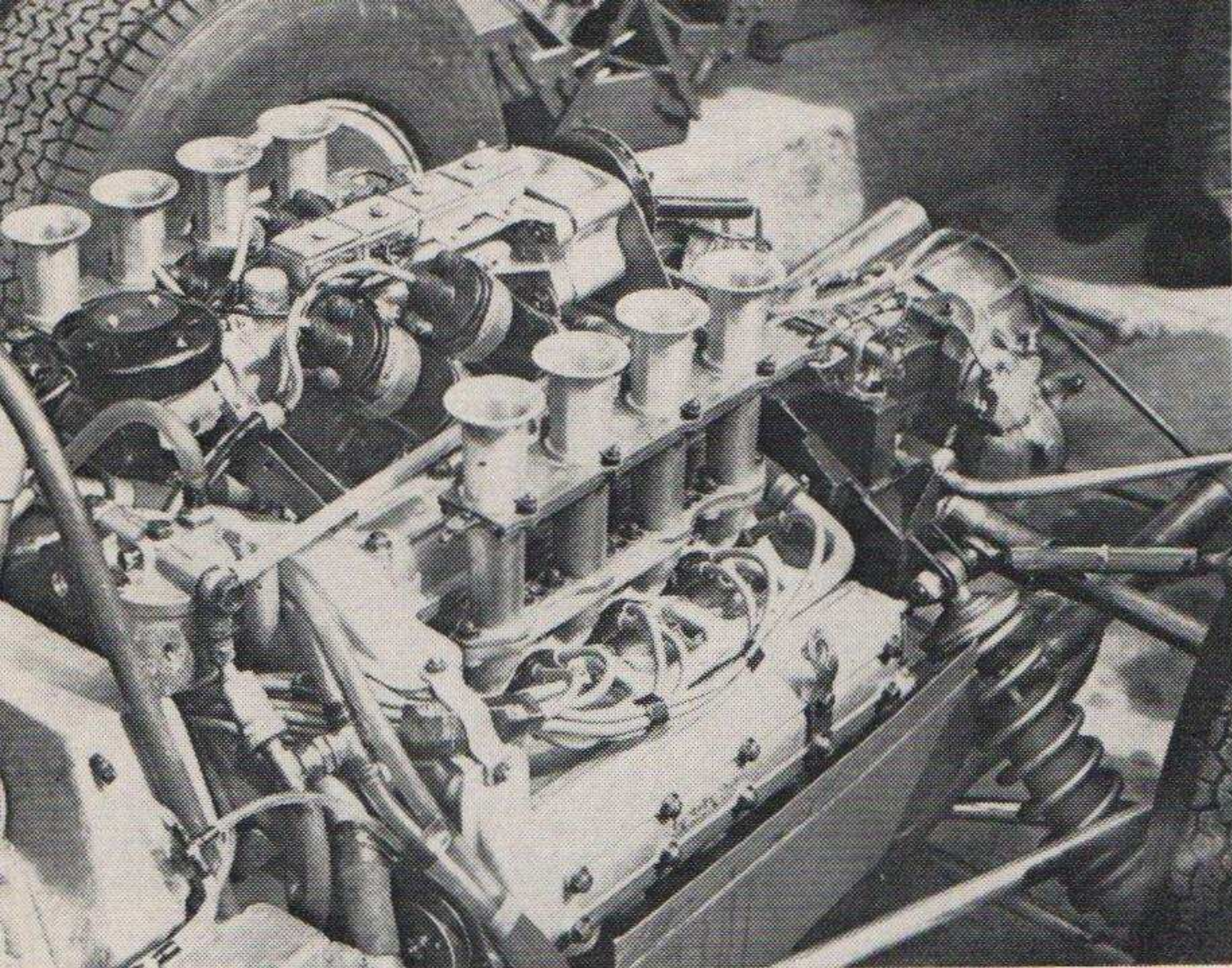
But this was after the drama of Mexico City. When the cars lined up on the starting grid of this race, Clarke's score stood at 30 points (with one more "first" than either Graham Hill or Surtees)*, Hill's at 39, and Surtees's at 34.

Depending upon what happened during the next two hours, any one of these three aces could have emerged as champion.

In the event, Clark nursed an ailing car home to 4th place. Hill took an even sicker B.R.M. (after a shunt with Bandini) into 11th place. And Surtees came 2nd.

The cliff-hanger which was 1964's world championship was resolved. John Surtees (who uses Shell) was champion. Graham Hill (who also uses Shell) came second. Clark finished in third place. Ginther and Bandini (both of whom use Shell) finished in fourth and fifth places respectively.

**In the event of a draw, the World Championship goes to the driver with the most "firsts".*



The engine of the V8 Ferrari in which Surtees scored his points for the World Championship. (Photo: Geoffrey Goddard.)

Surtees

versus

Hill

The cars in which they raced

B.R.M. The B.R.M. headquarters at Bourne in Lincolnshire is a factory dedicated to the production of Formula 1 racing cars, their engines and special racing projects. There are no other products. Under the inspired guidance of Tony Rudd, chief engineer and team manager, an unceasing search goes on for higher speeds and greater reliability. Furthermore, the B.R.M. team is looking to the future. At the end of 1964, Bourne was the only works known to be developing a 3-litre power plant for the new rules, which will come into force in 1966.

B.R.M. engines are sold to other motor racing teams—notably to the British Racing Partnership and Reg Parnell Racing. But the B.R.M. racing car is the exclusive property of Bourne. Last year the drivers were Graham Hill and Richie Ginther. This year, Jackie Stewart takes over from Ginther.

It was in 1963, that B.R.M. introduced its monocoque design, and it turned out to have quite a few snags. But Rudd and his henchmen are always ready to learn from their mistakes. Thus the 1964 B.R.M. was a considerable improvement.

Extra b.h.p. had been coaxed out of the engine; a lighter transmission assembly was produced; and the car itself was lower, more compact, and smaller. It was, indeed, the lightest racing car that has ever come out of the Bourne workshops. It may not have won the constructors' award, but it turned out to have more staying power than any other contender. And that, in Formula 1 motor racing, counts for a very great deal.

FERRARI Enzo Ferrari's view of what a racing car should have is simple. It is: 30 more horse power than any of its competitors. The finding of those 30 extra b.h.p. units is a good deal less simple than it may sound. Nevertheless it gives a clue as to what to look for in a Formula 1 racing car from Maranello. And that is—the engine.

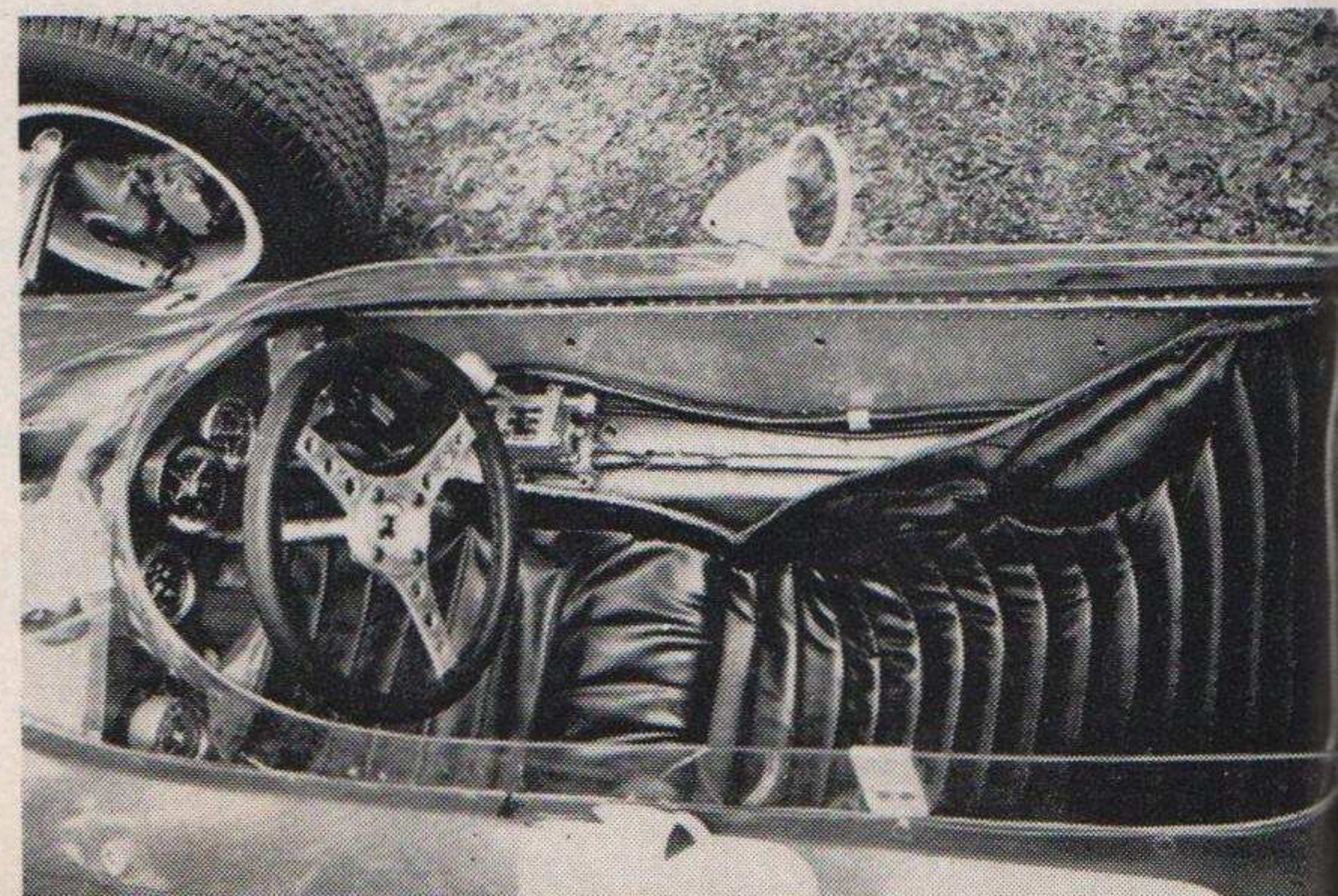
All told, Ferrari had three Formula 1 engines in and out of service in 1964. The interim V6 engine, which had been the *équipe's* mainstay in the previous year, and with which, in spite of its alleged obsolescence, Bandini won the Austrian Grand Prix; the V8, with which Surtees had his successes; and the flat 12.

The last of these arrived on the scene late-ish in the season, when the struggle at the top of the championship table had become very hot indeed. It was obviously no time for experiment, and so Surtees retained the proven V8, while Bandini played with the flat 12, which was still something of an enigma.

Certainly, in the high altitude of Mexico City, it showed itself to be more potent than the 8-cylinder power pack. But, to witness its true potential, we shall have to wait and see what happens in 1965.

The Ferrari car is also of monocoque design, using a structure similar to that employed in aircraft construction. This has led to its being often described as the "Ferrari Aero".

The Ferrari's cockpit. Built on the monocoque principle, a structure similar to that used in aircraft construction, has led to the car being described as the "Ferrari Aero". (Photo: Geoffrey Goddard.)



John Surtees

the true professional



UNTIL 1959, John Surtees had never so much as seen a motor car race. Five years later, he was World Champion Racing Driver. Furthermore, he had seven motorcycling world championships to his credit. Not even the fabled Fangio could boast of having been a champion eight times over.

Surtees is the true professional. His motor racing skill is matched only by his mechanical ability. When testing a car, he cannot merely say what's wrong with it. He can also suggest how to put it right. His attitude to the events themselves is marked by a quiet determination. His pale complexion is an apparent contradiction of his actual, and considerable, physical fitness. He is completely single-minded about everything he does, which is the main reason why he has never taken up flying.

He admits that it would be a convenient way of getting to circuits. He feels that it would probably be fun. But he fears that he might become too interested in it—to the detriment of his more immediate work.

Born in a village near Westerham just over thirty years ago, his father was a motorcycle dealer and racing enthusiast. Indeed, during the years immediately before World War II, Surtees Snr. was reckoned to be unbeatable in combination events.

John Surtees had his first race on two wheels at Brands in 1951. He came off at Paddock Bend while lying second. Part of his brilliance is undoubtedly the gift of learning from mistakes. He soon discovered how to retain his seat throughout a race, and, by the time he was 18, he was winning races with almost tedious regularity.

In 1956, he joined MV Augusta, and ended the season as World Champion in the 500 c.c. class. In 1958, 1959 and 1960, he won both the 350 and 500 c.c. Championships—winning, in the last two years, every championship event in the calendar.

He took up motor racing at the suggestion of the late Mike Hawthorn. His first race was in a Formula Junior event at Goodwood in March, 1960. He finished second to Jim Clark.

It was at the beginning of the 1963 season that he joined Ferrari, though he had been asked to sign for them a year earlier. The reason for his delay was that he felt he still had something to learn before joining the big time. "I wanted to go to Ferrari as a complete driver", he says.



Mr. and Mrs. John Surtees—at home.

Surtees was married three years ago, and his charming wife, Pat, accompanies him to most of his races ("Few can beat her at clicking a stopwatch and keeping a lap chart", he says). The couple live in a country house on the Kent-Surrey border. They keep two Boxer dogs, two kittens, and enjoy gardening.

John Surtees's packed programme of motor racing gives him little time for hobbies, but he likes listening to music, and tinkering with motorcycle engines in his workshops. For his personal motoring, he drives a 330 Ferrari and an "S" type Mini.

A champion's life provides little leisure. When he can find some spare time, Surtees likes to tinker with motorcycle engines in his workshop.



ON FOUR WHEELS

The Grandes Epreuves

Ten races counted towards the 1964 World Championship of Drivers. The following successes in them were obtained on Shell fuel and engine oil:

Monaco Grand Prix

- 1st Graham Hill (B.R.M.)
Race record: 72.64 m.p.h.
Lap record: 74.92 m.p.h.
- 2nd Richie Ginther (B.R.M.)

Dutch Grand Prix

- 2nd John Surtees (Ferrari)
- 4th Graham Hill (B.R.M.)

Belgian Grand Prix

- 4th Richie Ginther (B.R.M.)
- 5th Graham Hill (B.R.M.)

French Grand Prix

- 2nd Graham Hill (B.R.M.)
- 5th Richie Ginther (B.R.M.)

European Grand Prix

- 2nd Graham Hill (B.R.M.)
- 3rd John Surtees (Ferrari)
- 5th Lorenzo Bandini (Ferrari)

German Grand Prix

- 1st John Surtees (Ferrari)
Race record: 96.57 m.p.h.
Lap record: 98.30 m.p.h.
- 2nd Graham Hill (B.R.M.)
- 3rd Lorenzo Bandini (Ferrari)

Austrian Grand Prix

- 1st Lorenzo Bandini (Ferrari)
Race record: 99.20 m.p.h.
- 2nd Richie Ginther (B.R.M.)

Italian Grand Prix

- 1st John Surtees (Ferrari)
Race record: 127.78 m.p.h.
Lap record: 130.12 m.p.h.
- 3rd Lorenzo Bandini (Ferrari)
- 4th Richie Ginther (B.R.M.)

United States Grand Prix

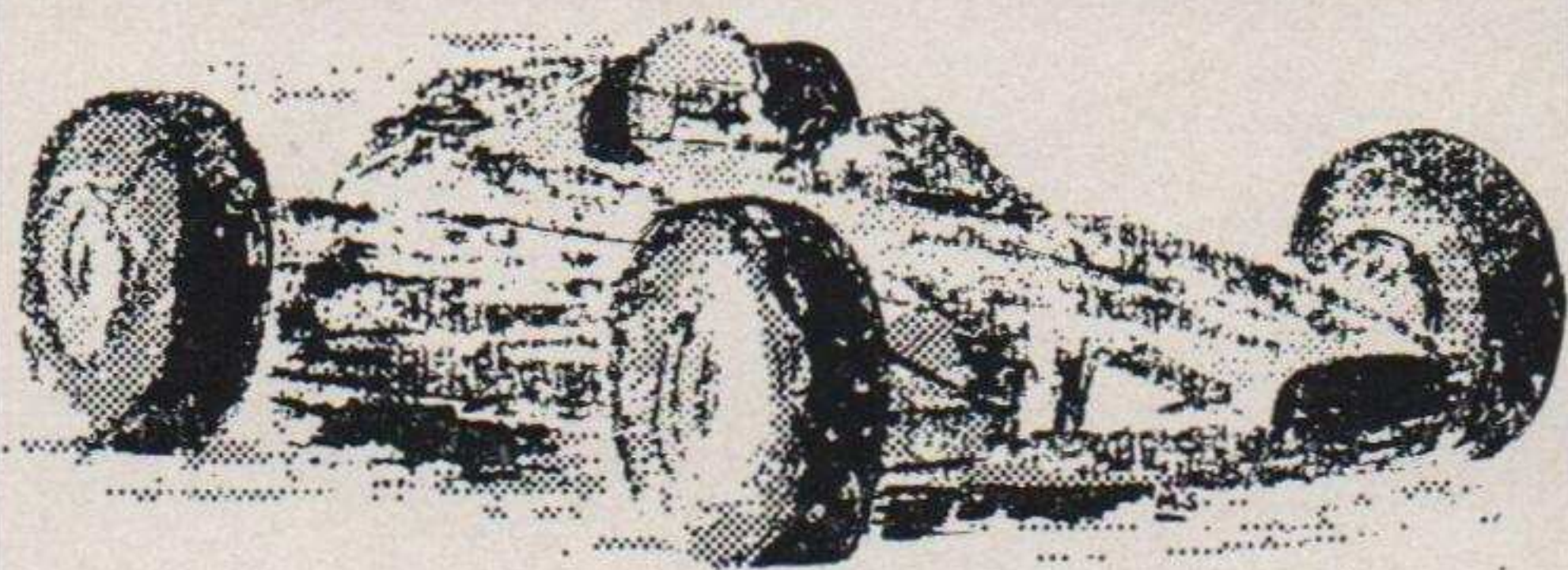
- 1st Graham Hill (B.R.M.)
Race record: 111.10 m.p.h.
- 2nd John Surtees (Ferrari)
- 4th Richie Ginther (B.R.M.)

Mexican Grand Prix

- 2nd John Surtees (Ferrari)
- 3rd Lorenzo Bandini (Ferrari)

On the pages which follow are described the seven races which, so far as Shell was concerned, were among the highlights of this singularly exciting season.

MONACO



GRAND PRIX

CERTAIN courses seem to bring out the best in certain drivers. John Surtees is rapidly establishing himself as the King of Nurburgring, whilst Graham Hill last year won the Monaco and United States Grand Prix races for the second year running.

In the 1964 scramble around the streets of the Principality, Hill was at the very top of his form. And, with Ginther filling in the space behind him, the old firm was back in business again in a big way.

For 94 out of the hundred laps, the race was a duel between Hill and Jim Clark.

And then the oil pressure of the reigning champion's Lotus collapsed. Clark soldiered on, albeit slowly, for one more lap, but it was to no avail. His power unit quietly expired half way up the hill to the Casino, with the needle on the pressure gauge pointing to zero.

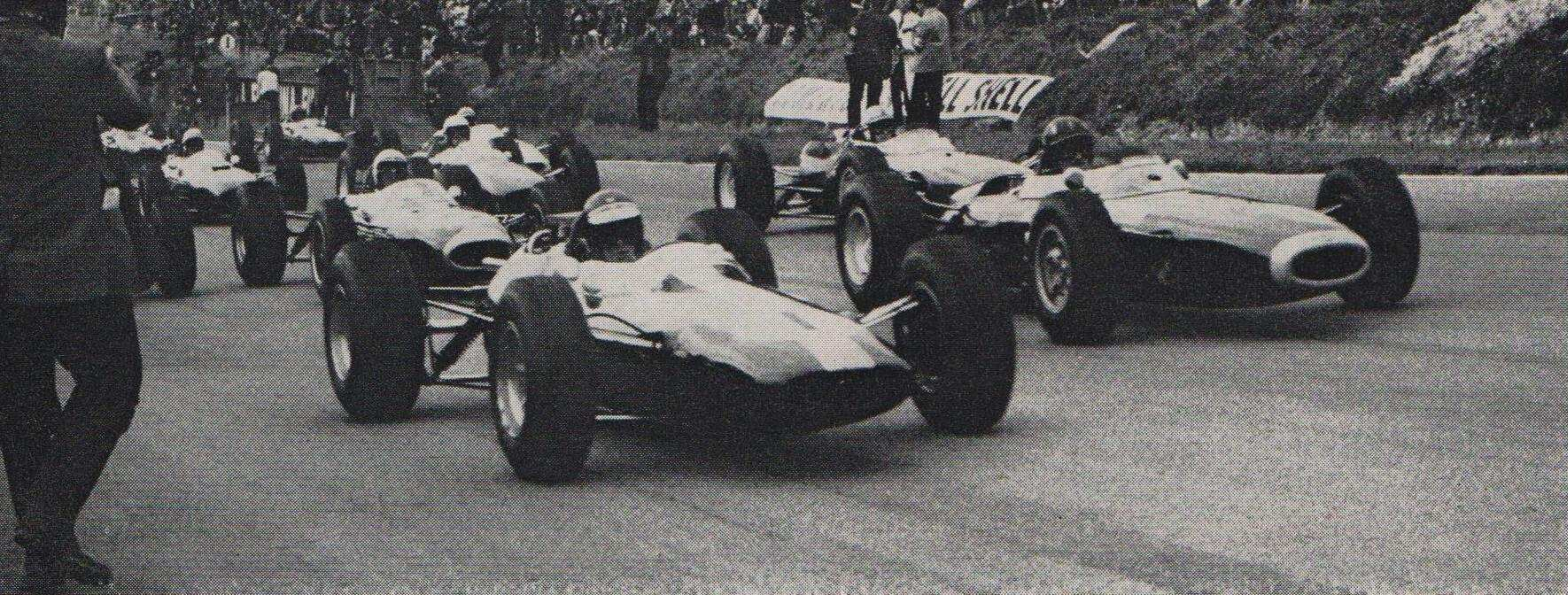


Richie Ginther (who put the "2" into the B.R.M.'s 1-2 at Monaco) laps Peter Arundell's Lotus-Coventry Climax. (Photo: Autosport.)

