



BP motor sport 1963

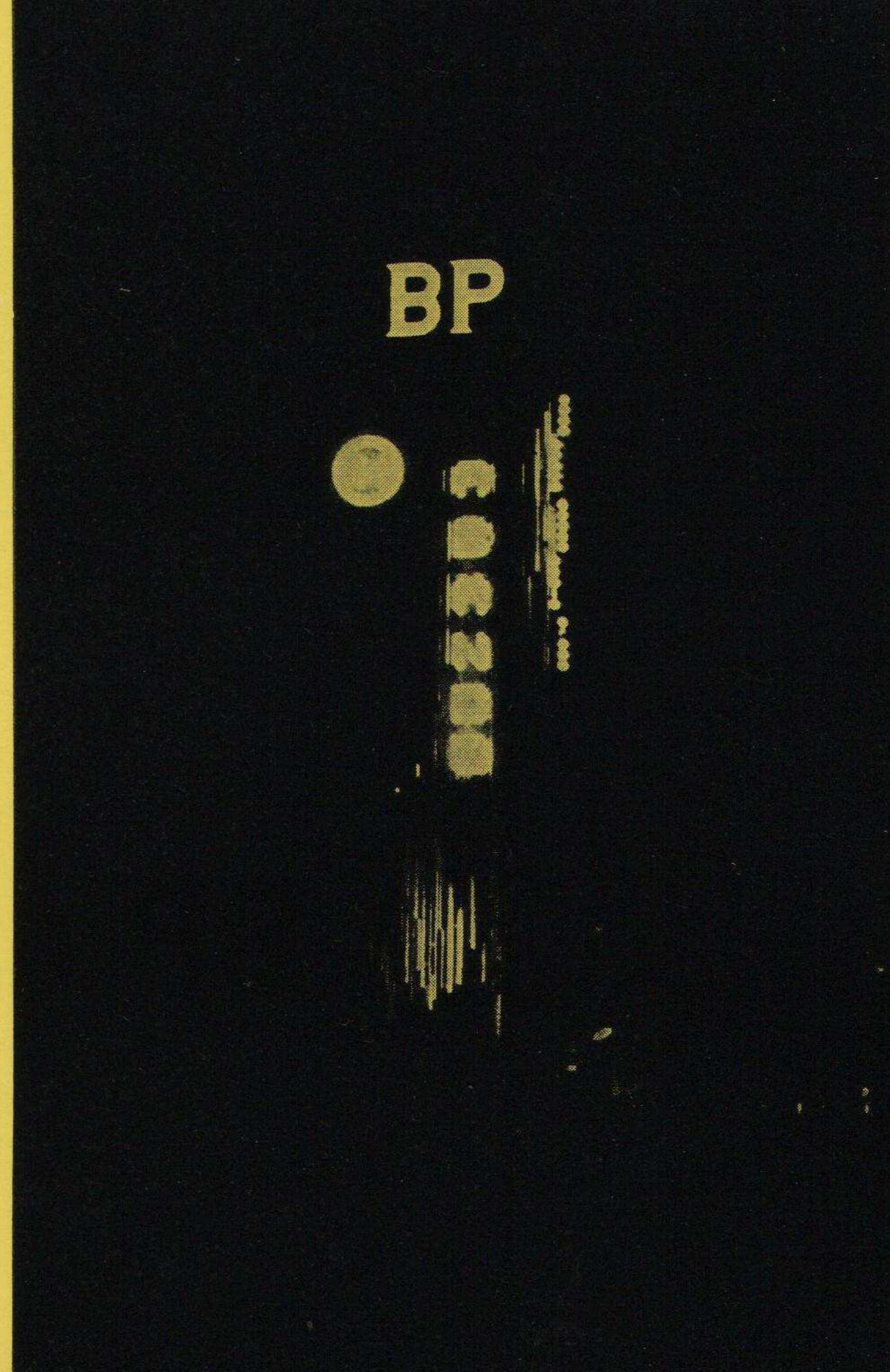
by Peter Roberts

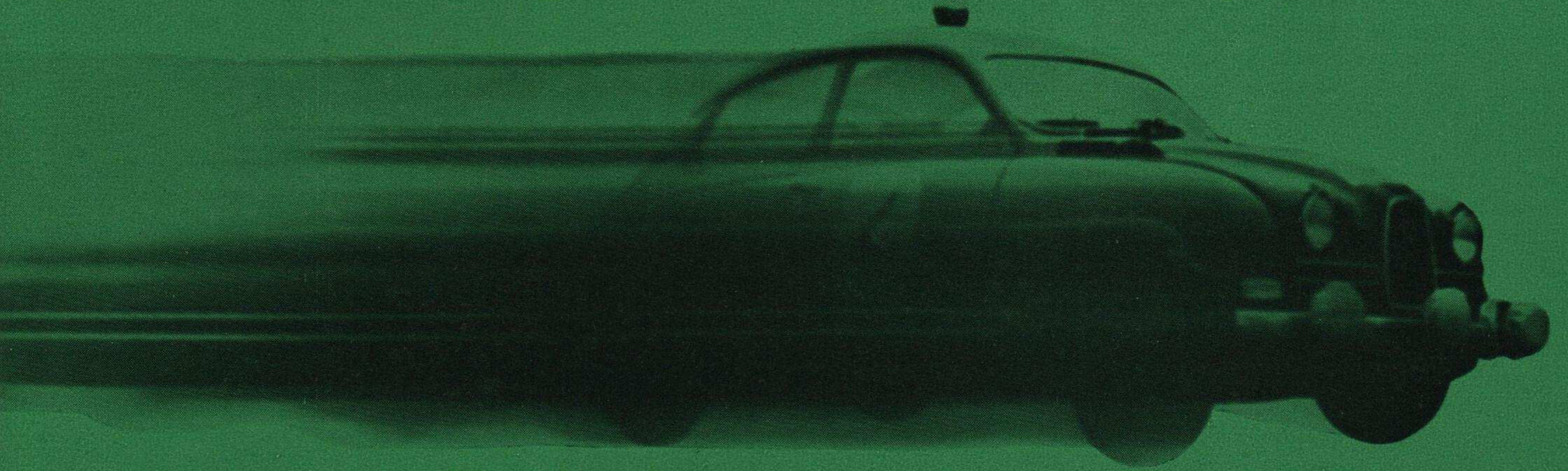
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rally championship

The 1963 sporting season once again proved to be a triumph for BP products. The long list of successes in rallying, motor-cycle races, Motocross trials, motor racing and motorboat racing continued to flow in unabated. Drivers and riders using BP products swept the field in international rallies, with the Swedish Volvo driver Gunnar Andersson winning the European Rally Trophy, the award which in 1963 took the place of the temporarily suspended title. The European Rally Cup award for the best GT performance went to Porsche driver Hans Joachim Walter.

