

# The "Autosport" Championship

by GREGOR GRANT

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ROGER NATHAN



GREGOR GRANT



ROY SALVADORI

The now classic "Three Hours" reverts to its traditional Snetterton form, in being the only day and night race to be run in Great Britain. This event is the final of the annual "Autosport" Championship, and to the outright winner of the race itself will go the "Daily Mirror" Trophy. At National and International races throughout the season on various circuits, competitors have attempted to amass maximum points in their five best performances. Scoring is the same as applies in World Championship races, namely 9-6-4-3-2-1; however, for the "Three Hours", the scoring in each of the three classes will be 18-12-8-6-4-2.

Only one driver has scored a maximum (45 points), the 1963 Champion Roger Nathan, who, to-day, drives his 2-litre Brabham. In the past, the Championship has been organised mainly for G.T. machines, but such has been the revival of interest in sports-racing cars, that the panel decided to organise the 1964 series for sports-racing and G.T. prototype machines. The classes comprise up to 1300 c.c., 1301 to 2000 c.c., and over 2000 c.c.



JACK SEARS



DAVID PIPER

Obviously Nathan must be regarded as having the best chance of becoming Champion for the second successive time, but the "Three Hours" is so unpredictable, that almost anything can happen—as it did last year, when Roy Salvadori (Cooper Monaco) had 45 points, but failed to finish. As it stands at the moment, any driver who can score sufficient points in his class to exceed Nathan's present total, has every chance of finishing top. For instance, those who can exceed 45 points are Prophet, Hine, Hawkins, Morley, Lanfranchi, Julian Sutton, Williams and, of course, Nathan himself. No one in the over 2-litre class can become Champion, but the "big hairy car" drivers will be battling for the class award, and of course the kudos of winning the race outright.



GRAHAM HILL



BEN PON

Unfortunately, class-leader Bruce McLaren will not be present, having been committed to drive in Canada, as is Hugh Dibley. Nevertheless, there should be plenty of the bigger stuff on the circuit, such as Roy Salvadori (Cooper-Maserati), Roy Pierpoint (Attila-Climax), Jack Sears and Chris Amon, in Shelby American Cobras, Mike Salmon (Aston Martin), the E-type Jaguars of Dick Protheroe, Peter Sutcliffe and Roger Mac, and, most exciting of all, the 250LMs of Graham Hill and David Piper.

Past holders of the "Autosport" Trophy are:—

- \*1956 R. Carnegie/R. Fitzwilliam (M.G.A.)
- 1957 Ian Walker (Lotus Elite)
- 1958 John Baldam (Turner)
- †1959 Bob Gerard (Turner); Dick Stoop (Frazer-Nash)
- 1960 Chris Summers (Lotus Elite)
- 1961 John Sutton (Marcos)
- 1962 Mike Parkes (Ferrari G.T.O.)
- ††1963 Roger Nathan (Lotus Elite)

\*Oulton Park, Daylight Race    †Joint Champions    ††Daylight Race

All races except 1956 took place at Snetterton.

In presenting the 1964 "Autosport" Championship for sports-racing and prototype cars, the organising panel feels that the speed differential in the three categories will not lead to processional racing, many of the smaller-capacity cars being every bit as rapid as larger machinery.