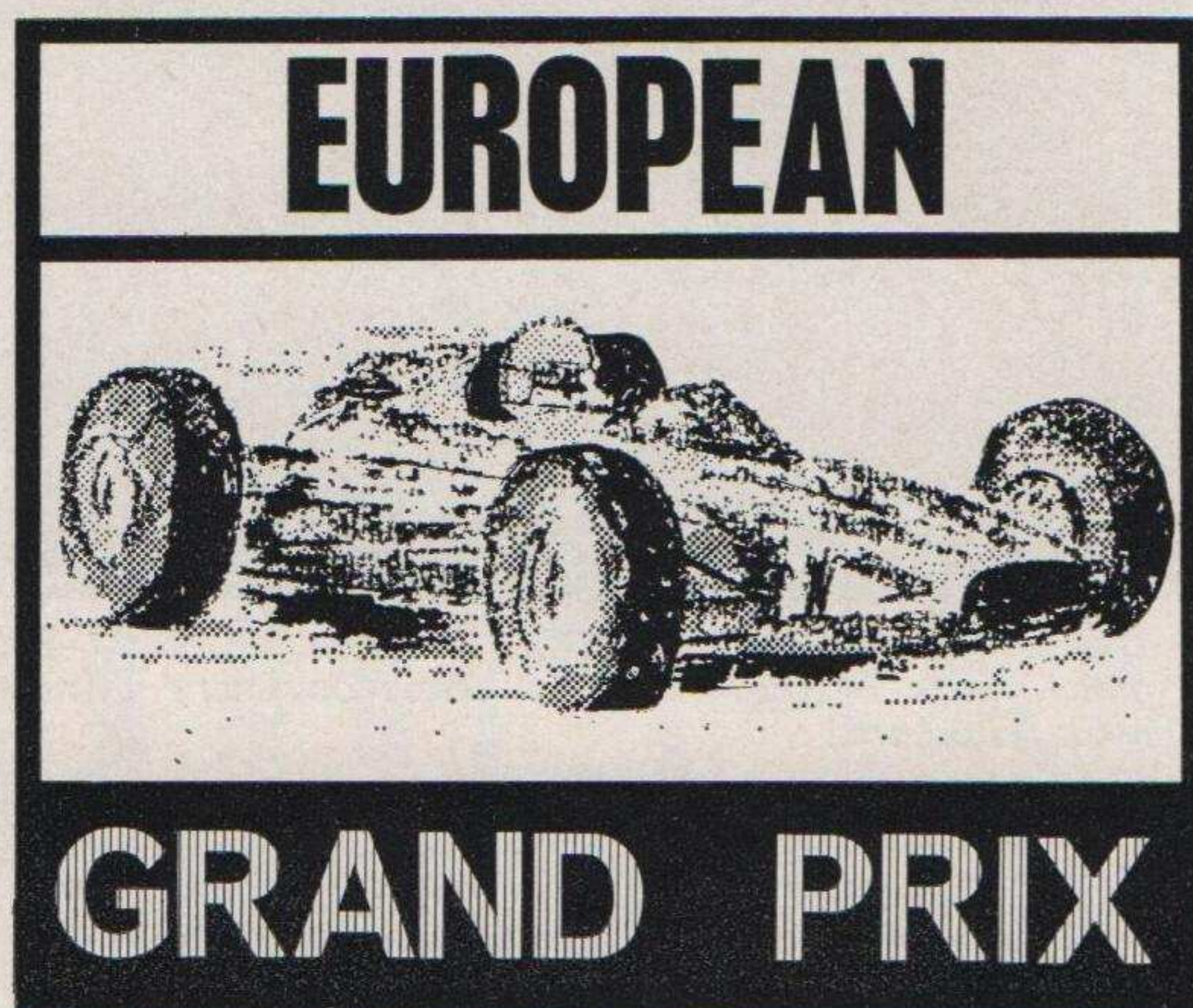
Thereafter, with the race in his pocket, Hill was able to motor home at touring speed. With an average speed of 72.64 m.p.h., he set up a new race record. Richie Ginther, taking second place, made it a 1-2 for B.R.M.

A garlanded Graham Hill and his B.R.M. pass the Casino after winning the Monaco Grand Prix. (Photo: Autosport.)





The start of the European G.P. In the left foreground: Jim Clark. To the right: Graham Hill.



THE management of Brands Hatch is obviously aware that motor racing nowadays is more than a sport designed to attract a few dedicated spectators. It is an outing for all the family. And, if you want to please everybody, you must lay on a reasonably varied bill of fare.

The programme arranged by the *Daily Mail* and officials of Brands for the European Grand Prix was very varied indeed. Quite apart from the racing itself, there was a jazz band in attendance during the evening

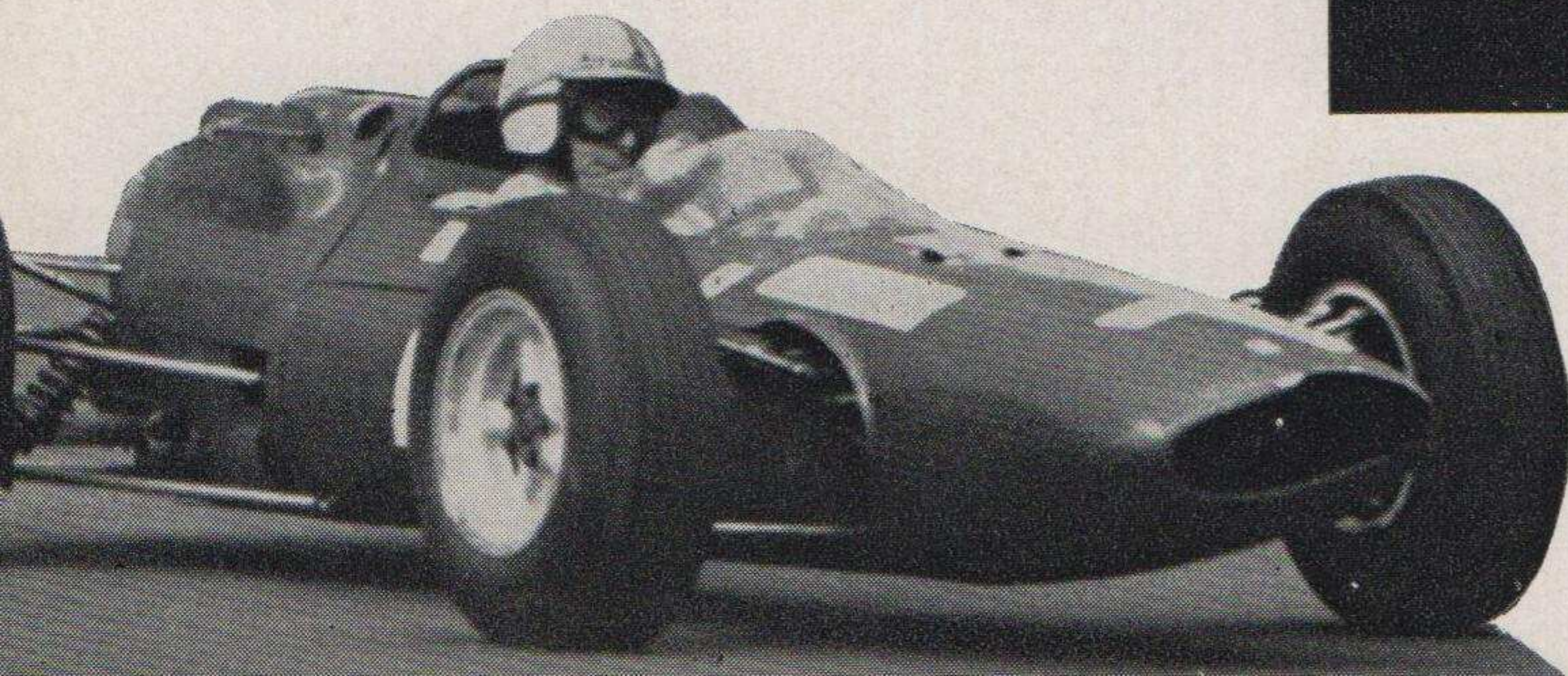
(a good idea this—it helped to overcome the traffic chaos which could have occurred, had everybody set off for home at the same time), a massive military display with a mock battle thrown in, and all the fun of the Brands Hatch fair—which includes shops, cafes, and bars.

As Grand Prix races go, the big event of the day was not unusually exciting. Clark led from start to finish. Hill occupied second place throughout. Surtees, after some dicing with Brabham which was among the more interesting features of the event, came third, and thereby gave the first indication of the season that the Ferrari Formula 1 jinx was dead.

Clark's time for the race was 2 hours 15 minutes 7 seconds. Hill finished 2.8 seconds behind him. As the former said afterwards, "Graham didn't give me a moment's peace".

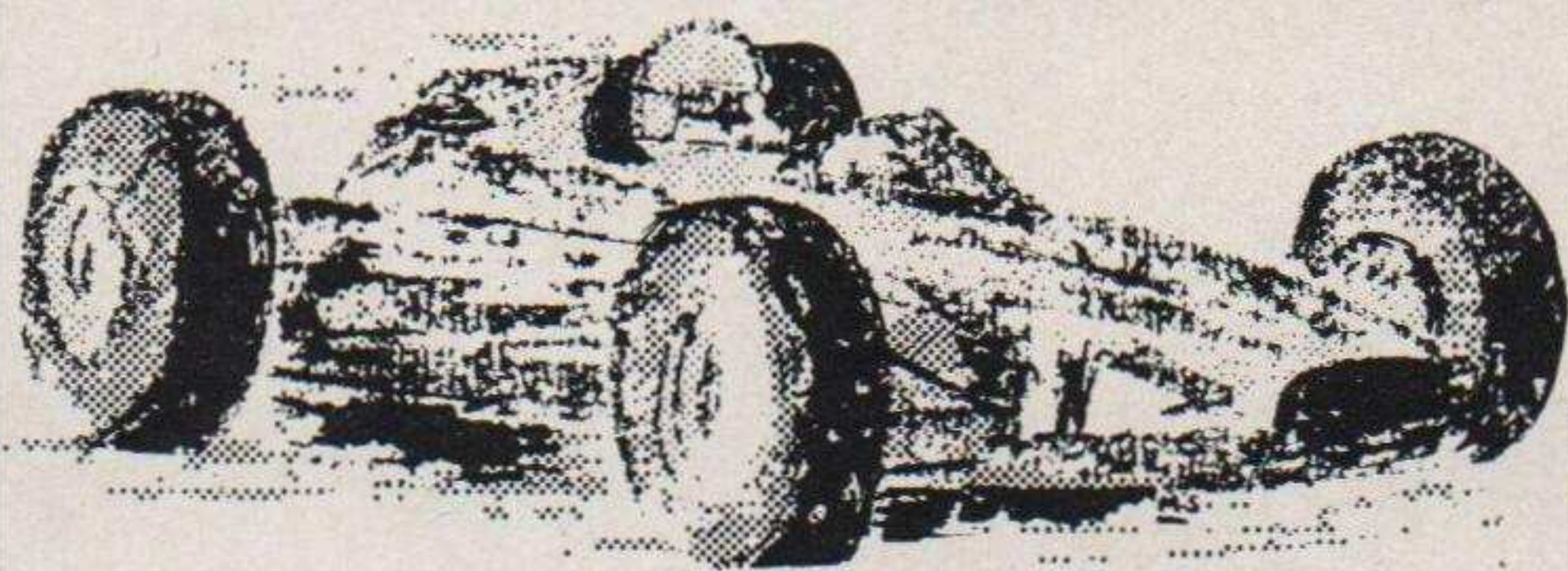


B.R.M. chief Raymond Mays—with Graham Hill and Richie Ginther before the European Grand Prix.



Surtees—who came third.

GERMAN

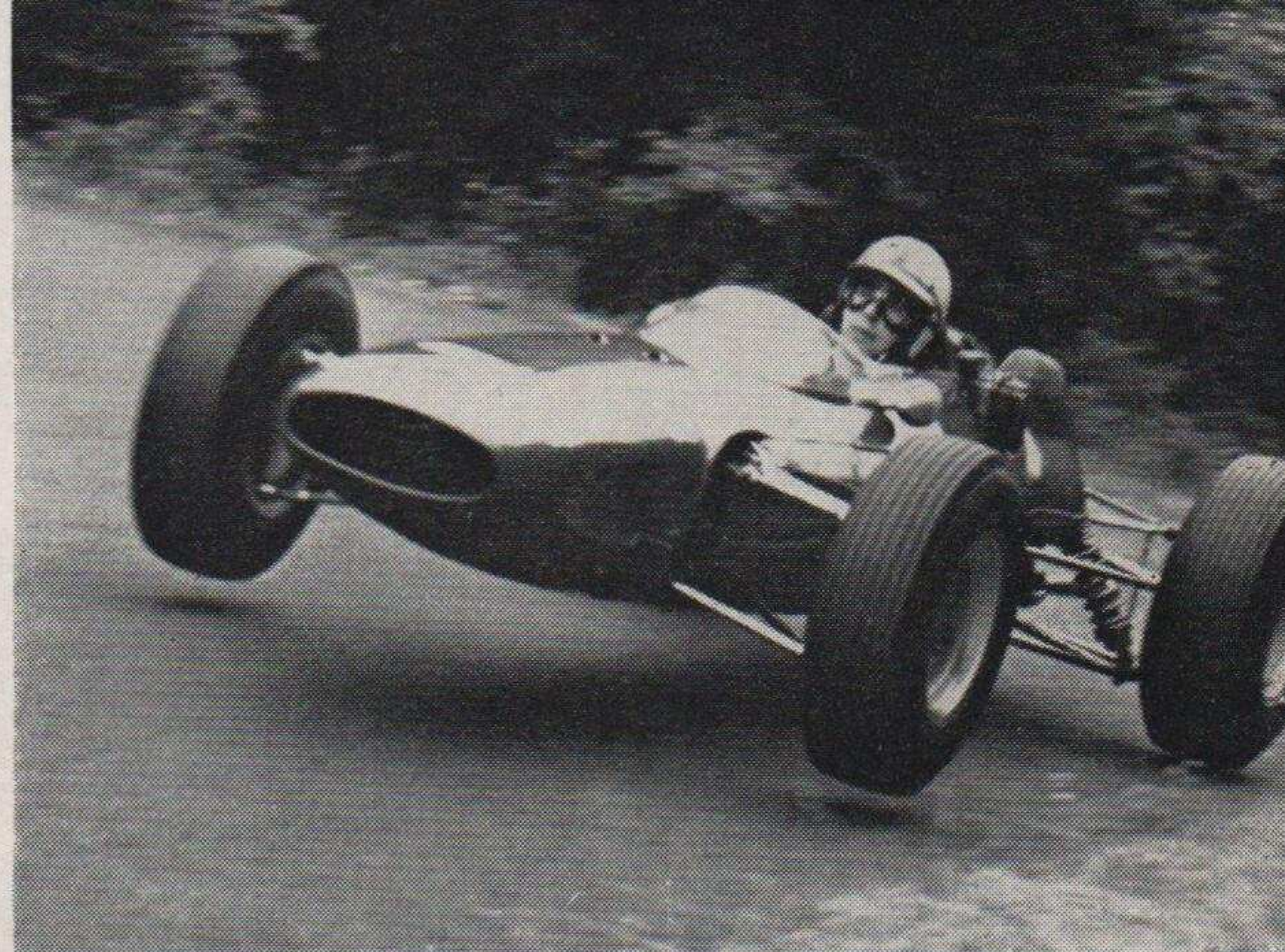


GRAND PRIX

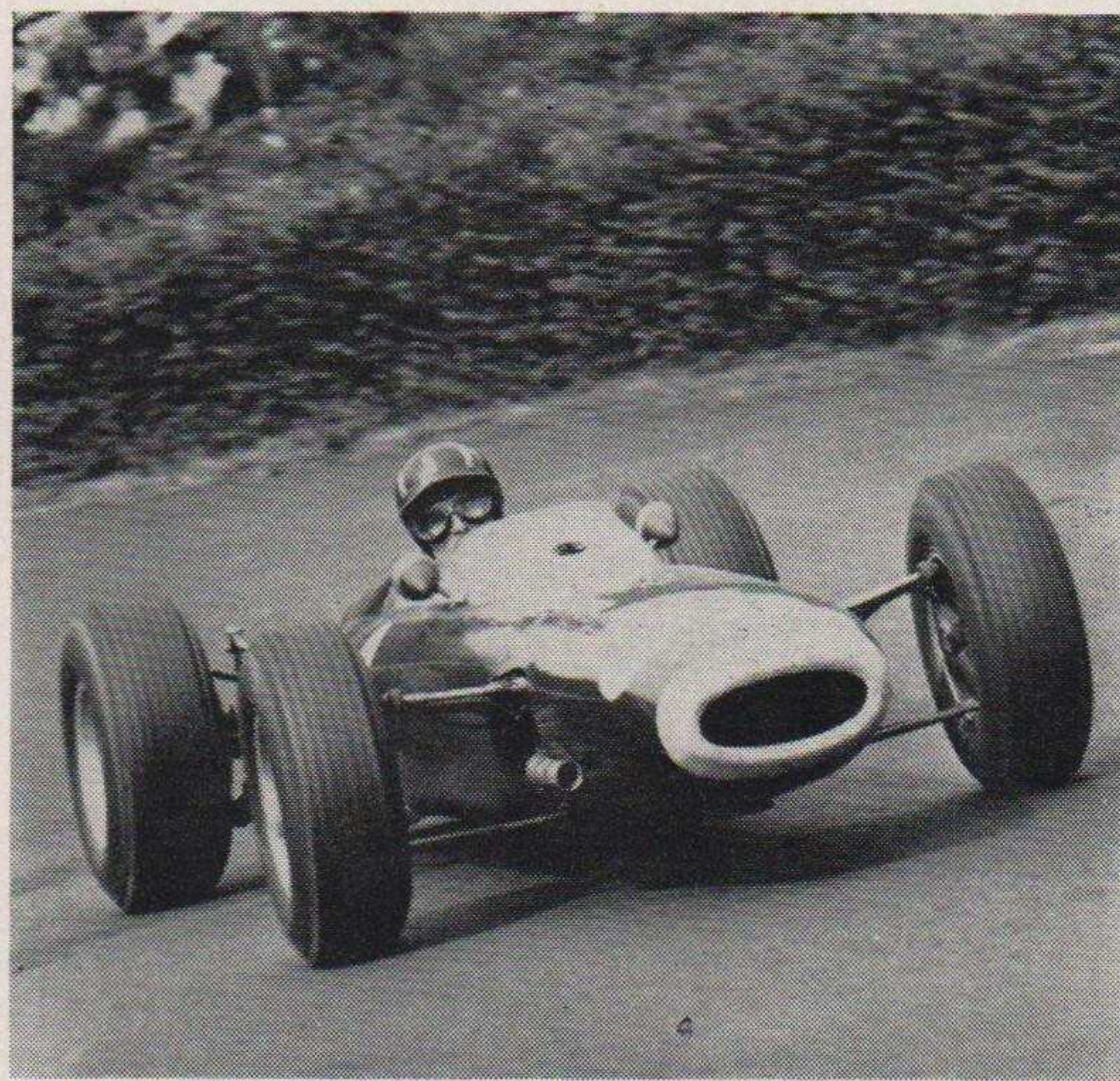
NURBURGRING is a 14-mile complexity of bends, loops and plunges. It is a Teutonic monster which takes a terrible toll of those who challenge it. In last year's German Grand Prix, only 10 out of the original 21 starters were still in action at the end of the race. Clark's engine died of a broken valve. Gurney, who had been putting up some very stiff opposition indeed, eventually had his wings clipped by engine trouble, and had to be content with 10th place. Brabham came to a resounding halt with a broken crown-wheel and pinion.

In the end, it was John Surtees who won after a brilliant display of driving, during which he established a new lap record of 98.3 m.p.h.

Nurburgring, with 180 or more bends and corners, is strictly for the experts. But, in John Surtees, it seems to have met its match. His average speed was 96.57 m.p.h. Graham Hill finished in second place (with a tired look on his face and an engine which sounded to be unwell), just over a minute behind Surtees, and Bandini came third. All of which made it a 1-2-3 for Shell.