Eugen Bohringer, the jovial hotel-keeper from Stuttgart who won the European Rally Championship in 1962 driving for the Mercedes team, was placed second to Andersson. His wins in the Acropolis, German and Spa-Sofia-Liège rallies earned him too few points to match the consistently good results gained by the Swedish driver.

The young Swedish housewife and mother, Sylvia Osterberg—she hardly looks old enough to steer a pram, let alone a car—surprised the international field by several dramatic victories in 1963. Her high placings and her Coupes des Dames in the Midnight Sun, Polish and Geneva Rallies augur well for the future of this

diminutive girl who drives her Volvo like a whirlwind.

Erik Carlsson, one of Britain's newest residents, had more than his fair share of misfortune during the 1963 season, winning only the Monte Carlo Rally—his second in succession—and gaining second places in the Midnight Sun and Marathon de la Route, and third in the RAC Rally.

The Tulip and Geneva Rallies went to the new BP powered and lubricated Ford France entered, Falcon Futura Sprint, after a very impressive display on the special stages of the Monte Carlo event earlier in the year, when the big American car showed great rallying potential.

BP successes in motor cycling were overwhelming in 1963. The amazing Hailwood, whose sustained high performance has kept him at the top of his sport for so long, clinched the 500 cc World Championship for the second year, despite his taking time off to enter a number of motor races in Formula Junior and Formula 1 categories. The Motocross laurels went—again for the second time in succession—to Tibblin and Hallman, two tough Swedes who between them rode in some eighty major events over the season.

The sidecar championship again went

to BMW rider Max Deubel, still with his faithful chairman Emil Hoerner.

Motor racing enthusiasts saw the season's first major popular event, the Glover Trophy, won by Scotsman Innes Ireland in his Lotus, followed by McLaren, Maggs and Hall in a 1-2-3-4 BP procession. Jo Bonnier's win in the Targa Florio and Roy Salvadori's epic victory over Ferrari in the Coppa Inter-Europe were other BP landmarks during the year, as were the three class wins at Le Mans, a high proportion of the awards that went to the handful of survivors of that classic race.



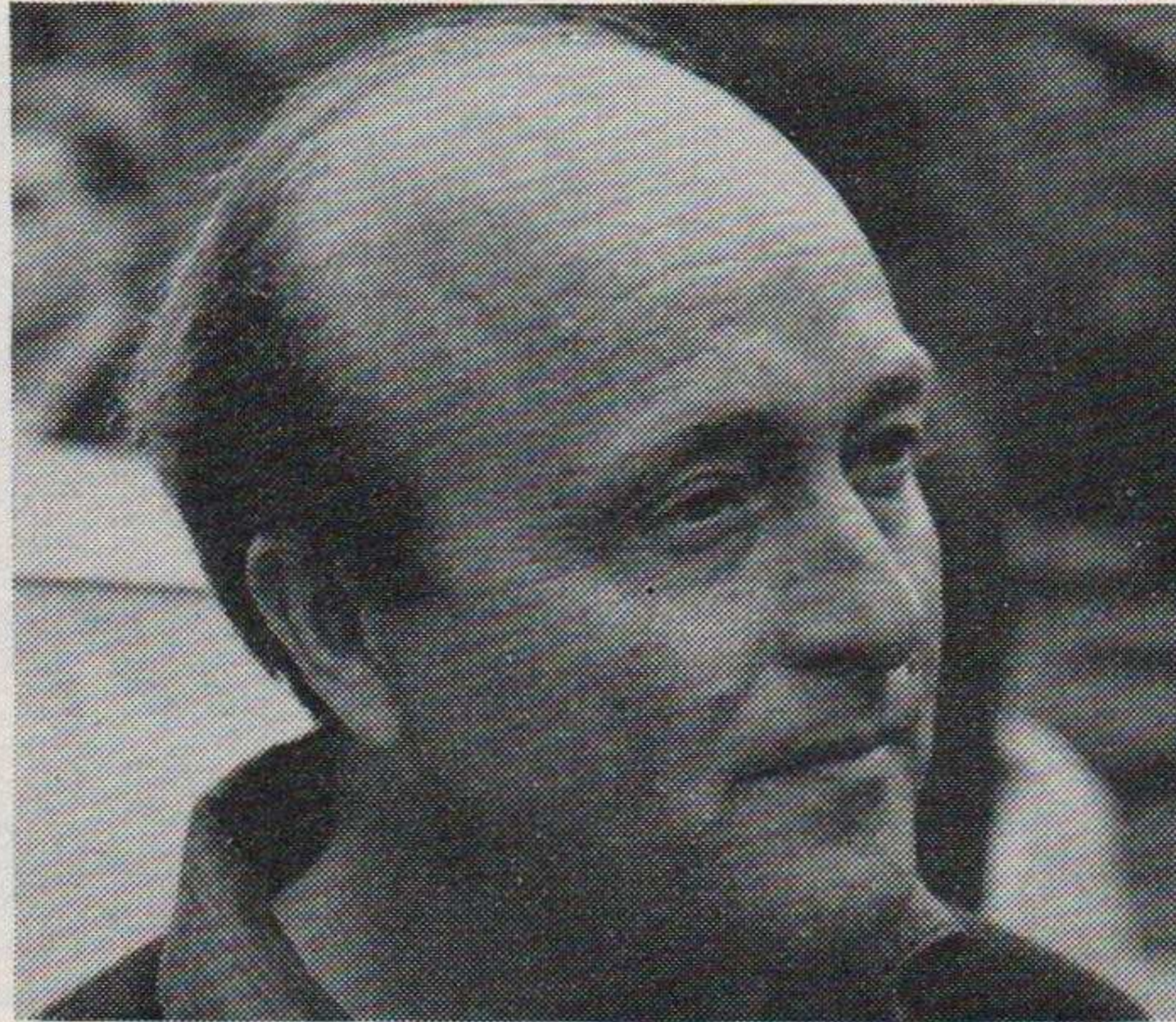
1 Gunnar Andersson, winner of the European Rally Trophy