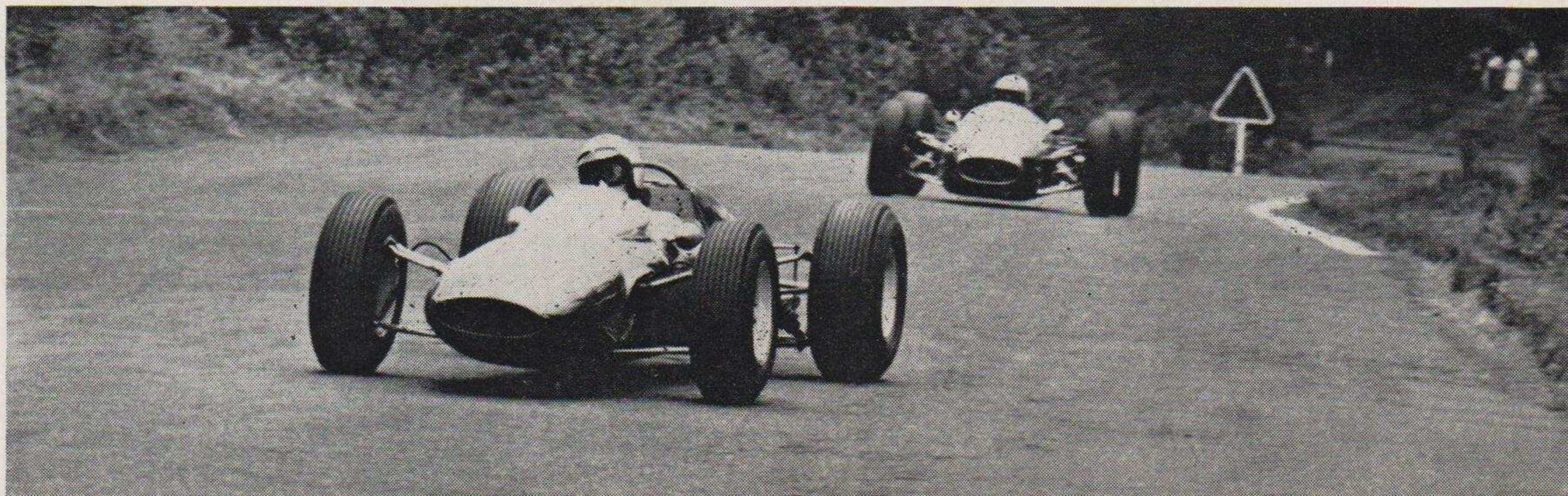


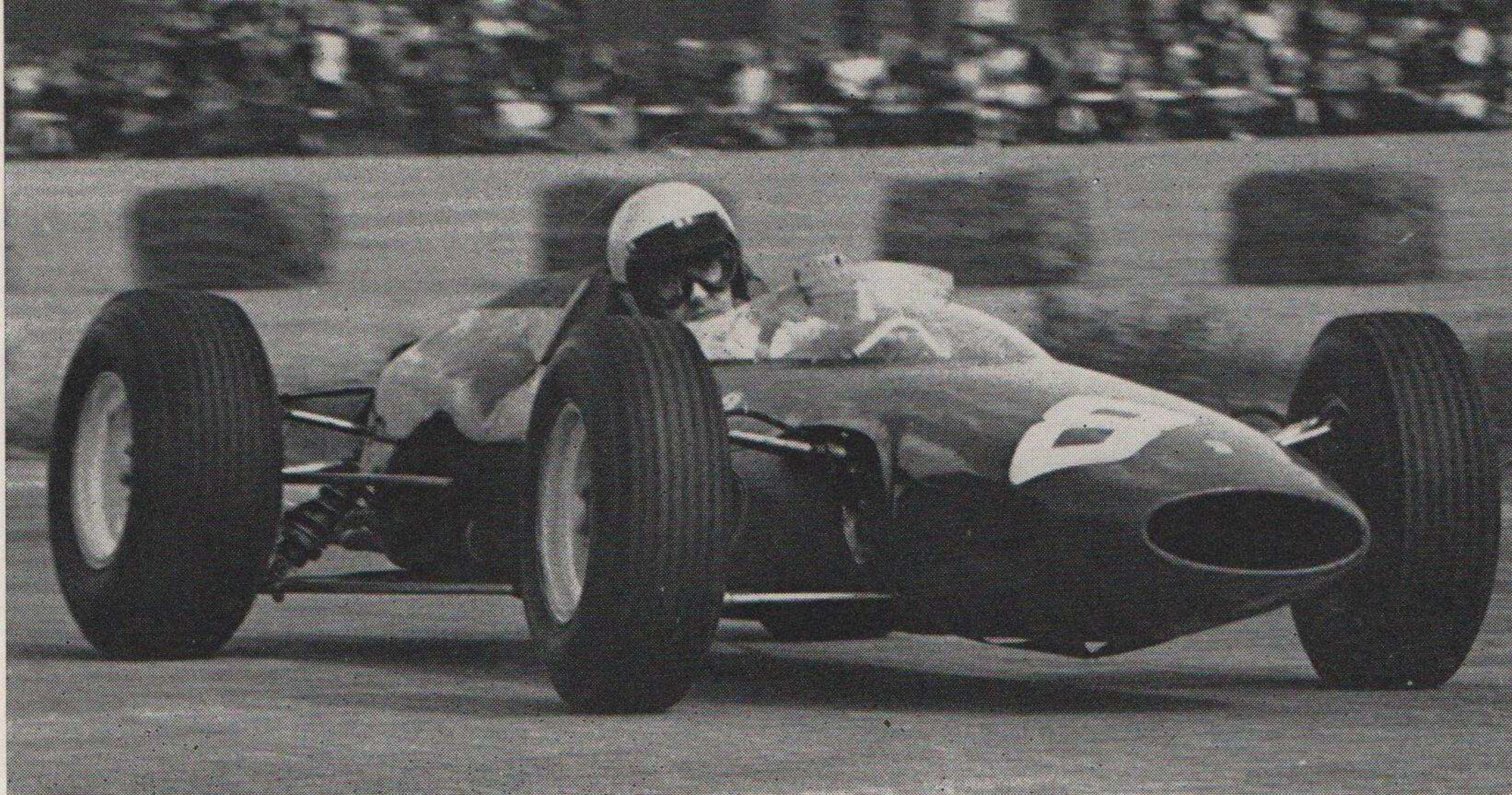
An ace becomes airborne. The launching pad is one of the humps in the 14-mile Nurburgring circuit. The ace is Surtees. (Photo: Geoffrey Goddard.)



Graham Hill finished second, which took him (for the time being) to top place in the World Championship. (Photo: Geoffrey Goddard.)

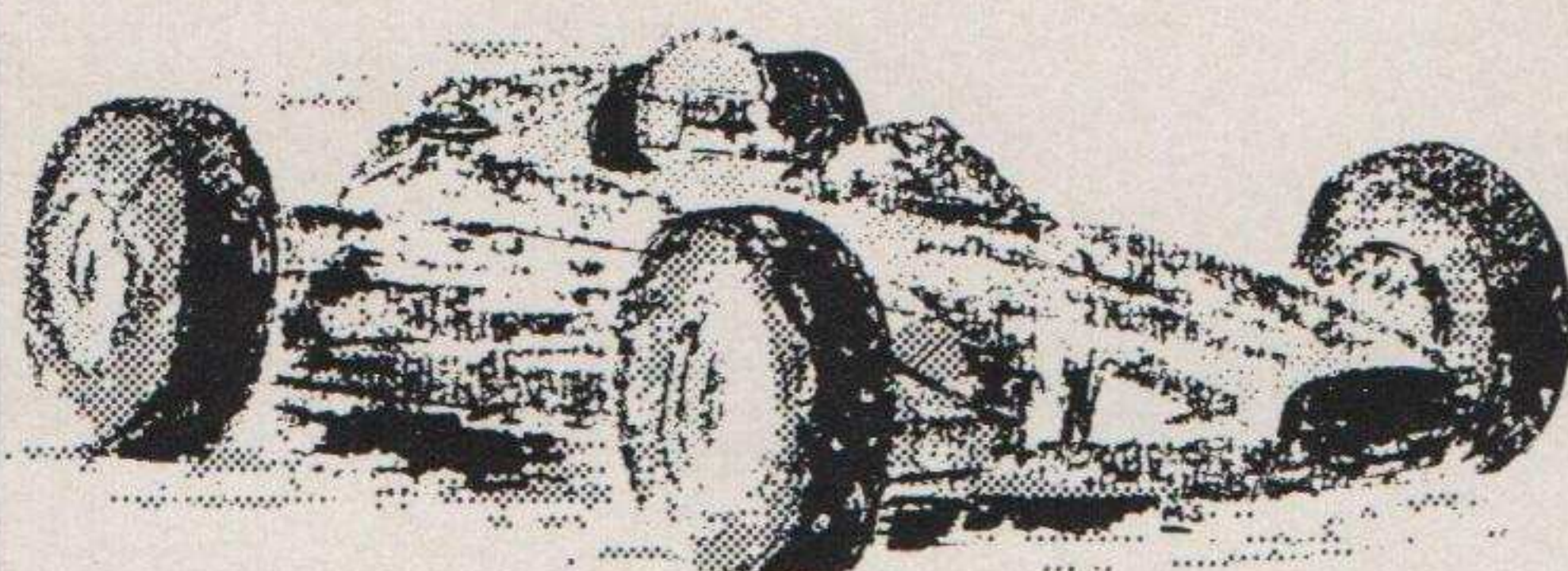
Bandini (Ferrari) leads Jack Brabham out of the forest. (Photo: Geoffrey Goddard.)





The V6 Ferrari, driven by Bandini, defied its alleged obsolescence by winning the Austrian Grand Prix. (Photo: Geoffrey Goddard.)

AUSTRIAN



GRAND PRIX

trouble after five laps. A chassis fracture sent Phil Hill spinning off into the straw bales. Jim Clark retired after 40 laps with a broken drive shaft.

The race was eventually won by Lorenzo Bandini at an average speed of 99.20 m.p.h. Which, when you consider what happened to the others, was pretty terrific.

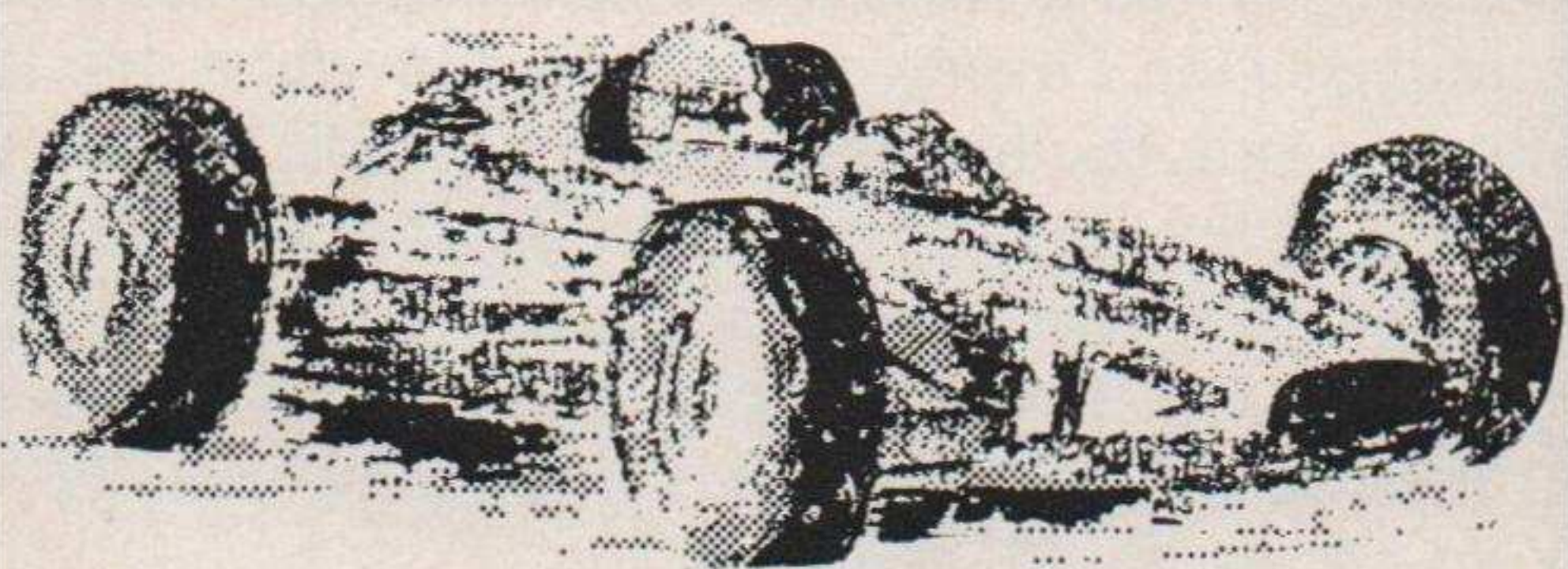
In the 59th lap Phil Hill tangled with the straw bales and his Cooper burst into flames. Fortunately, seconds before, Hill had been able to get clear unharmed. (Photo: Autosport.)

WELL—the least said about this, perhaps, the better. Enthusiasts will no doubt be arguing from now until eternity as to whether it should ever have taken place at all. The track was an aerodrome up at Zeltweg, and the surface was such that one driver was heard to ask: “What are we driving? Cars or tractors?”

Such cars and drivers as survived the practice periods duly paraded on the starting grid. The race got under way, and the track proceeded to cut down the 20 starters to the mere 12 who finished. Among the casualties were all the favourites. Graham Hill, who was still suffering from an injury incurred during a test run ten days earlier, fell out with distributor



ITALIAN



GRAND PRIX



For 49 laps, the Italian Grand Prix was a dual between Surtees (leading) and Gurney. (Photo: Publifoto.)

ITALIAN GRAND PRIX - continued

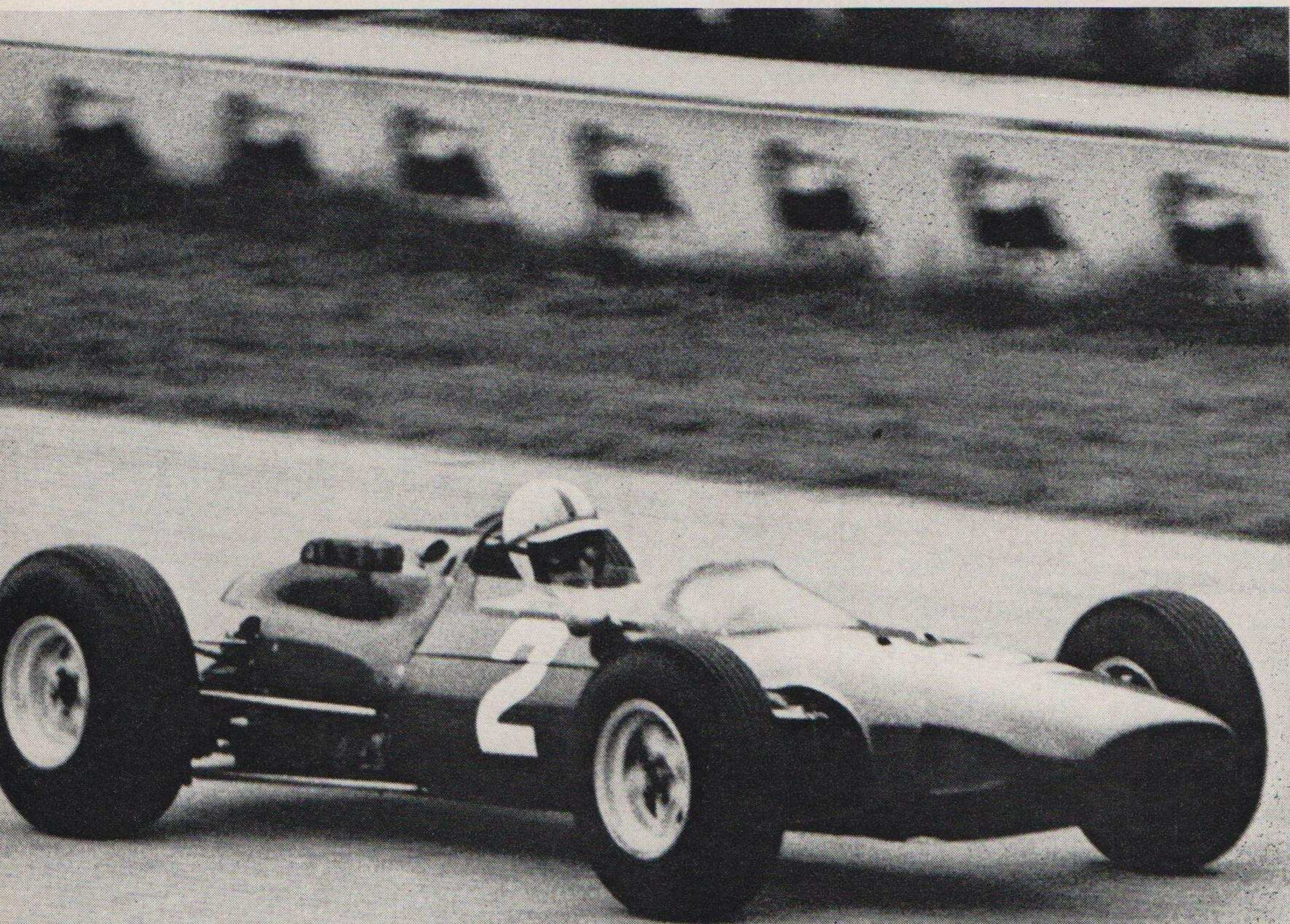
ONE can hardly blame the Italian public for liking to see an Italian car win Italy's top single-seater motor race. When, as happened last year, the Italian Grand Prix finds Ferraris taking 1st and 3rd places, the *vox populi* really lets rip.

Surtees, who had suffered a very nasty shake-up during the Tourist Trophy race at Goodwood a week earlier, proceeded to show what a very strong man he is. He drove brilliantly throughout the race; and, the

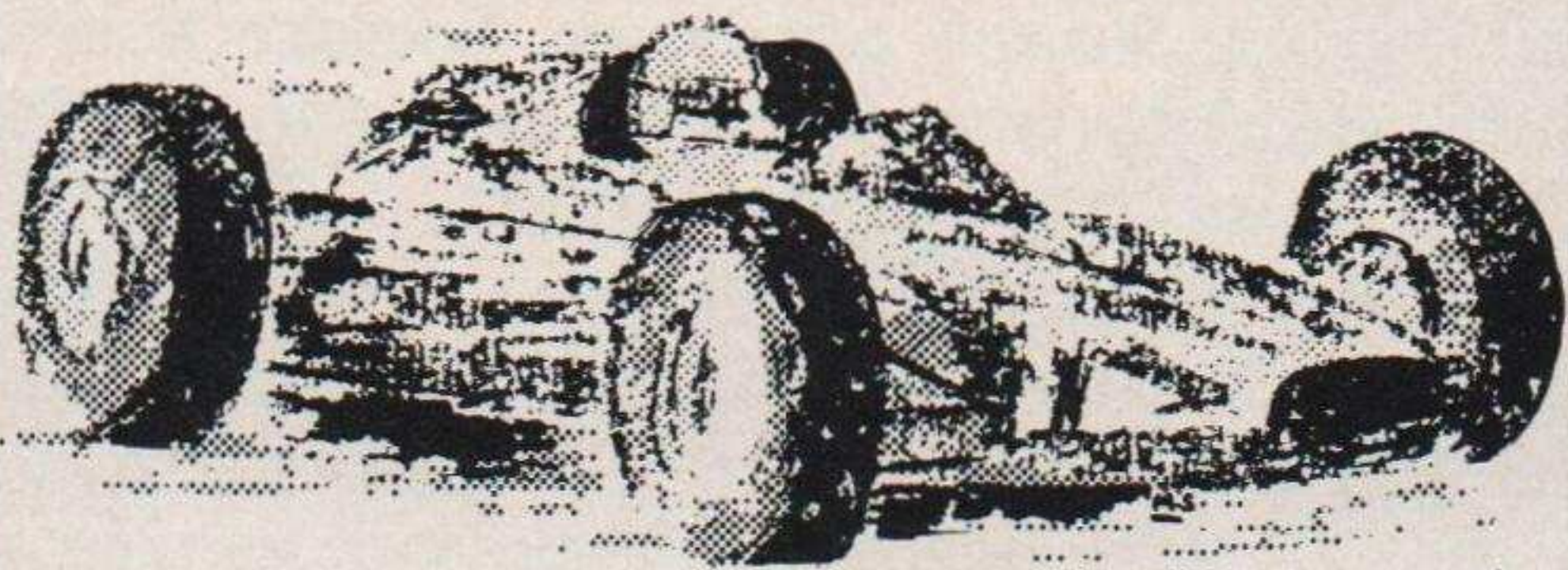
way he was harried by Dan Gurney in his V8 Brabham Climax, he needed to.

At half distance, Surtees was in the lead. On the 50th lap (out of 78), Gurney was 0.7 seconds ahead of Surtees. Surtees overtook Gurney. Gurney overtook Surtees. And so it went on. Eventually appalling luck drummed Dan Gurney out of the race when, ten laps from the end, the fuel pump on his engine packed up. After that, Surtees hurried home. Seldom, since Caesar returned to Rome, has a conquering hero been given such an ovation. His time for the event was 2 hours 10 minutes 51.8 seconds: his average speed—127.78 m.p.h. It was another record.

... and then there was one. With Gurney's car out of the race, Surtees drove on to win. (Photo: Publifoto.)



UNITED STATES



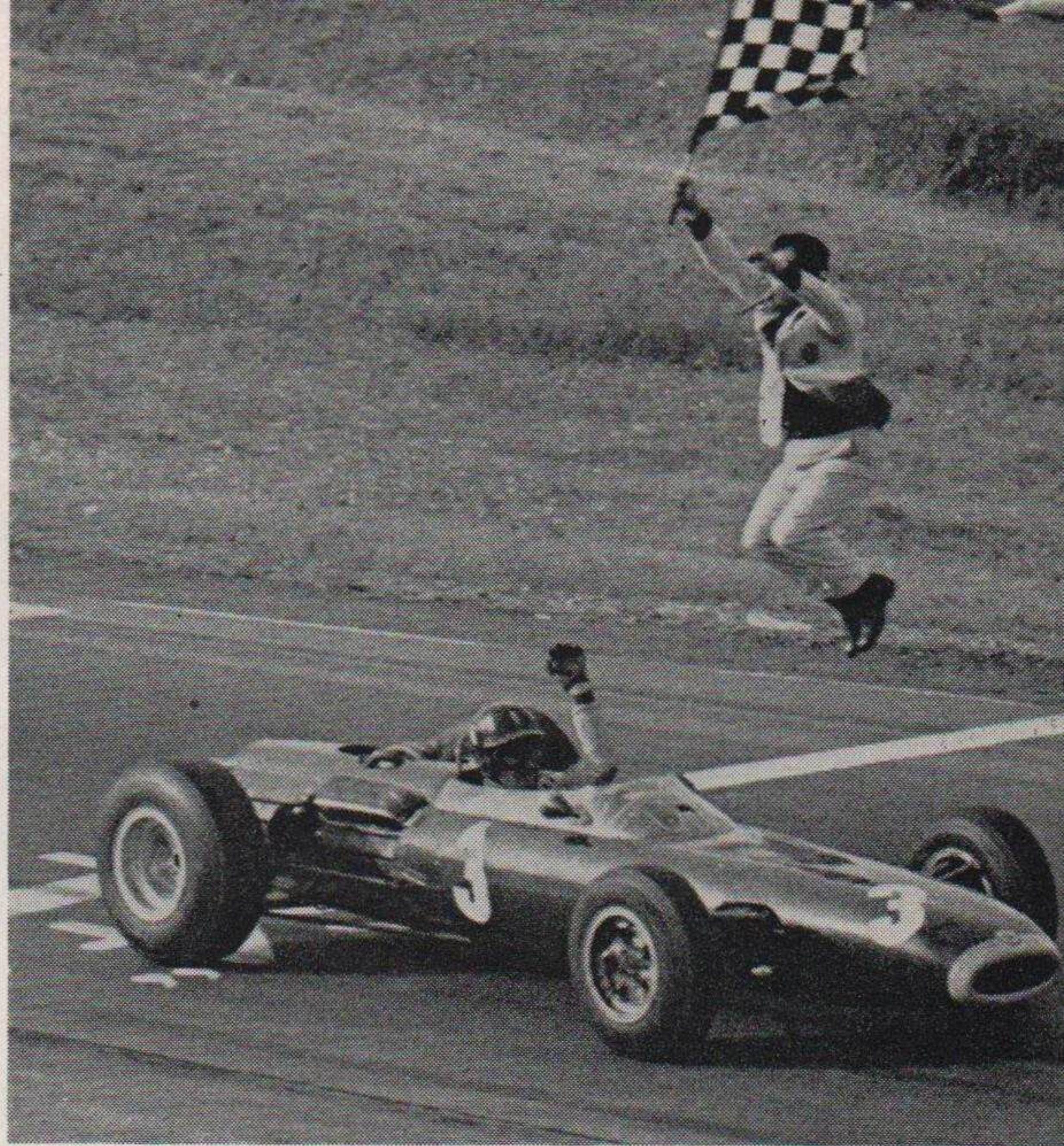
GRAND PRIX

BY the time the Grand Prix scene moved to Watkins Glen, excitement over World Championship possibilities was at something approaching fever heat. Graham Hill was leading with 32 points. Jim Clark was in second place with 30 points. And John Surtees was lying third with 28 points. But, with two more events to go, the outcome was still uncertain.