2 Sylvia Osterberg

3 Eugen Bohringer

4 Innes Ireland

5 Volvo driver Tom Trana, winner of the RAC Rally of Great Britain



3

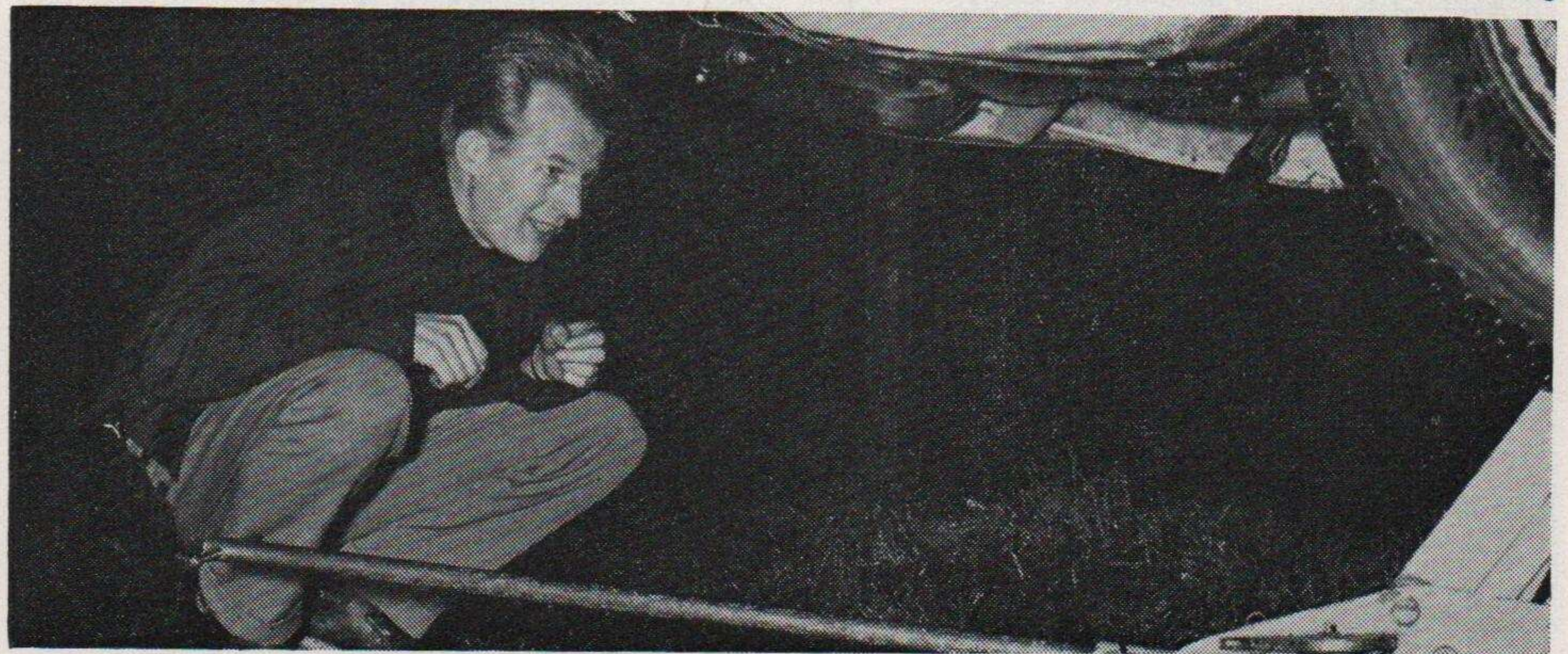


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Monte Carlo Rally

1st Carlsson/Palm (Saab)

Coupe des Dames

E. Rosqvist/U. Wirth (Mercedes-Benz)

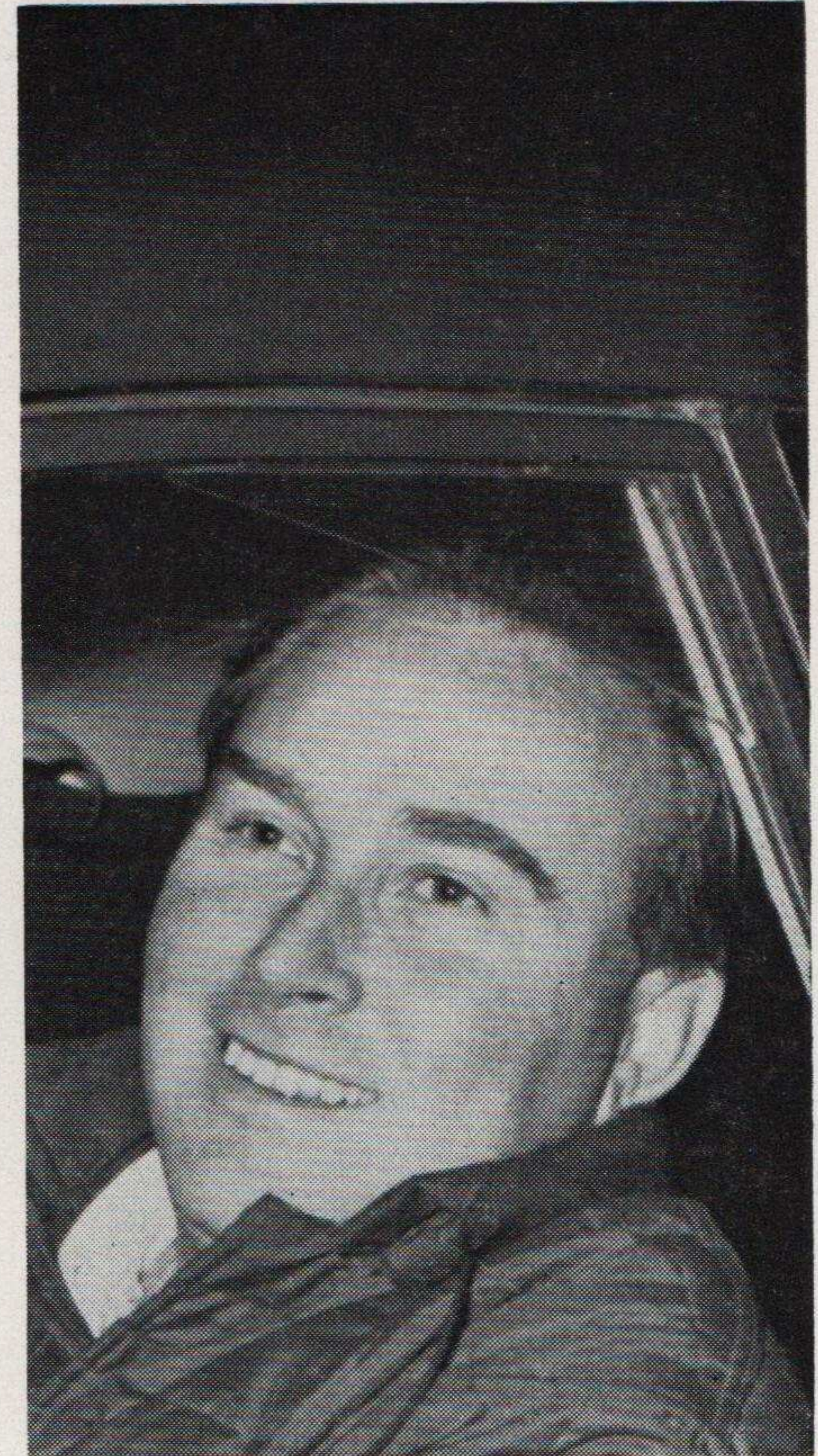
For the second year in succession 33-year-old Swedish driver Erik Carlsson won the Monte Carlo Rally in his little two-stroke Saab.

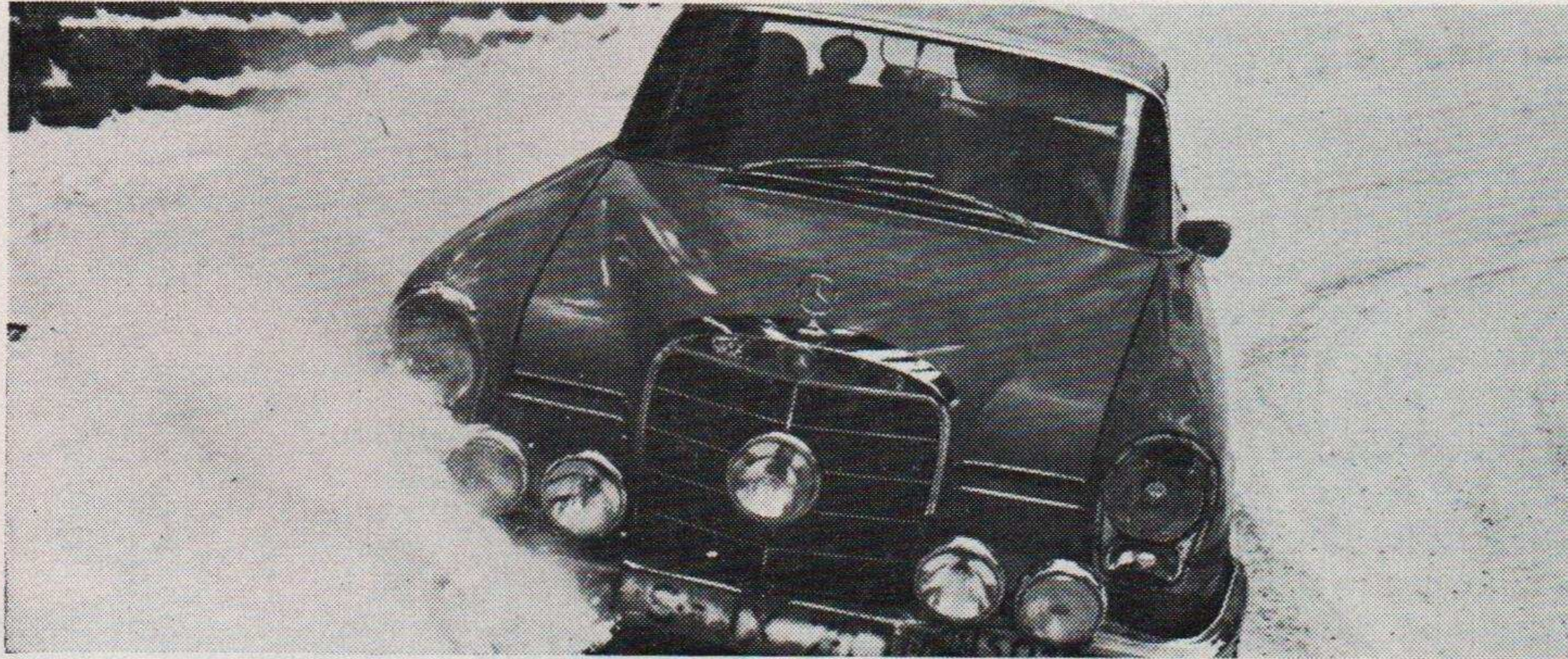
And this year the weather threw the book at the competitors on the long rough ride to the Principality. Conditions ranged from freezing rain and snow-blizzards in Britain to deep drifts and black-iced roads in the Alpine regions. The weather was so bad in this 'toughest-ever' Monte that only twenty-seven cars out of a total entry of 296 arrived at Monaco without penalty marks, and just ninety-seven actually completed the entire course.

Once again the focal point of the rally was at Chambéry, where routes from the eight start-points converged. Immedi-

ately following the town was the first of the five special stages, one which was 49 kilometres in length and included three mountain passes. By the time Erik Carlsson's red Saab arrived at the outskirts of Monaco, he led by a sizeable margin—he even had enough time in hand to wash his car before entering control.