This was one of those races in which Graham Hill demonstrates his sheer command of a course. His performance was absolutely faultless throughout; and, as an exhibition of sheer professionalism, he treated spectators to an exciting show of what to do when a 20 m.p.h. gust of wind strikes you amidships when travelling at 110 m.p.h.

The gust, through no fault of Hill's, blew him off the track. Hill's action was to regain control of his car instantly, to back gracefully off the stone shoulder, and continue motoring.

John Surtees takes to the country after overdoing his pursuit of Graham Hill's B.R.M. (Photo: Autosport.)

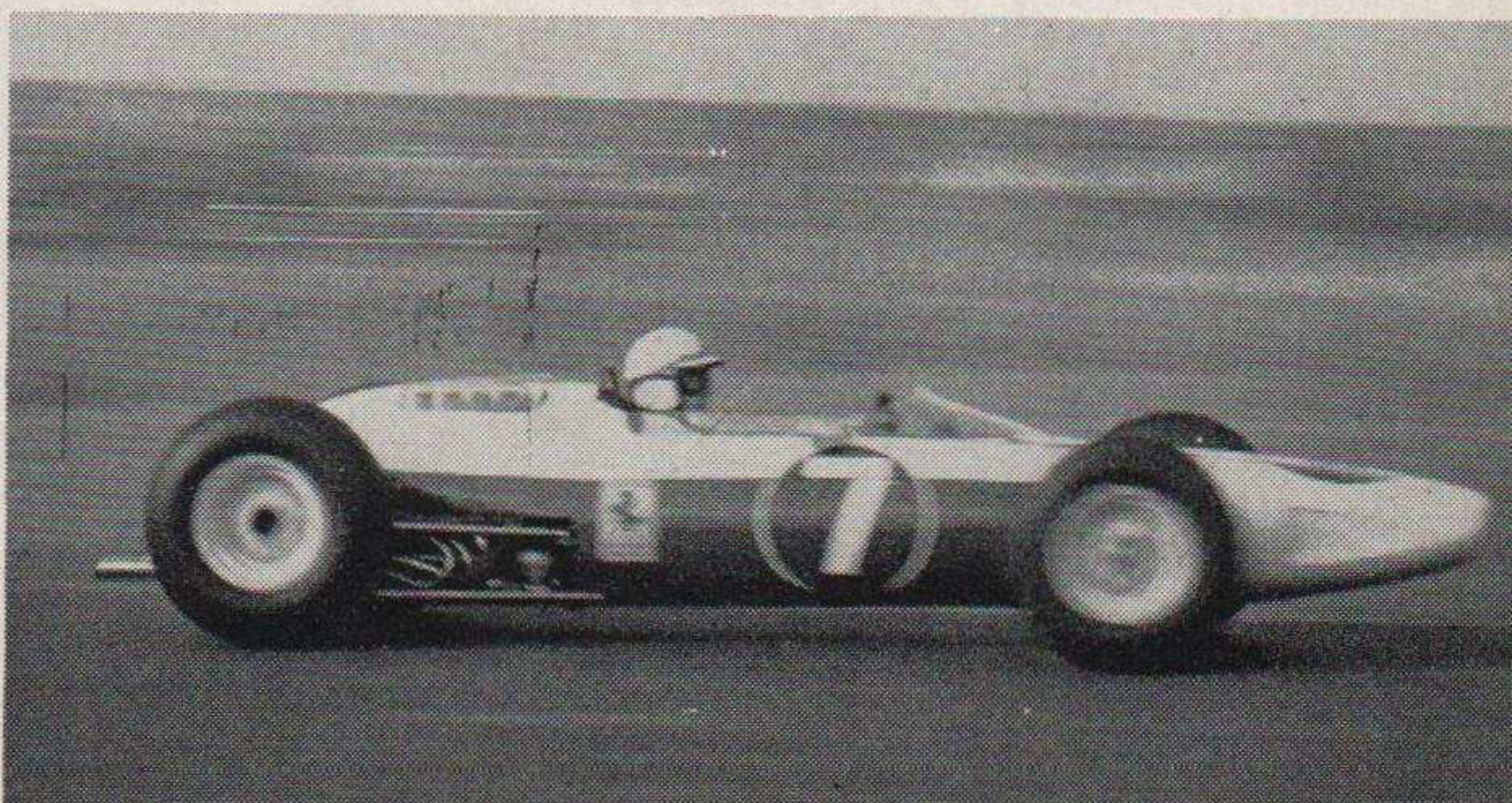


Graham Hill takes the airborne chequered flag. Another race record in his bag and a total of 39 points on the Championship score board.

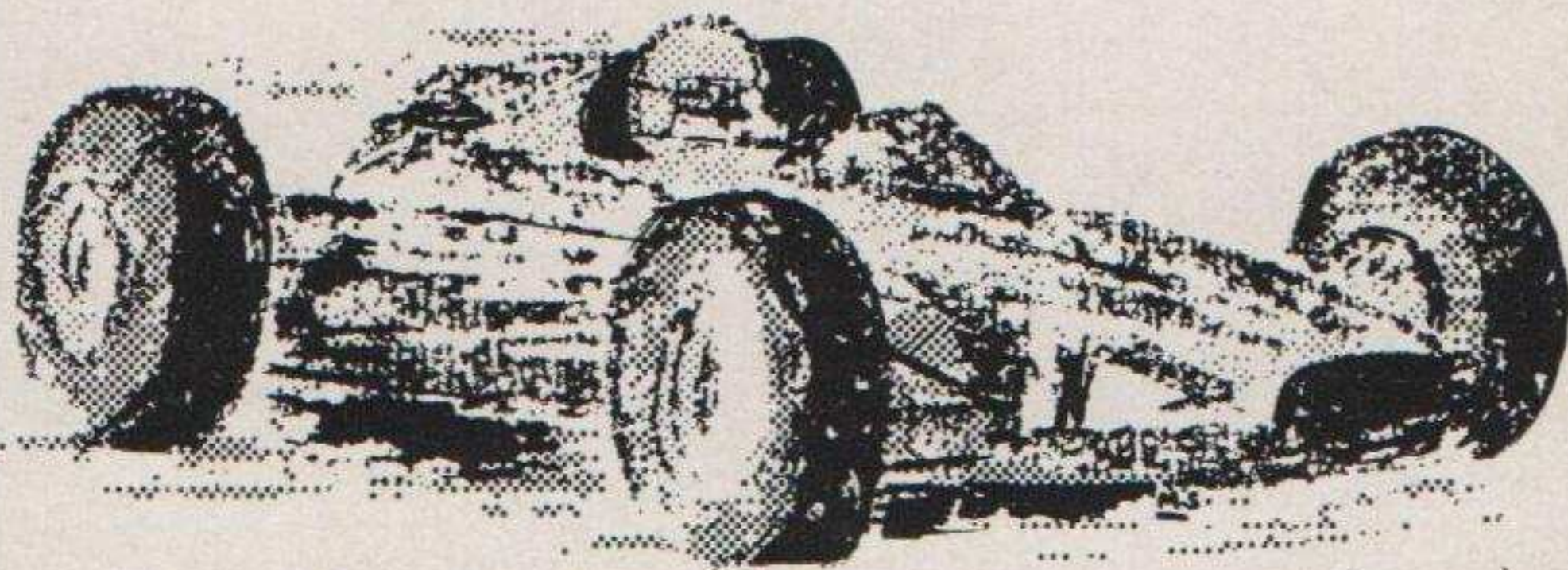
He motored to such good effect, that he won the event at an average speed of 111.10 m.p.h. Surtees came home in second place—22.085 seconds behind him, and only narrowly missed making this Ferrari's fourth consecutive victory.

The race itself was another example of the slaughter which very high performance Formula 1 motor racing inflicts on cars. Of the 19 starters, only seven were still running at the end. To add hazard to the fair wear and tear of fast motoring, the track became coated with a treacherous film of oil from cars which had "blown up". But this did not prevent Graham Hill from setting up yet another record for the race.

Surtees came second in the U.S. Grand Prix, added six points to his score in the World Championship, and enthusiasts were left in suspense—to see what would happen at Mexico City.



MEXICAN



GRAND PRIX

THE date was October 25th. The scene: Mexico City, which stands more than 7,000 feet above sea level. The occasion was the Mexican Grand Prix, which was to decide the outcome of 1964's fiercely contended World Championship. There was Graham Hill. There was John Surtees. And there was Jim Clark. Each stood a chance of winning.

The flag was down, and the field of 19 starters roared away from the starting grid. Clark got away to a brilliant first lap, and thereafter led the way. After

21 laps Gurney was just over seven seconds behind Clark. Graham Hill was settling down into third place—secure, possibly, in the knowledge that he had only to remain there to make any victory by Clark pointless.

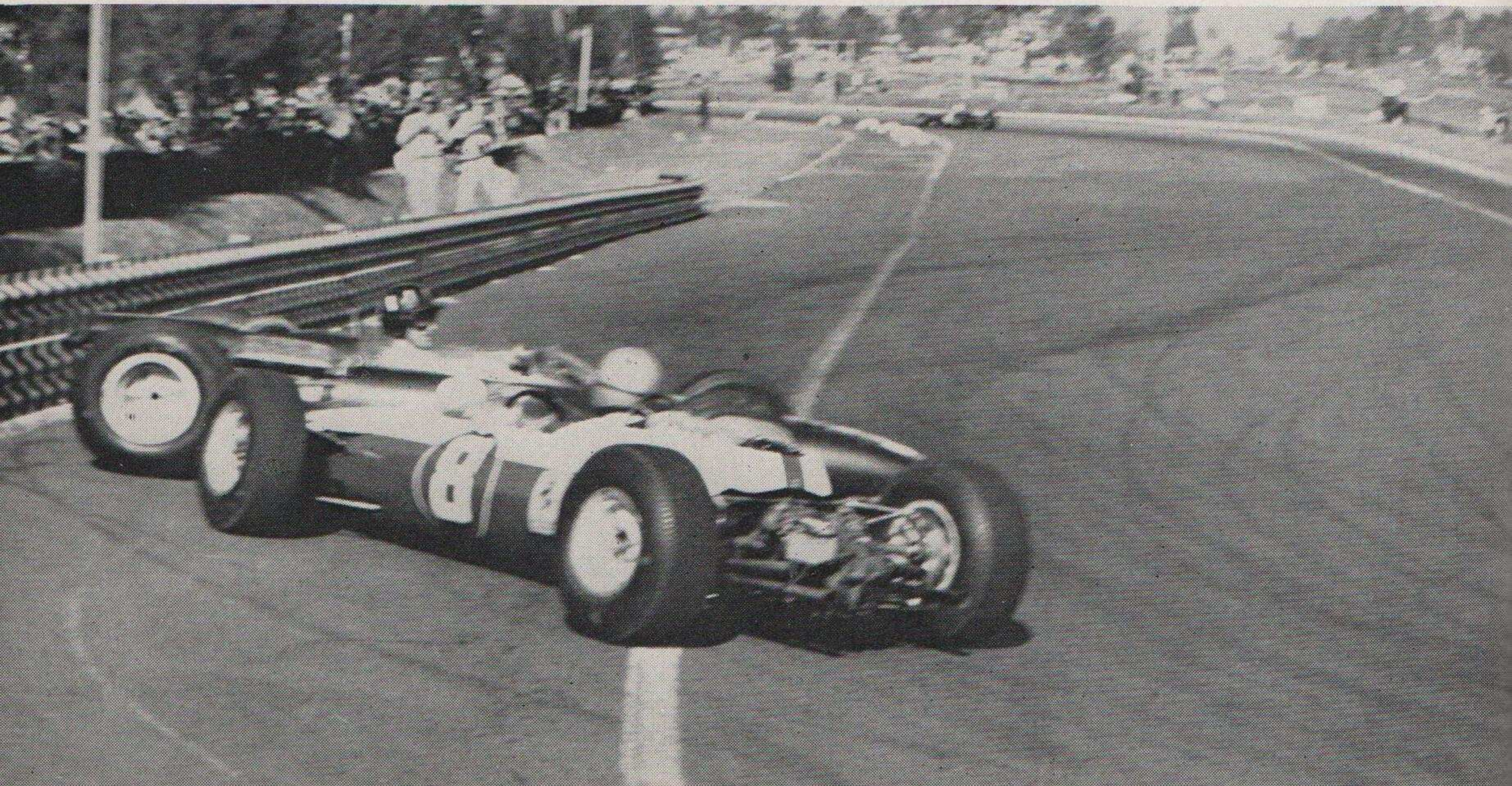
But that third place was not to be such a comfortable one after all. Surtee's team mate, Lorenzo Bandini, was doing everything within his power to push the B.R.M. driver back into 4th position.

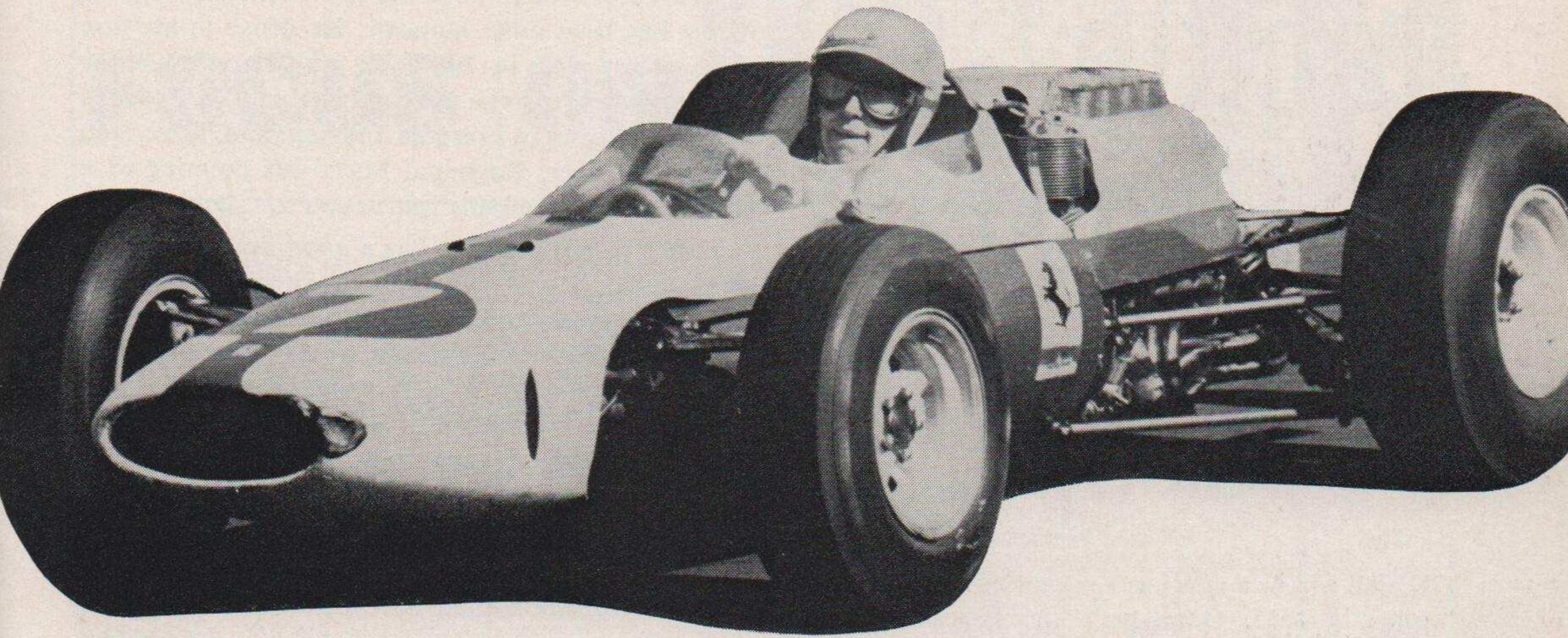
Presently the private war between Bandini and Hill became the focal point of the race. The Ferrari driver was giving the B.R.M. ace a very rough ride. It reached its climax as the two drivers were coming out of the hairpin on the 32nd lap. Bandini, taking a tighter line than Hill, started to slide. His front wheel hit one of the B.R.M.'s rear wheels. The latter spun round and shot backwards into the guard rail.

After that Hill's car was never quite the same again. He finished in 11th place.

With Hill out of the way and his Lotus going strong, everything seemed to be set for a victory (and the World Championship) for Jim Clark. In motor racing, however, it is the unexpected that usually happens. With one lap to go, the Lotus's engine blew up through lack of oil. Gurney took first place. Bandini yielded second place to Surtees. The race was over, and the 30-year old former motorcycling star, John Surtees, was 1964's World Champion racing driver.

This is the moment after an argument with the Ferrari of Lorenzo Bandini, when Graham Hill's hopes for the 1964 World Championship were shattered.





The V8 Ferrari in which John Surtees swept past the unfortunate Clark in the last lap of the race.

Surtees. The Mexican Grand Prix was the clincher. He finished second, won six more points, and became the World Champion.

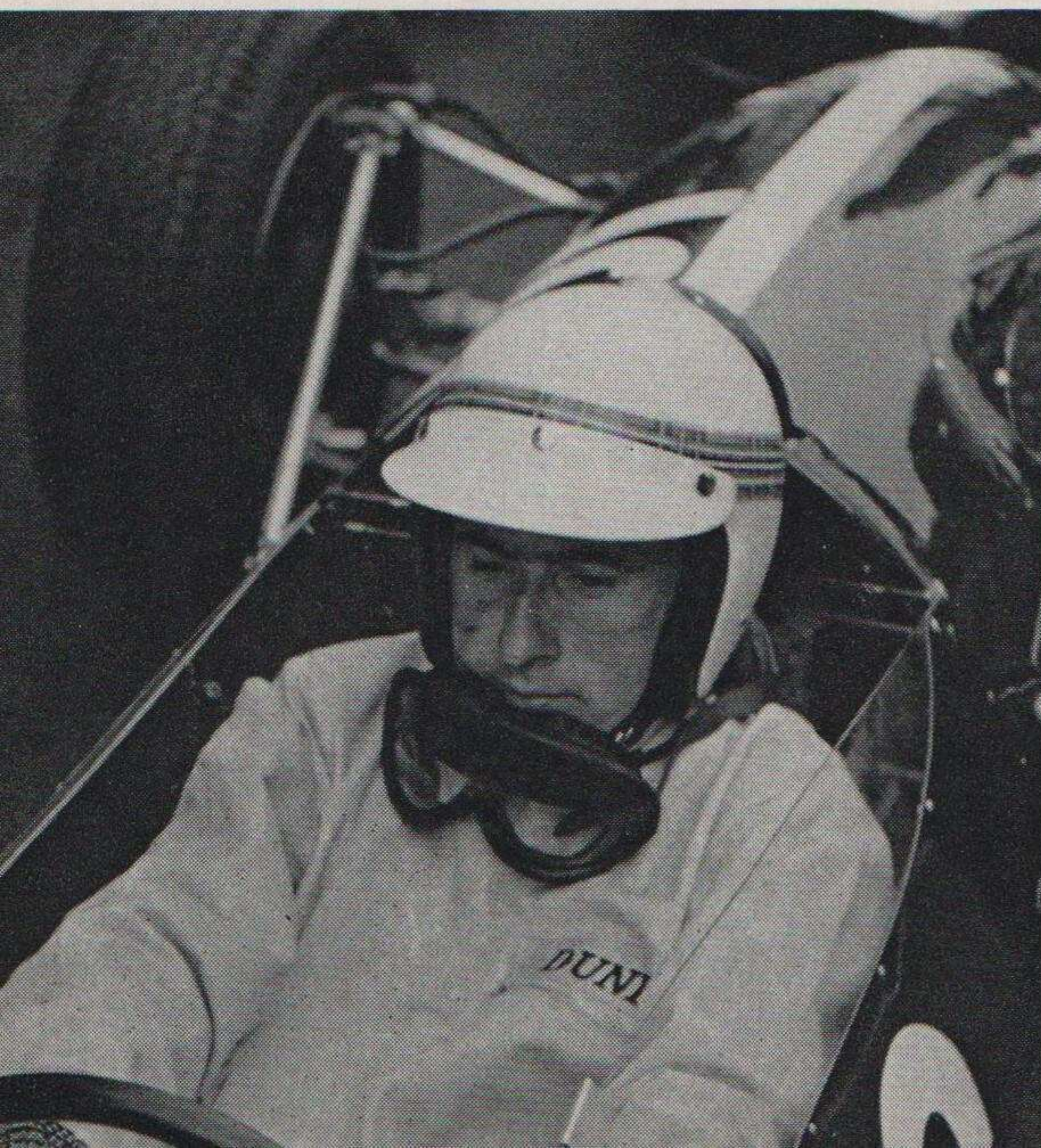


Jackie Stewart

-Ace in the making

THERE will be a new face on the Formula 1 starting grids in 1965. Gone from the B.R.M. team is Richie Ginther, that short, wirey, courageous, young Californian, whose skill has done so much to build the Bourne équipe's far from bubble reputation during the past three years. His place as pilot of the number two car is taken by Jackie Stewart—clay pigeon shot, garage director, and motorist extraordinary, of Dumbarton, Scotland.