The last part of the rally was a round-the-houses dash over the Grand Prix circuit of Monaco. Best time was made by Walter in a two-litre Porsche, but although Carlsson was placed twelfth in this test his lead was sufficient to earn him an overall and class win.





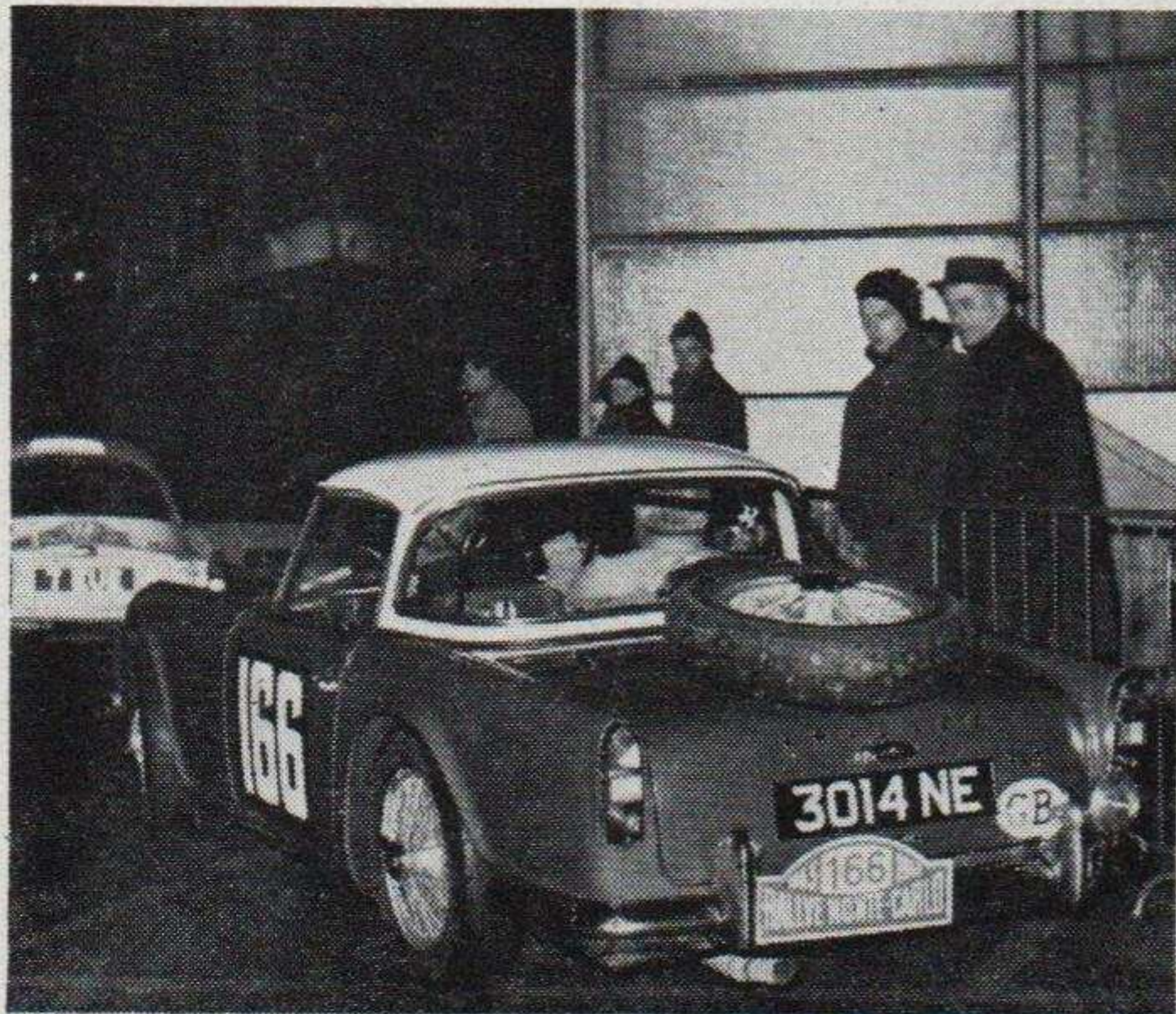
1 Winner Erik Carlsson in his red Saab

2 Everyone hits a bank sometime. Bohringer grazes the snow on the Col de Turini

3 The O'Connor-Rorke/Baguley TR4 leaves on the Dover Ferry for the south

4 Carlsson in the snow at Le Logis du Pin

3



4



Tulip Rally

1st Greder/Delalande (Ford Falcon Futura Sprint)

The shortened route was popular with the competitors, most of whom felt that in the past the road work has been too long in comparison with the number of special stages.

This year 154 starters left Noordwijk on the Dutch coast on a route which took them down to Chamrousse, near Grenoble, into Germany, and over high mountain byways in the Saar, the Vosges, Jura and Savoy areas.

Special stages included a fast tour of the Nurburgring, Germany's twisting circuit in the Eifel Mountains, and here the Morley twins in their Austin-Healey 3000 put up a best time of 10 minutes 38.8 seconds over a 26-kilometre stage.

Following the 'Ring came a long autobahn drive which succeeded in 'de-tuning' Carlsson's Saab. Several hill climbs in the fog and a fast run over fresh snow preceded a standing-start test on the Spa circuit in Belgium and a final special stage over the Zandvoort circuit.

The rally gave a hardworking, unspectacular, but well-deserved win to Greder and Delalande, the result of consistent and accurate work on the special stages.



1 Henri Greder

2 Delalande and Greder compare notes with John Sprinzel (right) at La Roche control

3 The start at Noordwijk. Rally HQ is on the left

4 Greder's Ford Falcon lies hard over at the Nurburgring



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4

Acropolis Rally

1st Bohringer/Kroll (Mercedes 300SE)

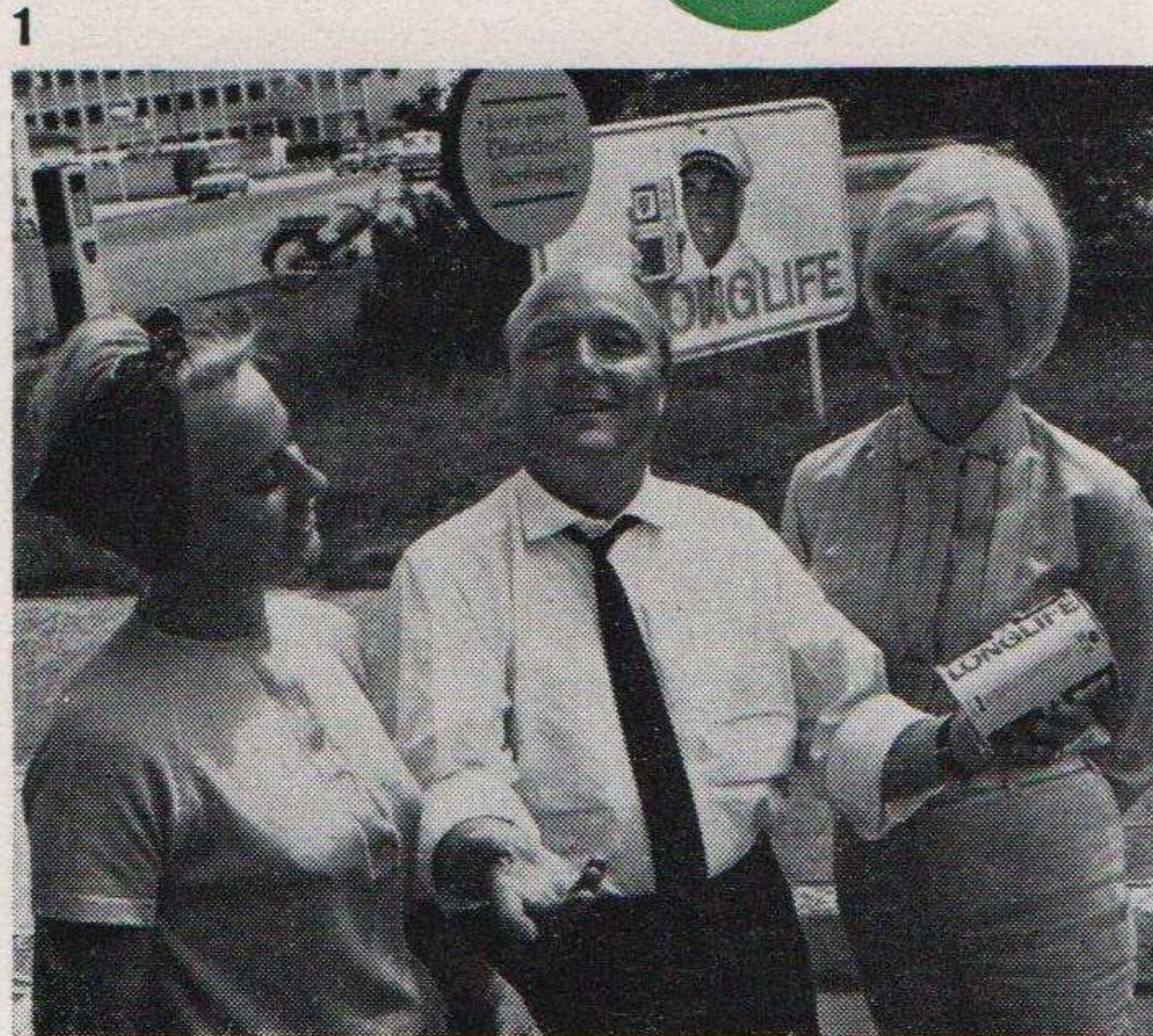
2nd Andersson/Karlsson (Volvo 122-2D)

3rd Skogh/Berggren (Volvo 122-2D)

1 Salesman Bohringer talks about BP LONGLIFE

2 Bohringer's Mercedes 300SE demonstrates its agility on a mountain pass

3 Andersson driving his Volvo during the Acropolis Rally



The 1,800-mile Acropolis Rally had its usual two start-points this year—Graz in Austria and, under that monument to the Golden Age of Greece, the Acropolis itself.

For a change, rain damped down the thick clouds of dust that are a normal hazard of this event, turning many of the roads on the route into quagmires of mud. Under these conditions some of the competitors found themselves in nearby fields instead of on the route, with Carlsson's Saab becoming an early victim.

For the first time, Russian teams took part in the rally, but with Volgas in the same class as the experienced Mercedes team, and Moskvitch crews mixing it with Cortina experts, their chances of a win were very slim.

The event was a close contest; over the eleven rugged special stages the Bohringer/Kroll 300SE Mercedes kept in the lead from start to finish, closely pursued by the Volvos of Gunnar Andersson and Carl-Magnus Skogh, who battled for second place throughout the rally. Trana's older Volvo stayed up amongst the leaders until it tangled with a bus.

Sixty-seven crews started out on this event, one of the most gruelling rallies in the calendar. Twenty-seven of them were left scattered over the route.



1

Midnight Sun Rally

- 1st Jansson/Petterson (Porsche)
- 2nd Carlsson/Palm (Saab Sport)
- 3rd Ljungfeldt/Rehnfeldt (Ford Cortina)
- 4th Bromark/Lyxell (Saab Sport)
- Coupe des Dames S. Osterberg/I. Edenring
(Volvo)

- 1 Carlsson's Saab leaps like a deer over a special stage of the Midnight Sun event.
- 2 The outright winner Bengt Jansson ploughs his Porsche Carrera through a forest road



2

On 11th June the flag went down—at two-minute intervals—on 247 cars on their way from Stockholm to Kiruna, a town well within the Arctic Circle. The event was divided into two parts, with Ostersund as the mid-point. At the northernmost point, Kiruna, cars were taken by lift down a local iron-ore mine some 350 metres underground—and had to drive through a series of tunnels to get back to the surface again.

Tremendous enthusiasm for events of this type brought out large crowds, who lined the route through the light night in temperatures well below zero. They watched as Bengt Jansson's Porsche held

its slight lead over the second man Erik Carlsson, and as AUTOSPORT stated: '... although Jansson, driving a two-litre Porsche, won the rally it was Erik Carlsson who once again illustrated that as far as rally driving goes, he is in a class of his own. He drove a Group 2 Saab into second place, only 44 penalty marks behind Bengt Jansson.'

Almost the entire rally was run over dirt roads and the special stages themselves were as tough as a car can take, loose stones constituting a constant hazard to tyres and glass, and the undulations of the surface regularly causing cars to travel well above ground level.