(Photo: Bill Gavin.)



Jackie Stewart's climb to the upper echelon of motor racing has been quite fantastic. He drove in his first single-seater race in 1964. He was responsible for eleven of the well-nigh unbeatable Ken Tyrrell team's thirteen victories in Formula 3 racing; and, before the season was over, Raymond Mays was pointing to a contract with the affable instruction to "sign here".

They say that pedigree has a good deal to do with most things. It certainly explains Stewart's achievements. His grandfather was a gamekeeper. His father, who founded the family garage, went in for motorcycle racing and took part in T.T. events; and his brother, Jimmy Stewart, travelled by way of Ecurie Ecosse to the works teams of Jaguar and Aston Martin.

Dissecting the talents of the young newcomer to B.R.M., it is fair to attribute the ability to shatter clay pigeons to grandfather Stewart. As gifts go, this one is pretty prodigious. Among the top awards which he has won at least once are: the Grands Prix of Scotland, England, Wales and all Great Britain. He was once equal-sixth in the World Championships, and he was reserve for the Rome Olympics.

His first experience in motor racing was in 1960, when he drove a friend's Porsche around Oulton Park. Like his brother, he eventually joined Ecurie Ecosse, but he remained the "unknown Scot" with no experience of single-seater racing until Ken Tyrrell took a chance on him for Formula 3 racing.

His record since then has been prodigious. He has only failed to win two of the countless Formula 3 races in which he has driven. In one of these the clutch failed on the starting line—but, even then, he finished second; and in the other, Stewart had an off-course excursion—the only one in the Formula 3 season.

Indeed, the main difficulty for Stewart in Formula 3 races has been lack of opposition. He has usually been too far out in front for anyone to bother him.

If that suggests a deficiency in experience, it should be pointed out that his experience in G.T. and touring car racing has more than made it good. In the midst of some very tough packs, he has shown himself to be a real fighter.

The departure of Richie Ginther for an unknown destination has been B.R.M.'s loss. The acquisition of Jackie Stewart has been the team's gain. Certainly Graham Hill will have no need to look over his shoulder, and worry about the number two car. With Stewart at the steering wheel, it will be in very good hands indeed.

FOCUS ON

FORMULA 3

THERE are two ways of looking at Formula 3 racing. One is to see it as the clubman's opportunity, the last ditch of the gifted amateur who wants to take part in single-seater events. The other is to recall the fact that at least two world champions cut their milk teeth in Formula Junior races, and to regard it as worthy of works participation.

The former view is presumably held by those who devised it. The idea was to provide a means whereby
Continued on following page.

Brands Hatch on August Bank Holiday was memorable, not least of all, as the scene of one of the two F3 races that Jackie Stewart did not win. While fighting for the lead in the second lap, he became snared up in a traffic jam on South Bank Bend, and had to fall back to the end of the field. He finished the race in 6th position, but the Tyrrell laurels were safe in the hands of team mate Warwick Banks (here seen on the starting grid), who won at an average speed of 88.40 m.p.h.

One of the most exciting F3 races of last year was at Oulton Park in September. Stewart got away to a less than good start, lying fourth. Within seconds, however, he sliced through the pack like a knife through cheese. Soon he was out in front wheel-to-wheeling it with Chris Irwin. The dual continued until the 9th lap, when Stewart, taking a better line than Irwin through one of the corners, swept ahead. Thereafter the flying Scotsman was on his own—finishing 4.8 seconds in front of Irwin. His average speed was 90.91 m.p.h. (Photo: Peter Hulbert.)





"Stewart led from start to finish" was a statement commonly heard after F3 races in 1964. One such race was at Rouen in July, when he won by nearly a minute. Warwick Banks came second (another not uncommon occurrence during the past F3 season), making it a 1-2 for Tyrrell, Cooper-B.M.C. and Shell. Pictured here is Jackie Stewart on the victors' rostrum with Warwick Banks (right) and Bill Bradley. Motoring correspondents were already referring to "Stewart's weekly win", which just about summed up 1964 and Formula 3.

FOCUS ON FORMULA 3-Cont.

club drivers could have a go in an international formula and stand a chance.

The views of Ken Tyrrell Formula 3's, greatest impressario, on the other hand, favour participation by works teams, bigger backing, greater rewards—and, one dares to suggest, more professionalism.

There is plenty to support Mr. Tyrrell's opinions—quite apart from Formula 3's role as a nursery for Formula 1. Jackie Stewart is not the only driver to be helped to the top by Mr. Tyrrell. John Surtees, Tony Maggs and John Love, all drove for him during their early days in the sport.

So far as racing's role as "an improver of the breed" is concerned, the Formula 3 engine probably comes closest to that of the ordinary production car, having only one carburettor. Furthermore, the Mini-Cooper "S" certainly owes a good deal to the development of the Formula Junior engine. And, finally, Mr. Tyrrell can point to events on the Continent, where factory-supported opposition comes from such firms as D.K.W., Fiat and Renault.

During 1964, the Tyrrell team proved itself to be supreme in Formula 3 racing. Running on Shell products, it wiped the board in all thirteen international and national events, with Jackie Stewart winning all but two of them.

GTs in Orbit

The unlimited class in the International Championship of Manufacturers (GT) was won in 1964 by Ferrari. Winner of the smallest of the three classes was Abarth. Both Ferrari and Abarth raced on Shell.

Ferrari also scored the highest number of points in the World Trophy for Prototype GT cars.

When records become a matter of habit, they lose a little of their meaning. Ferrari's ascendancy over GT events is now a legend. When one of the Maranello cars breaks a record, it is no longer news. The news comes on the rare occasions when they fail to win events.

In 1964, however, it looked as if the Ferrari string of successes might be rudely interrupted by a visitor from the U.S.A. Aggressive noises were coming from the Ford plant at Dearborn in the shape of a 4,181 c.c. prototype GT Ford. Based on the Lola-Ford, it was known to be a very fast motor car indeed.

And so it turned out to be. The trouble was that, although it could circulate at record-shattering speeds in the hands of such men as Phil Hill and Richie Ginther, it lacked the staying power needed for these drawn-out events. Consequently it was inclined to blow up before the end, and the Ferrari supremacy was never seriously threatened.

Thus the classics of GT racing, last year, were won as follows:

Sebring 12-Hour Race

- 1st Parkes-Maglioli (Ferrari)
- 2nd Scarfiotti-Vaccarella (Ferrari)
- 3rd Surtees-Bandini (Ferrari)

Le Mans 24-Hour Race

- 1st Guichet-Vaccarella (Ferrari)
- 2nd Graham Hill and co-driver (Ferrari)
- 3rd Surtees-Bandini (Ferrari)

Nurburgring 1,000 Km. Race

- 1st Scarfiotti-Vaccarella (Ferrari)
- 2nd Parkes-Guichet (Ferrari)

Rheims International 12-Hour Race

- 1st Graham Hill and co-driver (Ferrari)
- 2nd Surtees-Bandini (Ferrari)
- 3rd Parkes-Scarfiotti (Ferrari)

The fact that the Targa Florio is not in this list can afford no comfort to opponents of this apparently unbeatable team. Ferraris were not present there.



Graham Hill in a Ferrari, makes the eventual winner, Mike Parkes, (also in a Ferrari) indulge in a spot of brinkmanship.

SEBRING 12-Hour Race

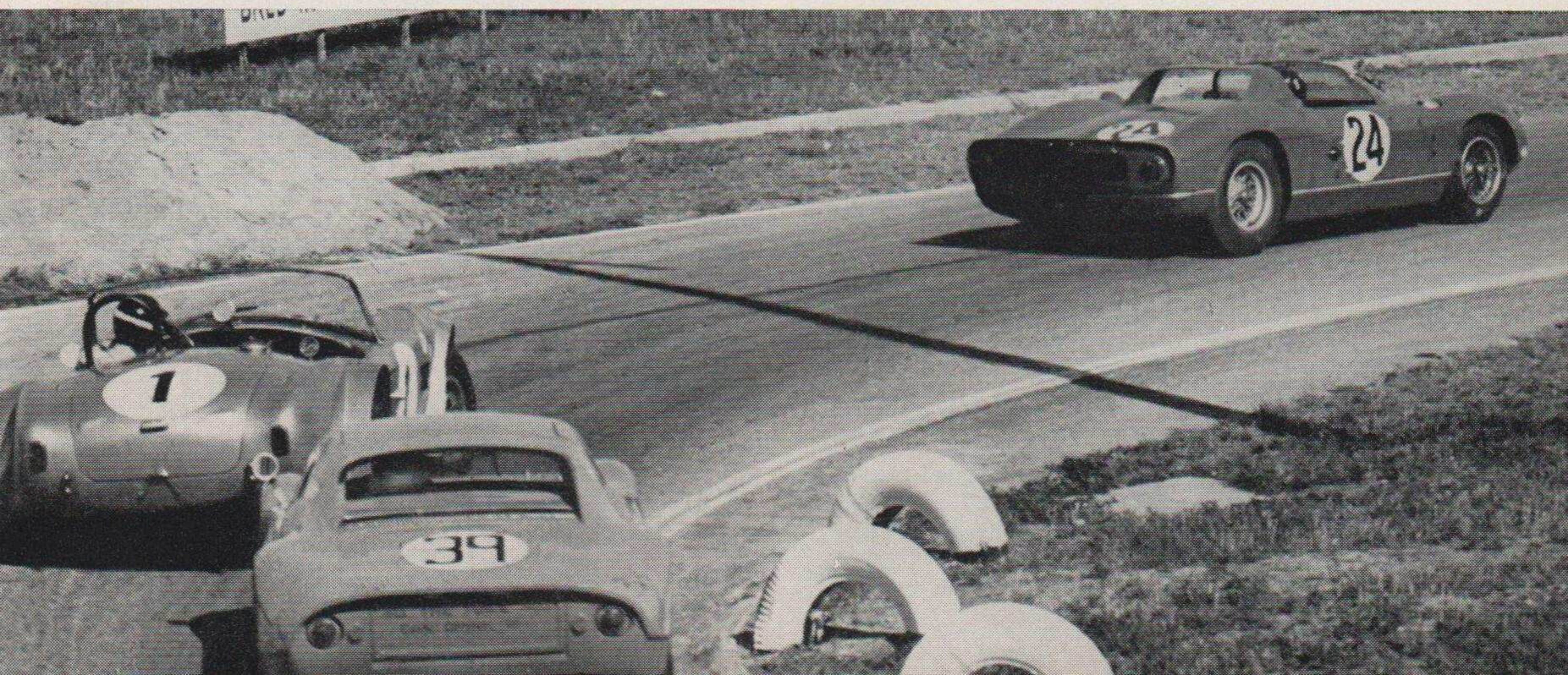
60,000 spectators turned up at Sebring on a Saturday in mid-March to witness the 12-hour race. This was a record. During the course of the race, John Surtees lapped at 100.539 m.p.h. This was another record. Not since Formula 1 cars circulated at Sebring had anyone lapped at over 100 m.p.h. The race was won by Mike Parkes and Umberto Maglioli in a 3.3 Ferrari 275P. They covered a distance of 1,112.8 miles at an average speed of 92.364 m.p.h. And this was a third record.

The leading small GT car was the little Abarth-Simca driven by Fleming and Linton.

There was a great deal of drama in this race. Out of 66 starters, only 37 were still running at the end. Cars shed wheels. Cars blew up. Cars burst into flames. And cars ran off, turned over, and otherwise left the circuit. Fortunately there were no serious casualties.

For Parkes and Maglioli, the greatest opposition came from the A.C. Cobra-Fords and, of course, from the other Ferraris. Their driving was restrained, lacking in any kind of flamboyance, and extremely fast. It was not, however, until the race was nearly over that Parkes (who was at the wheel) could see that he was about to win it, and that he was to gain his first major international success.

At the front: the Graham Hill-Bonnier Ferrari. In the middle: the Phil Hill-Miles 7-litre A.C. Cobra. At the rear: the Ryan-Bencker Porsche. (Photo: Autosport.)



Nurburgring 1000 Km. Race

IT took Scarfiotti and Vaccarella 7 hours 8 minutes and 27 seconds to travel the 1,000 kilometers (625 miles) on the Nurburgring circuit at an average speed of 87.30 m.p.h. Less than 60 seconds later, the Ferrari GTO driven by Parkes and Guichet arrived—all of which gave the Maranello stable a 1-2 in this very tough event.

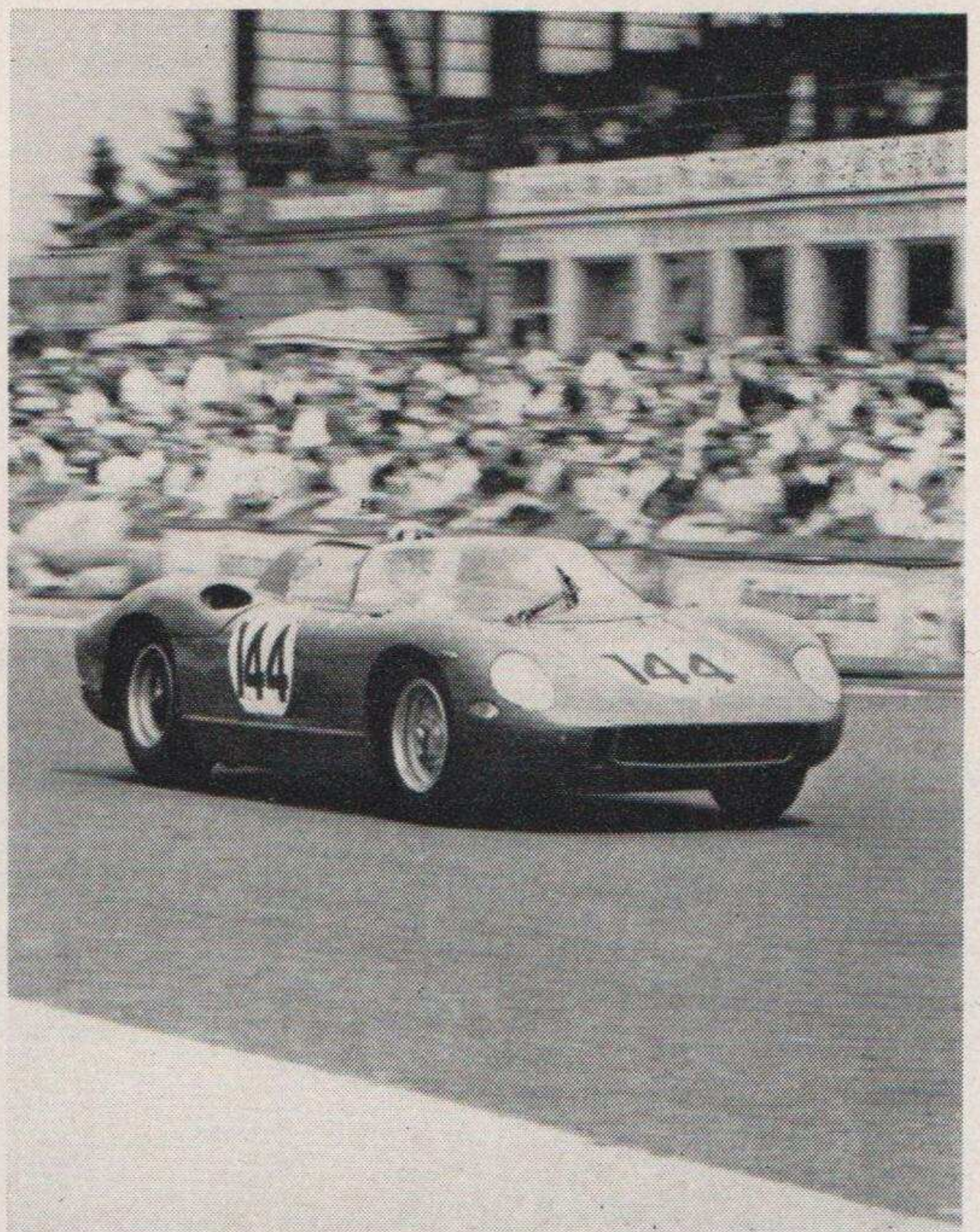


If the race was a further chapter of success for Ferraris, it was also a chapter of accidents for others. The engine of Olthoff's Cobra went on fire shortly after the start, and caused a "traffic jam" which seemed to delight the crowd of 300,000 (those of them, at any rate, who saw it happen). Fortunately the driver was unhurt. But, for the Cobra, the race was over.

Surtees narrowly missed injury later on, when a rear hub on his car sheered, and one of the wheels flew off.

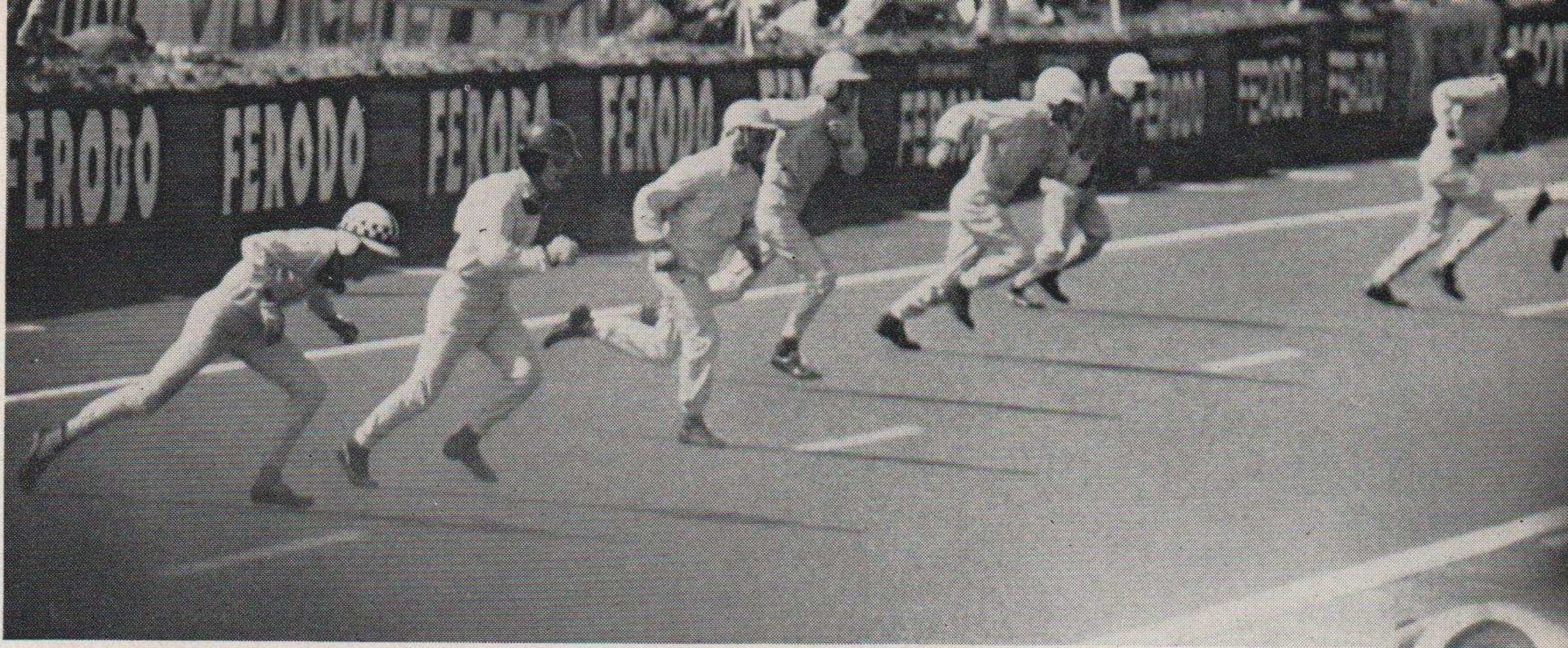
A fuel tank on Graham Hill's car split. Unluckily for the 1962 Formula 1 World Champion, the petrol ran out before he was able to reach the pits.

This left Scarfiotti out in front, with Mike Parkes coming up astern. Once again, the superiority of Ferraris in the GT and prototype field had made its mark. It was, some people said afterwards, an excellent omen for Le Mans.



The 275P Ferrari in which Ludivico Scarfiotti and Nino Vaccarella won the Nurburgring 1,000 kilometers race.

Scarfiotti hands over to Vaccarella, as the leading Ferrari is refuelled.



Motor racing's most famous sprint.

Le Mans 24-Hour Race

THE talk before the Le Mans 24-Hour Race of 1964 was almost entirely of Ford's menace to Ferrari (both teams, incidentally, were running on Shell engine oil). During practice, a driver from team A would break a lap record for the circuit, only to see his performance beaten minutes later by a car from team B.

On this showing, there seemed to be very little in it. Then the rumour went around that Ford had b.h.p. and m.p.h. to spare; that the tacticians from Dearborn were, in fact, keeping trump cards up their sleeves, and that the Ferraris were in for an even tougher fight than anyone could have expected.

The truth, when it came, was not nearly so simple. Certainly the Fords showed themselves to be extremely potent machines. One of them led for the first 20 laps, and it was not long before Phil Hill broke the lap record (by Surtees—at 129.82 m.p.h.) with a speed of 131.29 m.p.h.

But—alas for the hopes of Ford. At 9.30 p.m. the Ginther-Maston Gregory Ford retired with gearbox trouble. At 5.30 the following morning, the Phil Hill-McLaren Ford came to a final halt at the pits with the same trouble. The third Ford, driven by Attwood and Schlessor had gone up in smoke the previous evening.

After that, nothing stood in the way of Ferrari's fifth consecutive victory on the Sarthe circuit. Guichet and Vaccarella's 3.3-litre car covered 2,917.7 miles (348 laps) at an average speed of 121.6 m.p.h.



All the thrills of the Sarthe—a spectacular accident under the famous Dunlop Bridge. (Photo: Autocar.)

The Ferrari driven by Guichet and Vaccarella makes its triumphant way past the pits after winning the Le Mans 24-Hour Race.





When there's a lot to say and little time in which to say it, you talk fast. Hill and his co-driver at the last pit stop.

Rheims 12-Hour Race

AT Le Mans there had been a trial of strength between Ford and Ferrari, and the latter won. Two weeks later, the strong men of GT racing confronted

each other again—this time in the Rheims 12-Hour Race.

The race began at midnight. For the first hour, Fords put up a terrific fight. Ginther was driving for all he was worth, battling with Graham Hill and Surtees. This was really something to see; and, had it gone on for longer, this would undoubtedly have been one of the year's most exciting motor races.

But history has a nasty habit of repeating itself. One-and-a-quarter hours after it had roared away from the starting grid, Ginther's car was brought to a halt by transmission failure.

Fords still had two cars in the race. The McLaren-Phil Hill and the Attwood-Schlesser machines were in 4th and 5th places respectively. It seemed conceivable that they were biding their time and husbanding their strength.

But again the Le Mans story was retold on the Rheims circuit. By 4.40 a.m., after lengthy pit stops, all the Fords were out of the race. The only question which remained was which of the Ferraris would win.

A blown front tyre, took the lead away from Surtees within 60 minutes of the race ending. The final order was: 1. Graham Hill and co-driver—1,522.7 miles at 126.81 m.p.h.; 2. Surtees-Bandini; 3. Parkes-Scarfiotti.

For Ferrari, the cup of triumph was full. For Ford, there was plenty to think about before the curtain goes up on the 1965 season. The wise men of Dearborn have never been daunted by misfortune, and it seems certain that the red cars of Italy will face up to some very strong opposition in 1965.



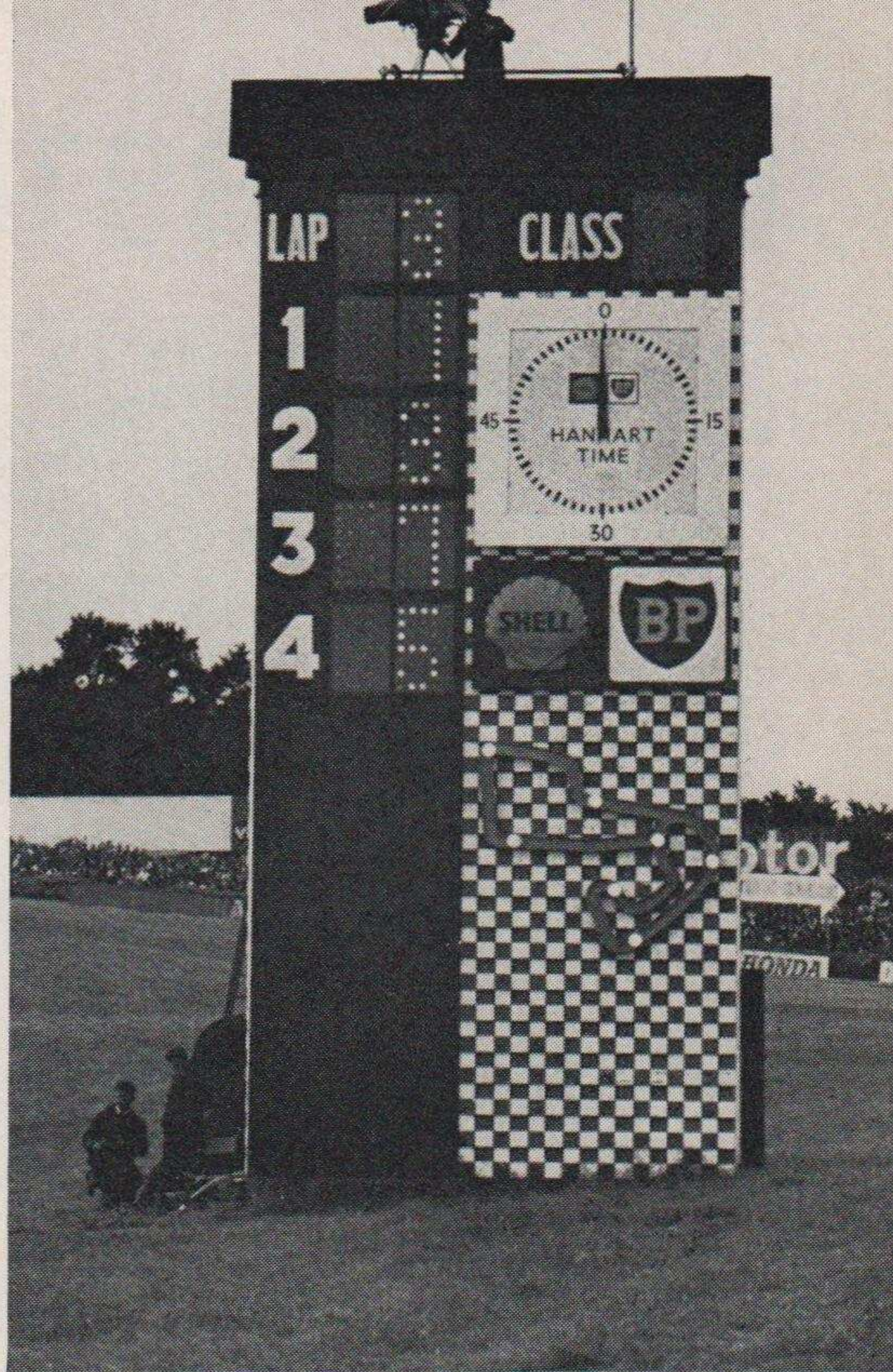
The Surtees-Bandini Ferrari creeps up on the Pon-Slotemaker Porsche.
(Photo: Autosport.)

Two of Shell's Contributions to Motor Racing

SHELL'S most important contribution to motor racing, beside technical and financial support, is to supply fuel and lubricants to competitors. Indeed, Shell Racing Services are a familiar sight on circuits from Silverstone to Monza, Goodwood to Watkins Glen. But Shell's contribution does not end there. Here are two other aspects of it.

Brands Hatch

Information is fed to the tower by remote control from a switchboard in the Time Keeper's office.



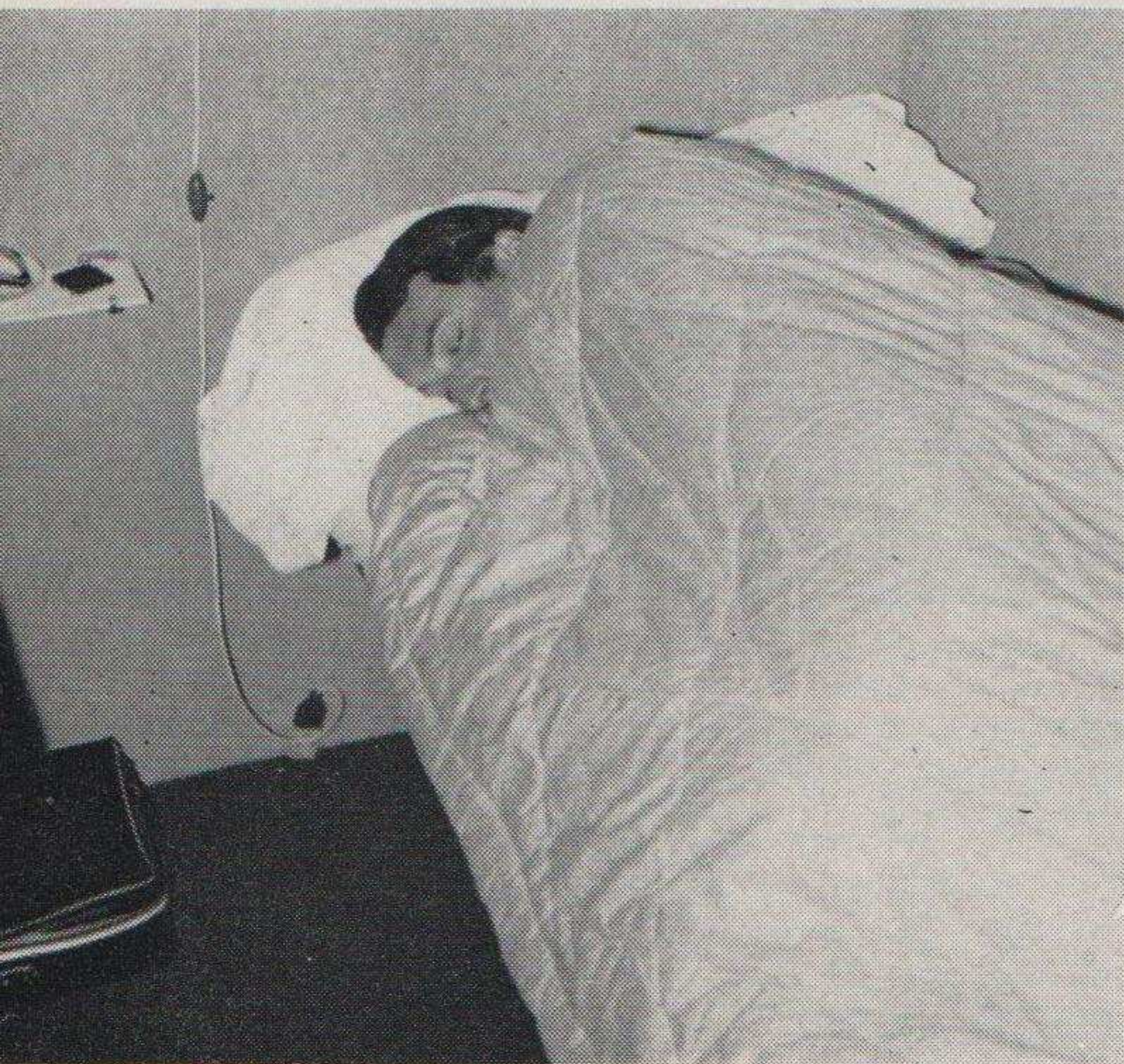
A newcomer to the Brands Hatch scene last year was a tower presented to the circuit by Shell-Mex and B.P. Ltd. Numbers, which light up on its three sides, show the order of the leading four drivers and the lap number.

The top of the tower makes a convenient perch for one of the TV cameramen covering the event.



Le Mans

The Shell Racing Drivers' Club is an important feature of the Le Mans 24-Hour Race. It provides sleeping accommodation for the drivers during their spells away from the wheel. When a driver checks in, the Club's receptionist makes a note of the time at which he wishes to be called.

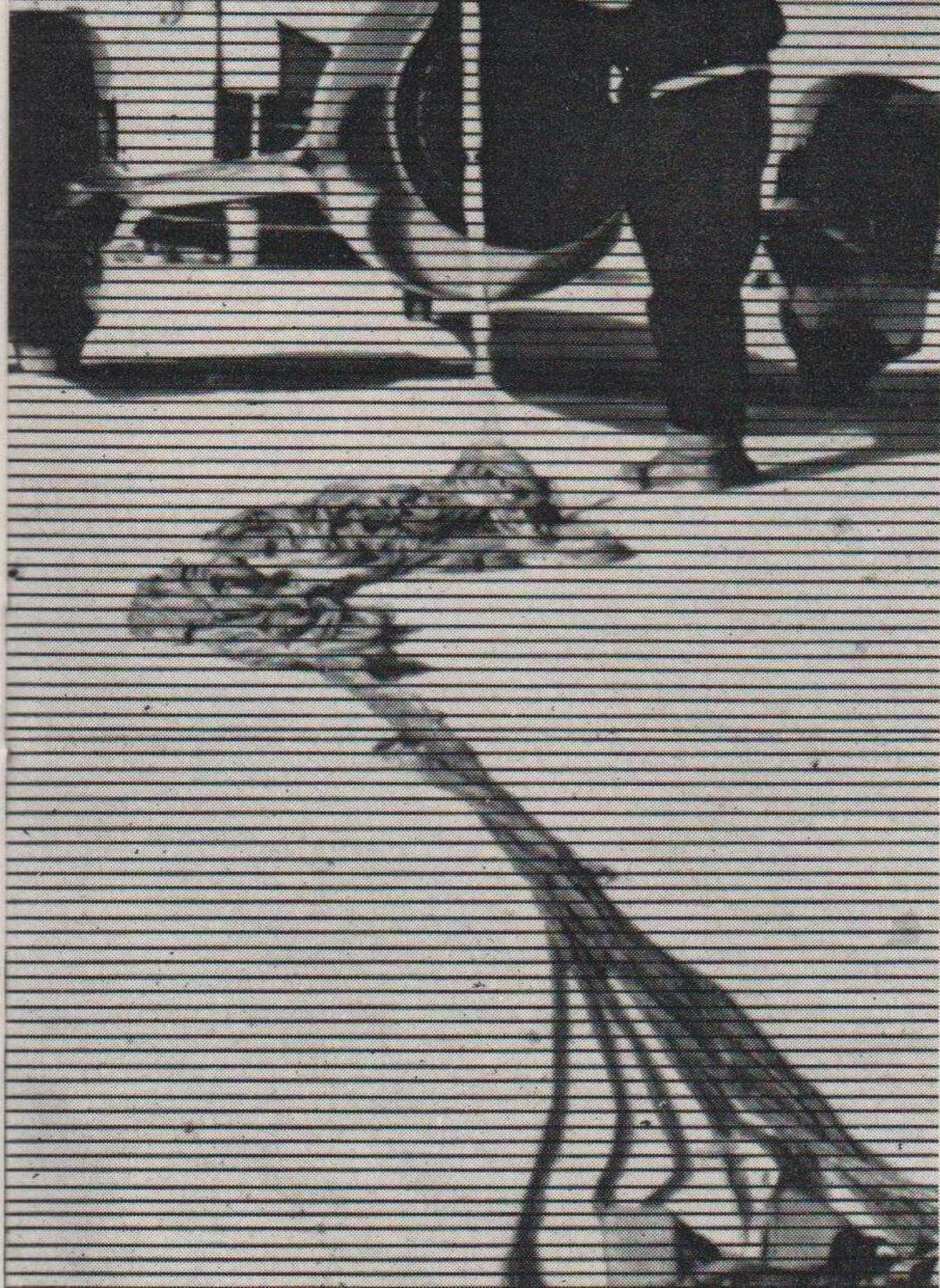


The drivers sleep in cubicles. "For an hour or so's kip", one of them said, "they are perfect". This man's car is being driven hell for leather round the circuit. But, for the next sixty minutes or so, he is out of the race. He will return to take over—his senses sharpened, his weariness diminished.

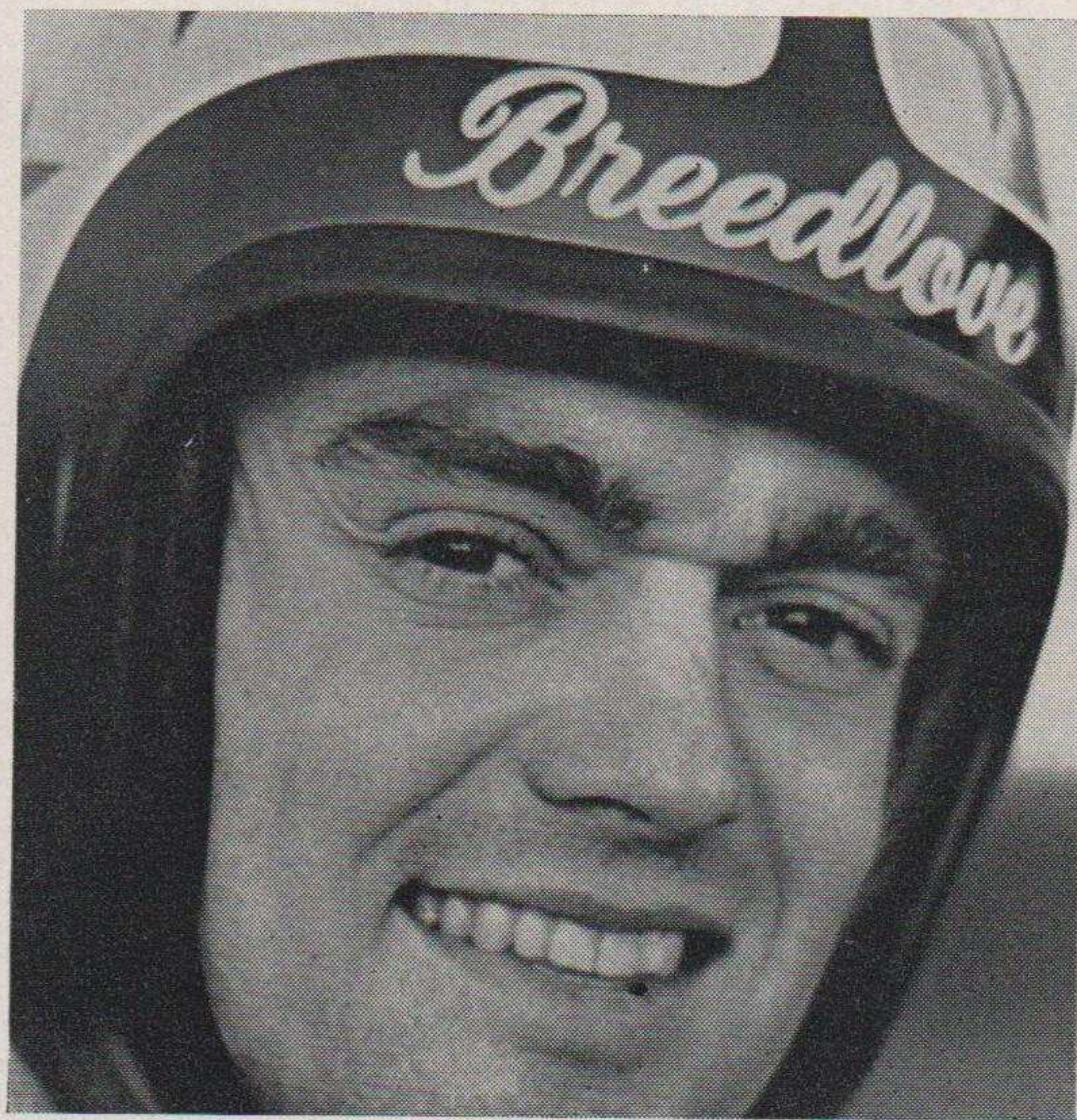
Among the amenities are shower baths, supplies of shaving cream—and, of course, coffee. The club's receptionist is one of those rare people who can do without a night's sleep and seem to suffer no ill effects from it.



ON THREE WHEELS



Breedlove



First man to travel at 500mph on wheels

IN 1963, that brave young Californian, Craig Breedlove became the fastest man on wheels, when his three-wheeler jetcar, "Spirit of America", travelled at 407.45 m.p.h. over the salt flats at Bonneville.

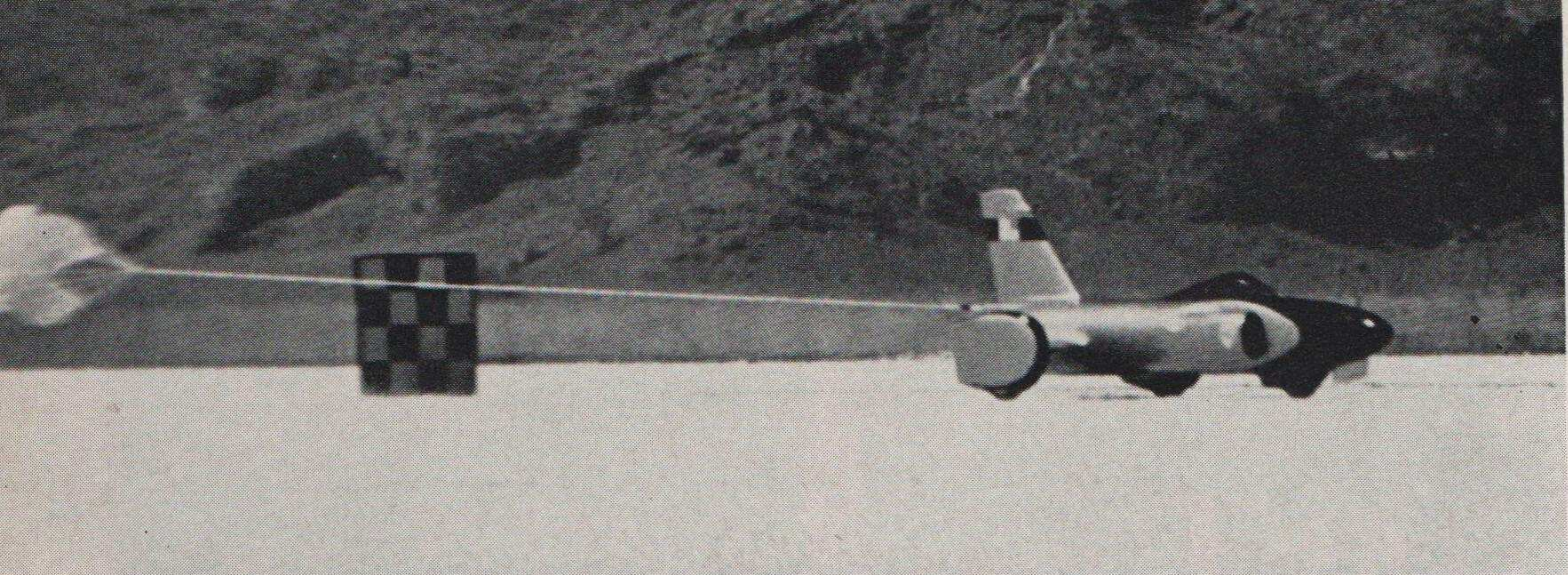
In 1964, Breedlove returned to Bonneville. On October 13th, he comfortably broke his own record by averaging 468.72 m.p.h. It was a moment of triumph, but Breedlove refused to be impressed by it.