Alpine Rally

Hard on the heels of the Midnight Sun Rally came the Alpine, driven under very different conditions. At the start of this event—from Marseilles—many of the men were driving in shirt-sleeves and the women in sun-tops. Later the weather turned to rain, and torrents of water spilling across the mountain roads added a danger not usual in this 2,300-mile rally.

Taking in many of the little-known mountain routes over the Alps of France and Italy, the Alpine proved this year to be an event that destroyed the hopes—and the cars—of a great number of the

competitors. Cruelly bad luck hit the Mercedes team, putting their cars out of action: several veteran competitors rolled their vehicles, and Erik Carlsson lost time through a navigational error. His car later retired after a seventeen-lap épreuve around the Monza circuit.

The rally was won by an Alfa Romeo GSZ piloted by Frenchman Jean Rolland and his co-driver Gabriel Augais. It was the only Grand Touring car to complete the rally free of penalty marks. BP driver Henri Greder won the over-3000 cc touring car class in his Ford Falcon Futura.

1 Greder's Falcon put in some fast times on the tests to win its class

2 Lonely Alpine driving for Carlsson and Palm



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In 1962 Pat Moss and co-driver Pauline Mayman stole the event from the Mercedes team by showing the greatest improvement against a 'bogey' time on the special stages in their Mini-Cooper. In 1963, after this salutary experience, Eugen Bohringer, 1962 European Rally Champion, made quite sure of a home win in the German Rally.

With co-driver Kaiser, Bohringer took his Mercedes 300SE to his second win of the season, followed by the Glemser/Braungart Mercedes 220SE. The road sections and the series of six special tests, which included the Nurburgring and Hockenheim circuits in Germany and four mountain passes, disposed of only thirty-seven competitors out of a total of 185 starters in a well-run and searching rally.

The German Rally was the sixth of the season counting towards the European Rally Trophy, five of which—the Monte Carlo, Tulip, Acropolis, Midnight Sun and the German Rally itself—were won on BP fuelled and lubricated vehicles.

Ewy Rosqvist and Ursula Wirth take time off to watch Eugen Bohringer refuel his Mercedes before the German Rally



German Rally

1st Bohringer/Kaiser (Mercedes 300SE)

2nd Glemser/Braungart (Mercedes 220SE)

3rd Andersson/Haggbom (Volvo)

Mercedes line-up. Left to right, Karl Kling (team manager), Dr Nallinger (technical chief of Daimler-Benz), Ewy Rosqvist, Walter Hitzinger (chairman of Daimler-Benz), Eugen Bohringer, Klaus Kaiser, Dieter Glemser, and, in the background, Martin Braungart



Polish and Finnish Rallies

Polish Rally

1st Glemser/Braungart (Mercedes)

2nd Andersson/Haggbom (Volvo)

Coupe des Dames S. Osterberg/I. Edenring (Volvo)

Finnish Rally

1st Lampinen/Ahava (Saab)

2nd Andersson/Trana (Volvo)

After the German Rally competitors moved over to Poland for that country's main event of the season. The rally, with the start and finish at Zakopane, involved a 1,860-mile dash to the Tatra Mountains near the Czechoslovakian frontier and back again. The rough terrain and the special stages thinned out the participants until at the finish line there were just thirteen left in the rally. The event was won by Mercedes drivers Glemser and Braungart, who collected 182 points. Gunnar Andersson was second in his

BP powered and lubricated Volvo, and the Coup des Dames (and fourth overall place) went to Sylvia Osterberg.

The Finnish Rally of a Thousand Lakes began a fortnight after the Polish event. Shorter than the previous rally—a drive of about 1,100 miles—it made up for its brevity by its fourteen extremely tough special stages.

The Finnish Rally was won by Simo Lampinen and Jyrki Ahava in a Saab. Second place was occupied by Gunnar

Andersson and Tom Trana in a Works Volvo, and third by Aaltonen in a Morris-Cooper.

Swedish BP driver Andersson now led in the European Rally Trophy stakes, with Rauno Aaltonen running second.

Volvo driver Sylvia Osterberg and co-driver Inge-Lill Edenring headed the list of women competitors with a fifteen-point lead over Pat Moss (Ford), the result of consistently good driving through the season.

Spa—Sofia—Liège Rally

For this rally, the roughest in the book, Daimler Benz gave Eugen Bohringer a new 230 SL Mercedes Grand Tourer to drive for the first time in competition. And he made full use of it, winning the Marathon de la Route, the 3,400-mile slog from Belgium to Bulgaria and back, in 93 hours with a loss of just 8 minutes.

The 1963 event was considered by many to be the most severe ever experienced, and out of a total entry of 128 cars only 20 finished a course that took them over some of the worst European roads on the map. Clouds of dust alternated with clouds of the conventional type as they hounded through Germany, Italy, Austria, Yugoslavia and back.

The return leg went through Skopje (where Henri Greder had been buried for 24 hours under earthquake wreckage during a reconnaissance trip before the rally) to Split, and back into Italy through a major control at Roverto. At this point Finnish driver Rauno Aaltonen led in his Austin Healey 3000. Shortly afterwards he crashed on a mountain road, letting Bohringer through into first place, followed by Erik Carlsson in his Saab.

1st Bohringer/Kaiser (Mercedes-Benz 230SL)

2nd Carlsson/Palm (Saab)

1 Bohringer and Kaiser near Tito-grad, in South Yugoslavia

2 Carlsson pulls his Saab through a long bend near Novi, Yugoslavia

3 Bohringer and Kaiser, winners of the Marathon de la Route



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Often regarded as the 'best all-rounder' the Tour de France rally is, in fact, a ten-day gallop through France and parts of Belgium and Germany, the object of which is to visit as many circuits as possible and punctuate racing with a few interesting hill climbs. The rally is really two events, held simultaneously, for GT cars and for touring cars.

Competitors set off late on the night of Friday 13th September, for the first hill climb, the Trois Epis. From there the 122 cars moved to the Nurburgring for an hour's racing, where BP driver Henri Greder led the touring category.