He felt that he could do better. On his best run, he had travelled at 498.13 m.p.h. and he knew that he had only used 90 per cent of his power.

Thus, two days later, he tried again. This time, he achieved his ambition to be the first man to travel at 500 m.p.h. on wheels. His average speed was 526.28 m.p.h.—his fastest run, 539.892 m.p.h.

But this was an achievement which nearly ended in tragedy, as the picture story on the following pages show. Fortunately, Breedlove came out of the incident unharmed.

The damage of "Spirit of America" was estimated at 50,000 dollars, but Craig Breedlove had done what no man had ever done before.



The idea is to let fly one parachute and then another—to slow “Spirit of America” down. But, on Breedlove’s 526.28 m.p.h. journey, both chutes were torn to shreds.

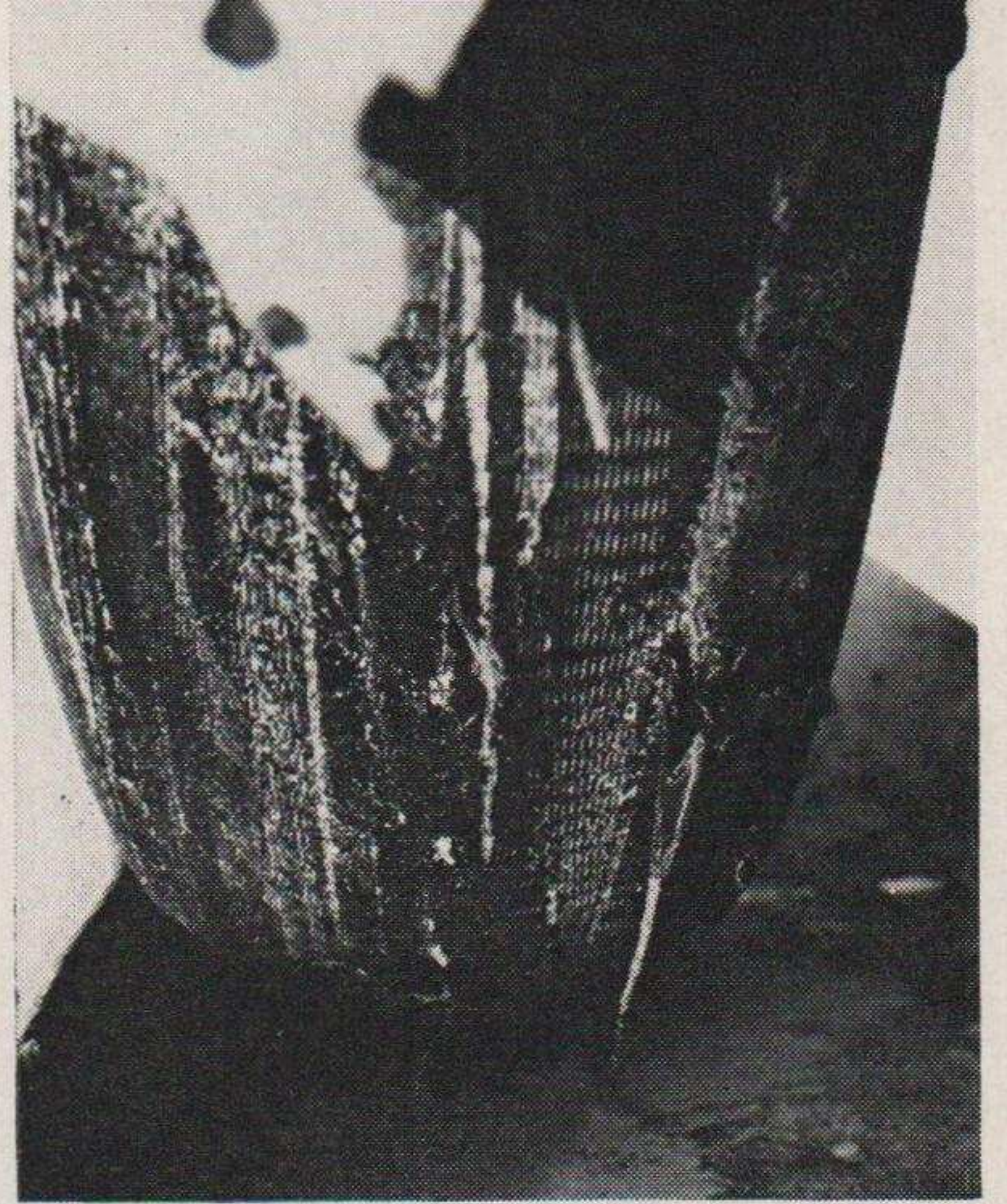


And the three-wheeler crashed through a line of telegraph poles. It bounced across a shallow lake, leapt an embankment, crossed a main road . . .

. . . into a 20-foot deep canal. Breedlove swam to the bank and climbed to safety. But he had achieved his ambition. He had driven at more than 500 m.p.h.



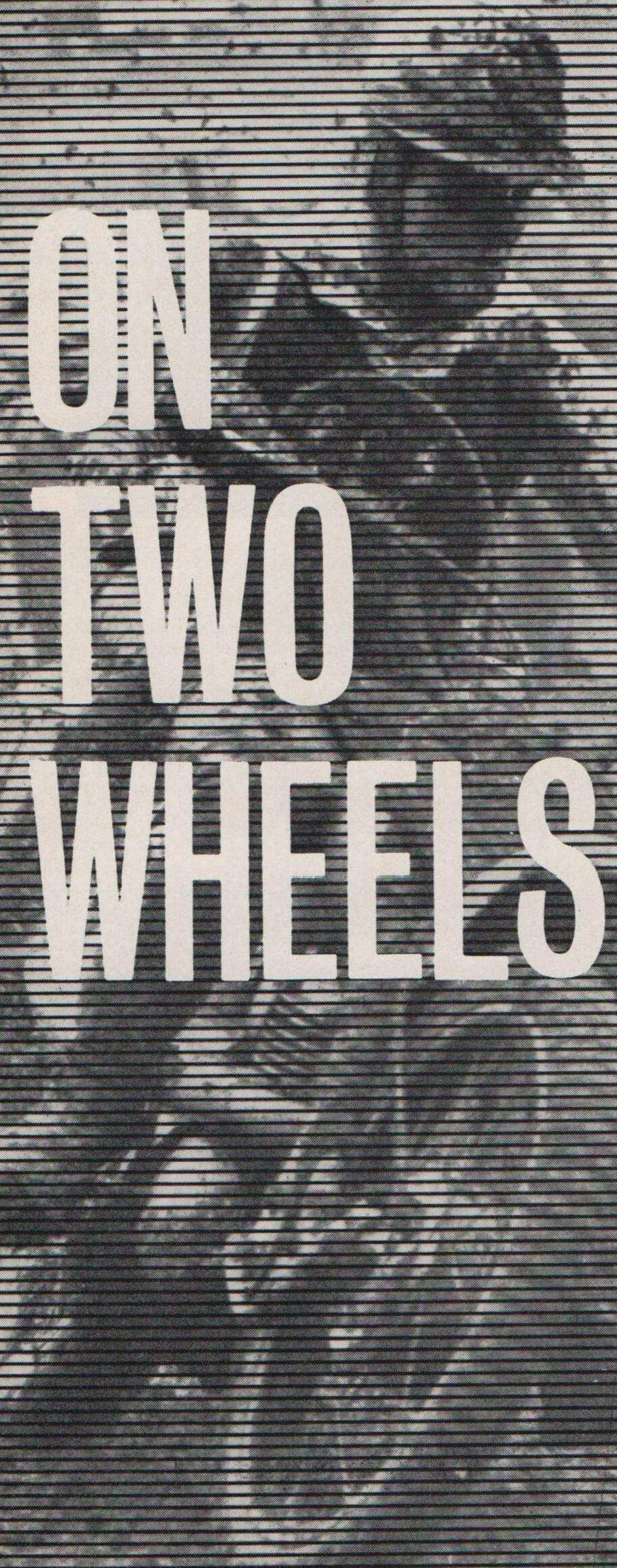
In this game, tyres take a pasting. It was just as well that Breedlove had Goodyear Land Speed Racing Tyres.



The "Spirit of America" was salvaged and towed away. The amount of damage was estimated at 50,000 dollars.

Craig Breedlove in his moment of triumph.





ON TWO WHEELS

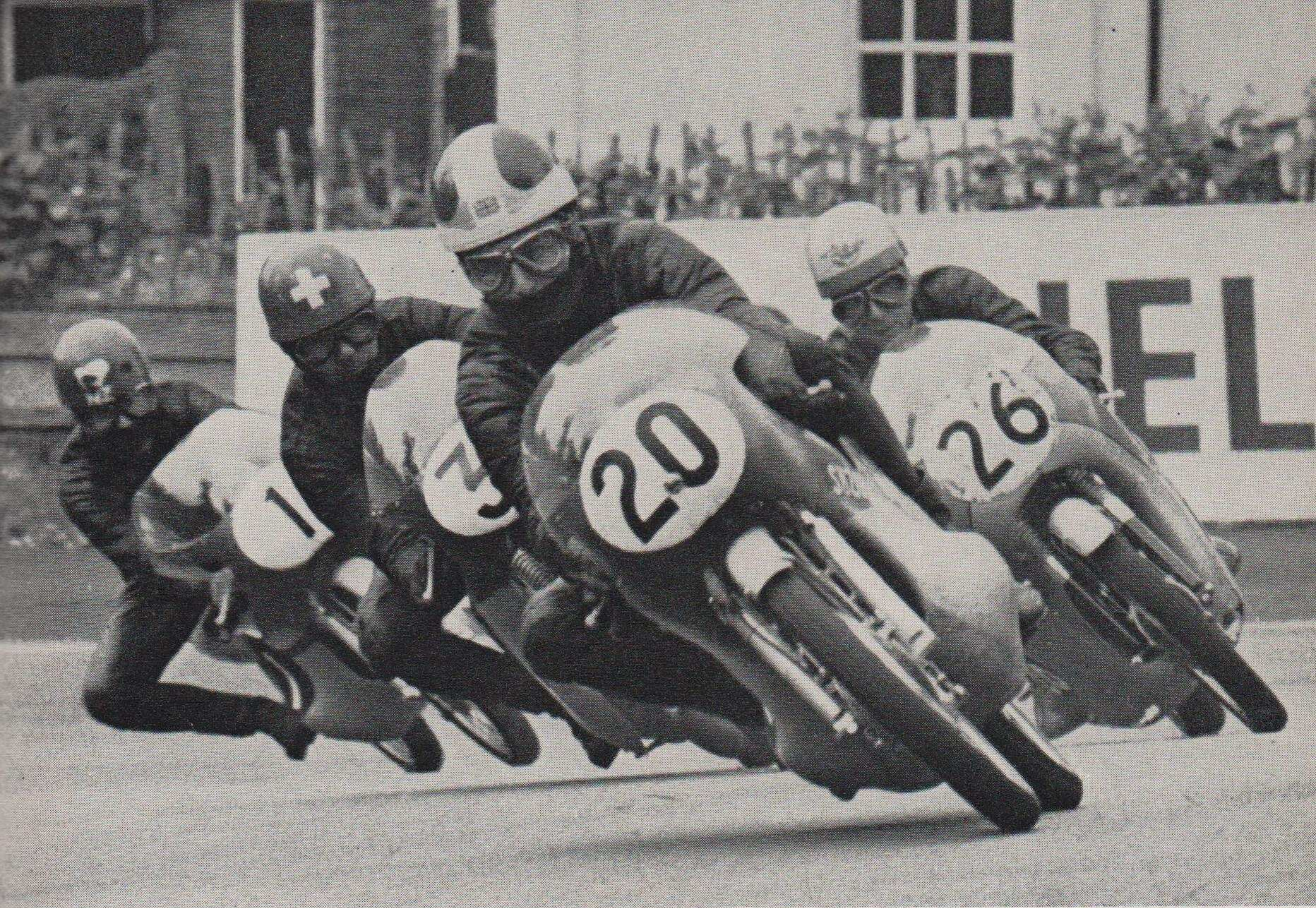
The Road Racing Arena

TWO World Champions, victories in the Manx Grand Prix, and a glittering string of successes in other G.P. and T.T. events—these were the achievements of riders who used Shell products during the 1964 motorcycle racing season. The World Champions were Hugh Anderson (who came top of the 50 c.c. table for the second year running) and Phil Read (who took the 250 c.c. honours). The Manx G.P. victor was Gordon Keith on a near-standard Greeves "Silverstone".

The taste of triumph, so far as Shell was concerned, came with the first big event of the year. In the U.S.A. Grand Prix, that spirited young New Zealander, Hugh Anderson, riding his equally energetic Suzukis, won both the 50 c.c. and 125 c.c. races. He went on to win the 50 c.c. class in the French, East German, Ulster and Finnish G.P.'s, in the Isle of Man T.T. races and at the Oulton International Meeting.

In the 125 c.c. class there was heavy opposition from Taveri, who had an inspired season on his Honda; but Anderson nevertheless managed to pull off the East German G.P. and the Ulster Grand Prix. Frank Perris, also mounted on a Suzuki, won the 125 c.c. class at the Oulton meeting.

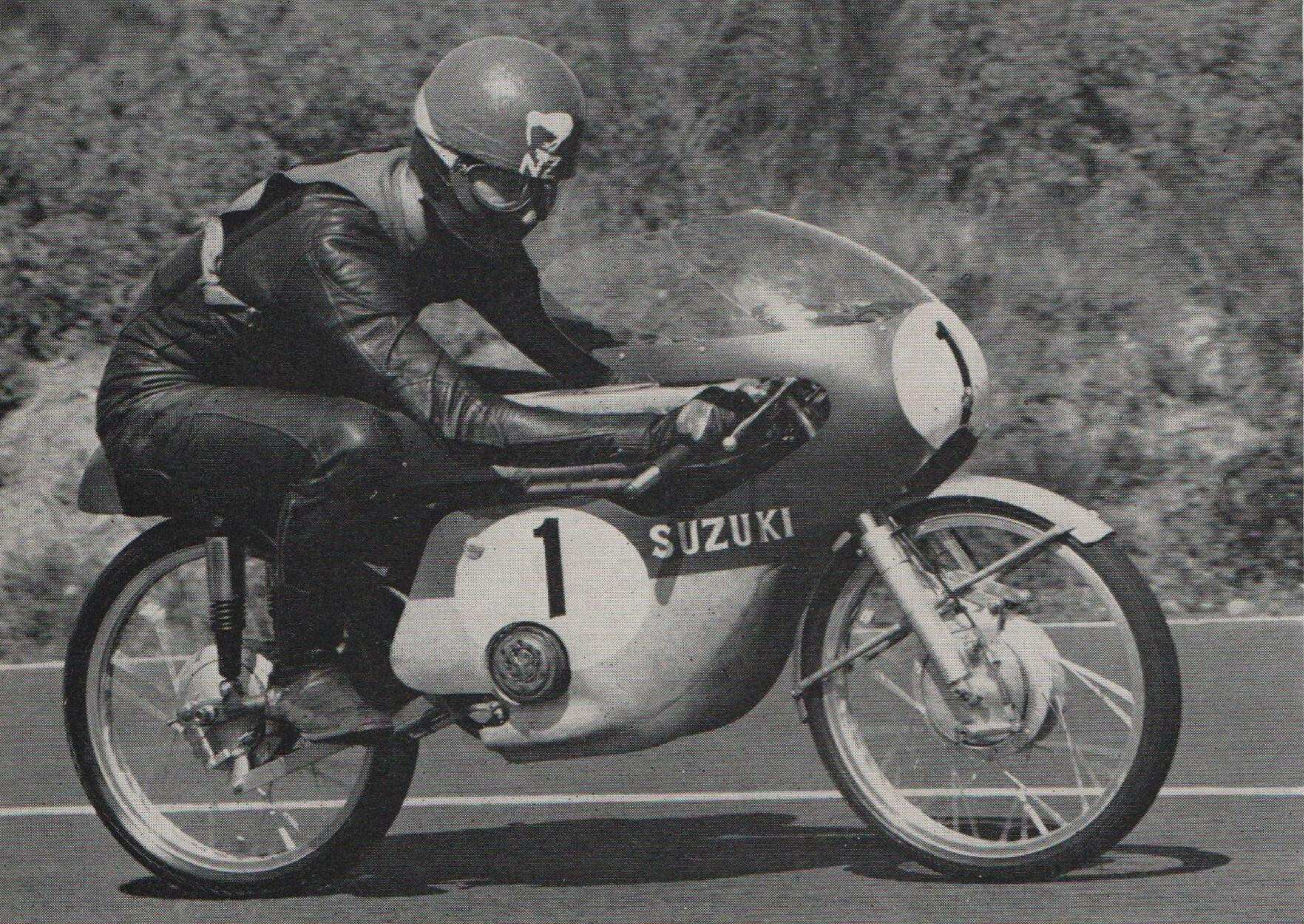
For Phil Read on his Yamaha, this was a year to remember. His victories in the 250 c.c. class included: the West German G.P., the East German G.P., the Oulton International Meeting, the Ulster G.P., and the Italian Grand Prix.



A tight pack in the 125 c.c. British Championship event at Oulton Park. Frank Perris leads with team mate, Hugh Anderson on the left of the picture. Anderson carried off the 50 c.c. event and Phil Read, the 250 c.c. (Photo: B. R. Nicholls.)



Phil Read—with his Yamaha he became British and World 250 c.c. Champion. (Photo: B. R. Nicholls.)



On his way to victory and the World Championship, Hugh Anderson takes a "back seat" on his 50 c.c. Suzuki in the Finnish G.P. (Photo: Gordon Francis.)

Races which clinched Championships

Anderson in Finland

THE 1964 World Championship for 50 c.c. events was in the bag so far as Hugh Anderson was concerned after he brought his Suzuki home to a brilliant

victory in the Finnish Grand Prix. He won the race at an average speed of 68.31 m.p.h., but this was more than an exercise in high performance riding. It was an example of what this tough, very determined New Zealander can do—when he sets out to conquer against the toughest odds in the sport.

Anderson's most formidable opponent in the World Championship running was that talented Ulsterman, Ralph Bryans. For the first five laps, it looked as if Bryans might win. His Honda twin got away to a tremendous start, well nigh screaming its head off as it circulated for lap after lap—with Anderson putting every ounce of his determination and ability into the task of pursuit.

But, in the 6th lap, the Honda screamed its last. Ignition trouble brought it to a standstill.

Anderson, however, was still not assured of victory. For the next three laps, Anscheidt on a Kreidler put up a tremendous fight. The two aces passed each other time and again, until, two laps from the end, Anderson pulled ahead—to win by less than a second.

During the course of the race, Anderson put up the fastest lap—with a speed of 69.31 m.p.h.

Read in Italy

Phil Read's "clincher" was the Italian G.P.; and, here again, there was a lot more to it than simply circulating at high speed. The opposition came from the new 6-cylinder Honda on which Redman was mounted.

At the beginning of the race, the new Honda was still an unknown quantity, although it was known to be very fast indeed. A good deal faster, Read suspected, than his own mount, and he made his plan on this assumption.

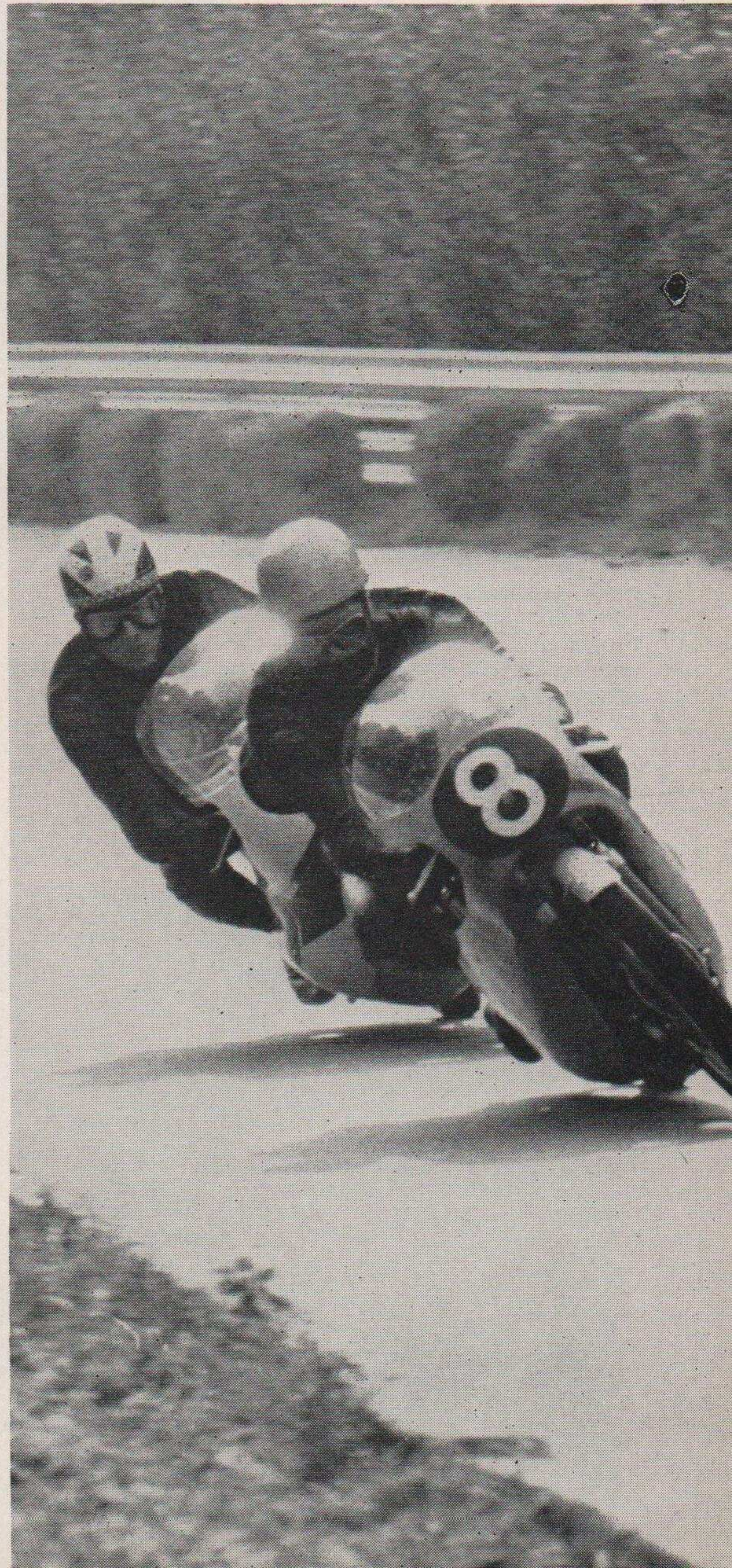
And what a shrewd plan it was! Read determined to get away to a really good start—and thereafter to slipstream Redman on the straight, and to nip ahead of him on corners.

The plan depended on a really good getaway. To make this possible, the gearing on his Yamaha was so organised that it pulled maximum revs in sixth. Top, or seventh, thus became an overdrive.

It was all fine in theory, but the first part of the plan failed. The Yamaha did not get away to a good start. Redman, on the other hand, did—and was soon roaring ahead until it seemed that Read would never catch him up.

Presently, however, Read's machine began to handle a good deal better. By the third lap, he had caught up with the Honda, and was able to put the rest of his plan into operation. It worked brilliantly, and Read ended a 22 lap race, at an average speed of 113.91 m.p.h., with the World Championship in his pocket.

Phil Read made his 250 c.c. World Championship in the Italian G.P. This photograph shows Read's brilliant style riding close on the back wheel of Jim Redman. (Photo: Pippo Terreni.)



All Records Broken

1964 witnessed the first light-weight Manx Grand Prix to be held since 1948. The winner was a 25-year-old newcomer from Southern Rhodesia, Gordon Keith. Keith, who was mounted on a 250 c.c. Greeves "Silverstone", blasted his way to victory, leaving a litter of broken records in his wake, and a look of sheer dismay on the faces of his opponents.

Sixteen years is a long time between races, but Keith's ride to the laurels was worth waiting for. He raised the existing lap and race records by about 13 m.p.h., covering the four laps at an average speed of 86.19 m.p.h.

Keith's victory was a reward, not only for skill and courage, but also for careful "homework". He had only been in England for six months at the time, but few riders can ever have reconnoitred the course so thoroughly. He studied it on foot; he asked the experts; and he spent at least a week memorizing every feature of the 37 $\frac{3}{4}$ -mile Mountain Circuit.

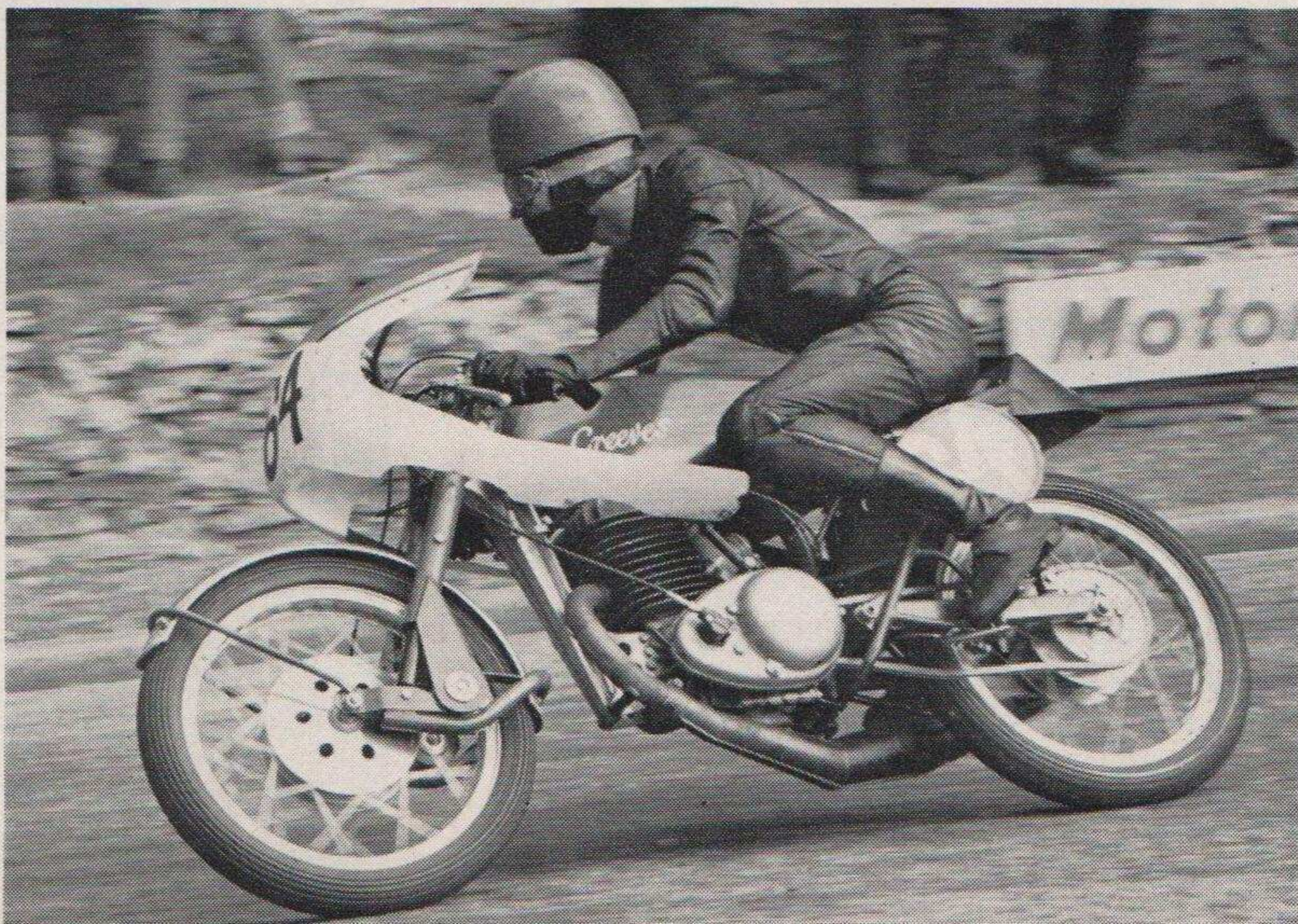
At the start of the race, he took his place with 66 other riders, and thereafter led the way. The Manx Grand Prix is famous as a race which sorts out the men from the boys: the event in which riders of

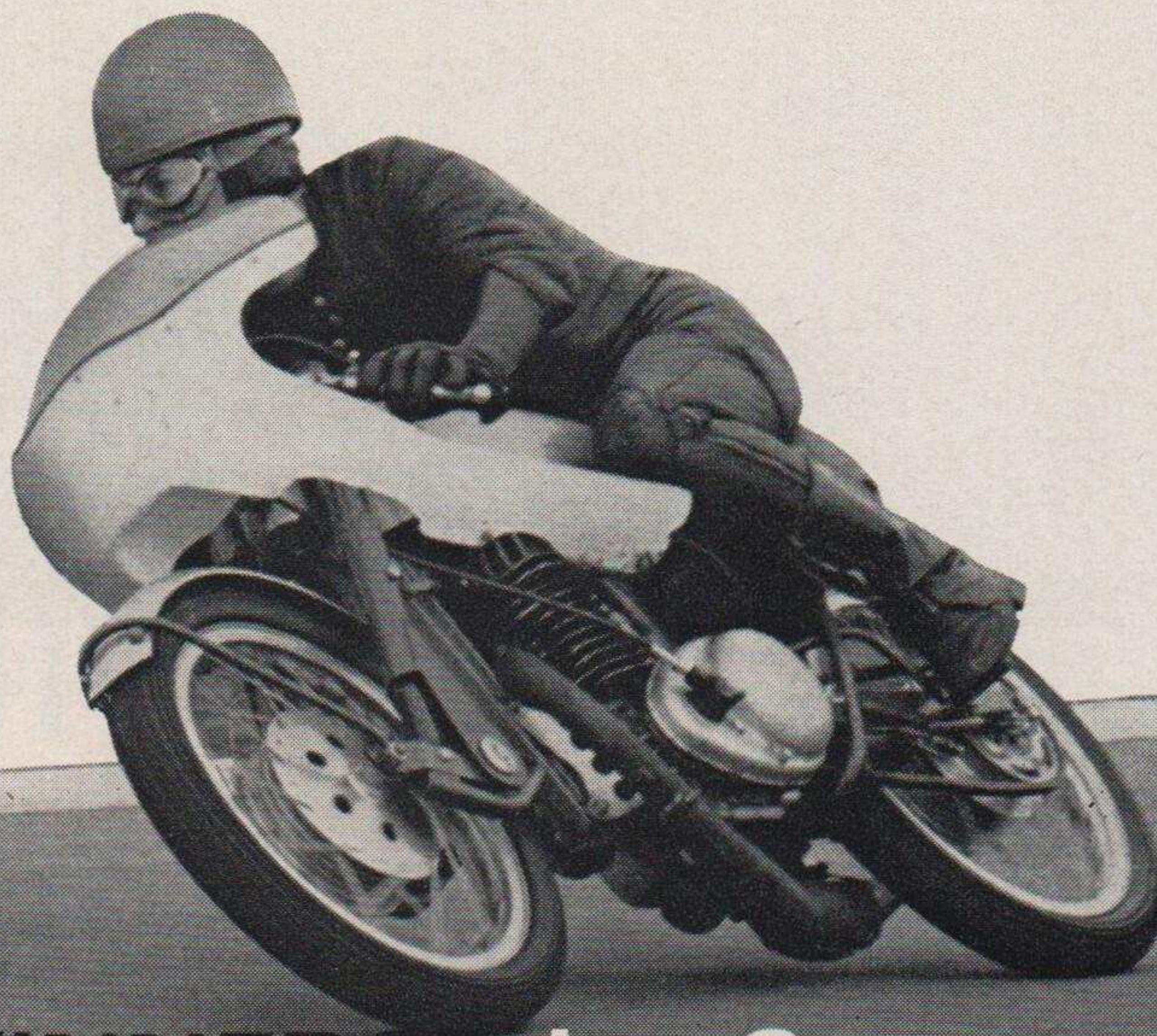


Selwyn Griffiths keeps his nose ahead of George Buchan in the 1964 Senior to give Matchless their first Manx G.P. victory in twelve years. (Photo: Motor Cycling.)

promise prove their talent. If ever there was a motorcyclist with the look of a future World Champion about him, it is surely Gordon Keith.

Lightweight record-breaking winner, Gordon Keith, on his Greeves Mk. 2 "Silverstone" at Governor's Bridge. He shattered a truly international field and led from start to finish. (Photo: Motor Cycling.)





TWO WINNERS - by Greeves

Keith puts the "Silverstone" through its paces—at Silverstone. (Photo: K. Price.)

WHAT with Gordon Keith winning the Manx Lightweight G.P., and a host of victories in trials and scrambles, 1964 was undoubtedly Greeves's year. The "Silverstone", which took Keith to the top on the Isle of Man, made its debut in 1962. Designed by Reg Everett, who is both a draughtsman and a successful racing man, it then consisted of a Villiers-based 24MDS engine mounted in a Greeves roadster frame.

During its first year, with Everett riding, it achieved places in 250 c.c. events at Brands Hatch and Snetterton.

By the following season, Greeves had begun to take it very seriously indeed. It was exhibited at the Earls Court Show of 1962, and was in limited production five months later.

It soon won a series of successes; but, in the meanwhile, Greeves technicians had been busy on modifications. The Villiers unit was replaced by the Greeves "Challenger" engine—with a compression ratio of 10:1 and reaching peak power at 7,500 r.p.m. Other features include a five-speed Albion gearbox, ventilated front brakes, and a weight of only 196 lb.

The Greeves "Challenger" is, of course, rapidly becoming one of the legends of trials and scrambles. Somebody once described it as "a lamb with the heart of a tiger". There are, indeed, few more obedient machines in the world, but the power potential is so great that it needs a star such as Bickers or Griffiths

to get the most out of it. It seems likely that this remarkable motorcycle likes to feel an ace in its saddle—somebody, that's to say, who will really set it a challenge.

Bickers takes the "Challenger" out on a test run and makes it jump (for joy with an ace such as Bickers in the saddle, possibly?). (Photo: Motor Cycling.)





The weather may have been unmentionable, but that didn't deter members of Shell-Mex and B.P.'s Racing Services from rendering their customary brand of good service to the riders. Their location for the fourth day of the trials was a lay-by at the edge of Loch Linnhe.

Scotland in the rain

THE bad thing about last year's Scottish Six Days' Trial was the weather. The good thing, from Shell's point of view, was the list of awards. The former confounded even the rain-accustomed Highlanders. When, at Fort William, the weather men reported that 2½ inches of rain had been recorded in a single day, they were able to state, with an air of macabre pride, that they had never seen the like for ten years.

But the awards were a very different matter. Four out of the five class trophies went to riders who were using Shell products. They were:

150 c.c.	A. J. Cameron (Greeves)
151-200 c.c.	J. R. Sayer (Triumph)
201-250 c.c.	M. Davies (Greeves)
251-350 c.c.	M. Andrews (A.J.S.)

In addition to this, the Manufacturers' Team Award went to A.J.S.

M. Andrews, who won the 251-350 c.c. award, takes a gentle ride up the mountain at Mamore.



Also taking part was retired road-racing ace Geoff "I do it for fun" Duke.

Among those taking part was Mary Driver, who was mounted on a Greeves.



Gold Medals in East Germany

AS the international climate becomes milder, the Iron Curtain starts to melt. When, in 1963, the International Six Days' Trial was held in Czechoslovakia, a detachment of Shell racing services' men were on the spot—to provide engine oil and other services. Last year, the scene of the ISDT moved to East Germany. Once again, Shell men and Shell products made an excursion through the curtain.

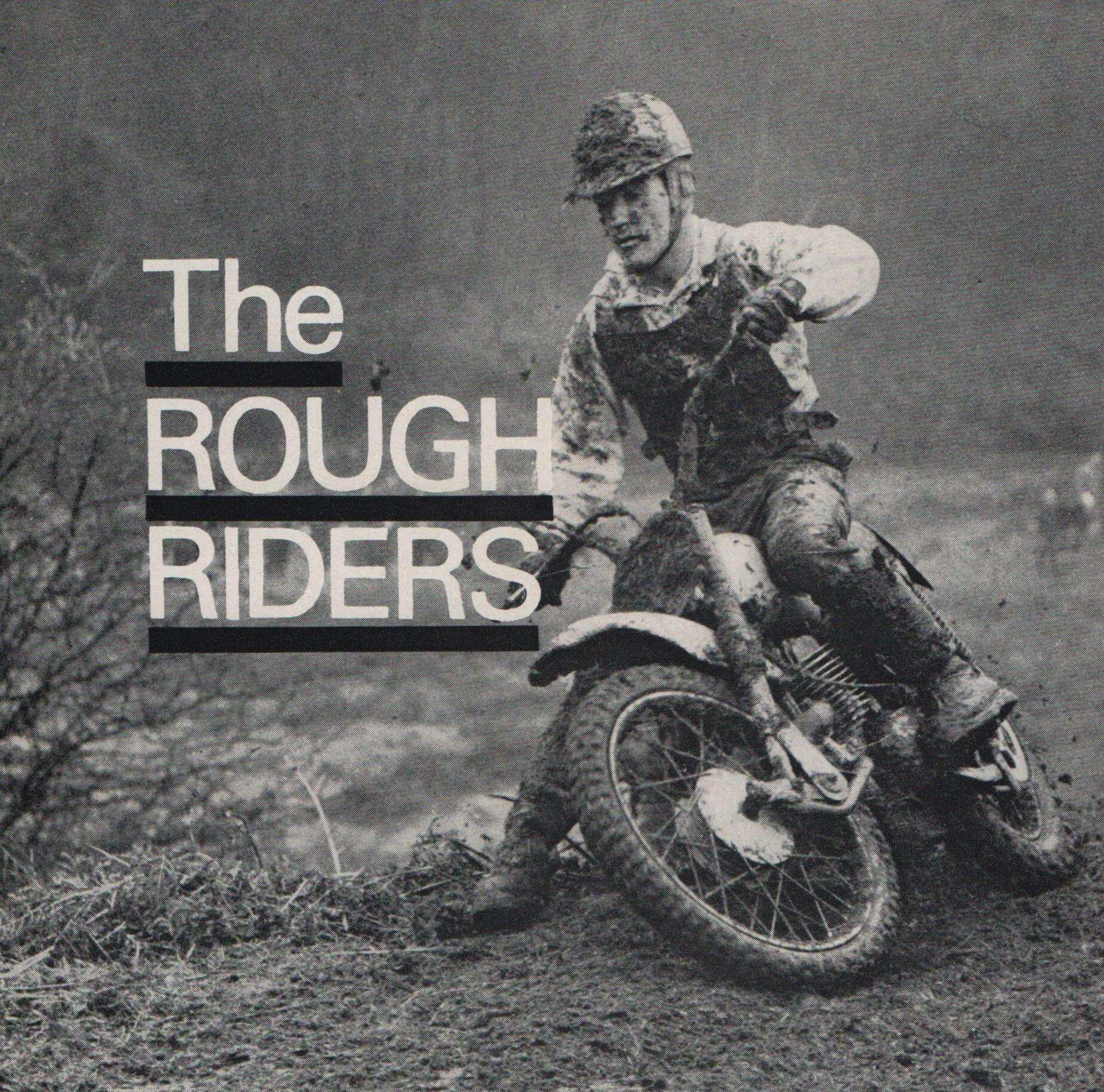
From Shell's point of view the 1964 ISDT was well worth the trip. To riders mounted on Triumph, A.J.S., and Greeves machines went no fewer than eight Gold Medals. Furthermore J. R. Giles (Triumph) was winner of the 750 c.c. International Class.



Roy Peplow takes his 350 c.c. Triumph over some rough country during the cross-country test. (Photo: K. Ruzicka.)

One of the check points in the International Six Days' Trial in East Germany. (Photo: J. Arthur Jacks.)





The ROUGH RIDERS

Alan Clough, popular member of the Greeves works team has a mud-battering ride in one of the 250 c.c. TV scrambles of the season. Clough notched up a number of first and second placings in major 250 c.c. events and also scored a victory in the 350 c.c. scramble at Shrubland Park on August 3rd. (Photo: Temple Press.)

WITH riders such as Bickers and Griffiths performing on behalf of Greeves, with Don Smith ending the season as European Trials Champion, and with Dot and Triumph in full-throated support, you can take your pick of the 1964 trials and scrambles events, and be sure of finding a Shell success. Here are some of the highlights.

Dot had their moments particularly with Ernest Greer and John Done in the saddle. Unfortunately for Eric Adcock, the notorious Manor Steps in the Northern Experts Trial was not one of the easiest of obstacles. (Photo: H. Stanfield.)



The classic national Scott Trial was won by Bill Wilkinson on a 250 c.c. Greeves. One of the toughest of all British trials, the Scott victory was a great achievement for Wilkinson. He not only succeeded in taking the Alfred Scott Memorial Trophy for best overall performance, but also the Eddie Flintoff Trophy for standard time. (Photo: H. Stanfield.)



In November scrambling returned to Brands Hatch after a lapse of seven years. In the sidecar event David Bickers (true to name on a 250 c.c. Greeves) took on Goliath (650 c.c. Triumph special) Rufus Rose. But, in this case the giant won. Rose with team mates Roy Price and John Turner skilfully handled their Triumph outfits through a highly successful year—with a 1-2-3 in the Experts GN. (Photo: G. C. Francis.)

Alan Clough (250 c.c. Greeves) in action on one of the numerous sandy bends of Holland's Markelo course during the 1964 Trophée des Nations. In the supporting 250 c.c. race Clough roared into first place with Hattern and Done (both Dot) 2-3 respectively. The 500 c.c. supporting event was also a 1-2-3 for British riders: 1. J. R. Giles (Triumph); 2. D. Curtis (Matchless) and 3. B. Curtis (Matchless). (Photo: G. C. Francis.)



It's "heads" for Roy Peplow as he manoeuvres his 500 c.c. Triumph through a wooded section during the St. David's Day Trial. Peplow's "Best 500 c.c. Performance" included the Mitchell and Bemrose Trials. A member of the successful Triumph team, Roy Peplow also scored a "Best 200 c.c." in the British Experts. (Photo: C. D. Soden.)



"Boomps-a-daisy" for Ray Sayer as he stays with his 200 c.c. Triumph at Washfold Steps in the Scott Trial. Despite fending off the rock with his own person, Sayer carried off the 200 c.c. Class Award. In this national classic he also substituted for John Giles (out with a broken leg) in the trophy winning Triumph team. (Photo: H. Stanfield.)



Don Smith "shoots the rapids" in the British Experts. Riding a 252 c.c. Greeves, Smith added two important achievements to his list of successes during 1964. Both were for "Best 350 c.c. Performances"—one in the Mitchell Trial, the other in the West of England. In the latter, the Manufacturer's Prize went to Greeves and the "Best 200 c.c." to Scott Ellis on a Triumph. (Photo: G. C. Francis.)

Again at Brands in November. Bryan Goss (Greeves) literally jumped into the lead at the start of the 250 c.c. Experts' and stayed there for all eight laps. Second, third, fourth and fifth places were filled by Greeves' riders as were the first and second in the Junior 250 c.c. Yet another brilliant day for the machines from Thundersley. (Photo: K. Price.)



Fuel for the World Champion