Then on to Spa for a 90-minute dash over the long circuit, followed by a two-hour race at Rheims. From Rheims to the Pas de Calais region—and another dash over the Rouen circuit. Here Greder's Ford Galaxie increased its lead in its class.

After a night's rest the survivors fought it out over the fast Le Mans track, and departed for timed hill climbs over the Pyrenees. More racing at Pau and Albi further reduced the number of cars. After more mountaineering over the eastern Pyrenees (where a corrugated level crossing put Peter Jopp's Galaxie out of the rally) and the French Alps, the event

moved to Clermont Ferrand and finally to the Monaco Grand Prix circuit for a last hour of racing, by which time the field had been reduced to a battered thirty-one.

The GT category of this 8,000-kilometre event was won by a GTO Ferrari driven by Jean Guichet and José Behra of France, and the Touring Car category by Bernard Consten in a 3·8 Jaguar using BP products.

Tour de France

1st (Touring Cars) B. Consten (3·8 Jaguar)

1 The Charade circuit: Consten's Jaguar leads Greder's Ford Galaxie...

2 ... and just after the tobacconist's on the Monaco circuit

1



2



Geneva Rally

1st Greder/Delalande (Ford Falcon Futura Sprint)

2nd Walter/Lier (Porsche Carrera 2)

3rd Andersson/Haggbom (Volvo)

4th S. Osterberg/I. Edenring (Volvo)

Fifty-five starters lined up in Geneva on a bright sunny morning in October for the switchback lakes-and-mountain rally, and at 7.30 am the first car set off for the Jura range and the first special test, a fast climb up to the Col du Marchairuz.

The time allowances were set at an impossibly low figure—deliberately. The organisers wished to load all the competitors with some penalty marks from the outset.

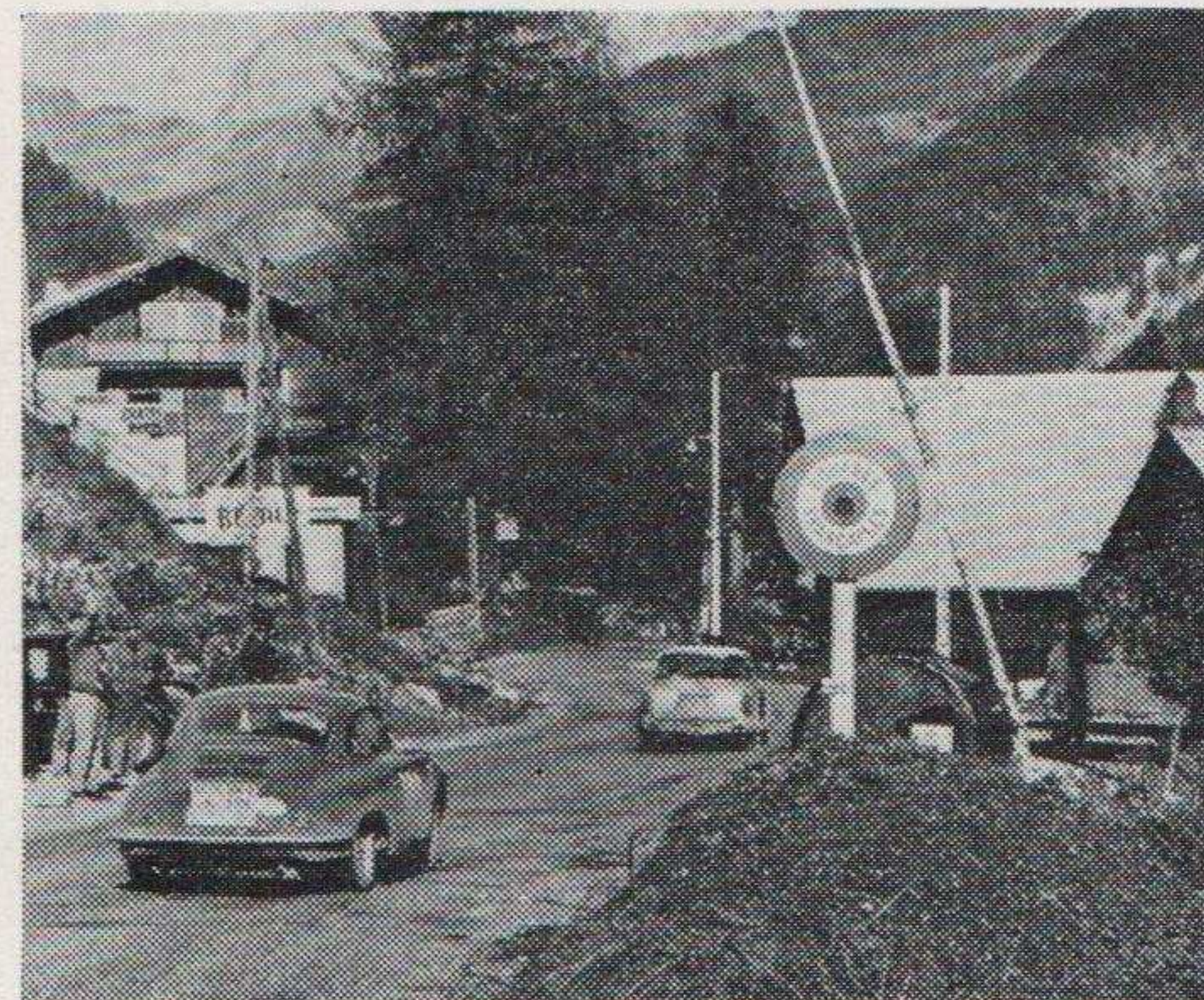
But they reckoned without local drivers Arthur Blank and Frederico Karrer in their Lotus Cortina, who zipped up the 5.4-kilometre gradient 11.8 seconds

within their class time. This, however, was the only stage in which Hans Joachim Walter did not set the pace in his two-litre Porsche Carrera.

After the first test the route tightened up as it headed into France and the tall Alps. Competitors were confronted by a series of twisting roads coated with mud and chicaned by narrow villages.

After a chilly tour over the famous Monte Carlo section of the Cols Granier Cucheron and Porte and a dash round a small circuit, the competitors returned to Geneva.

The rally was won handsomely by



1

Greder and Delalande in their BP fuelled and lubricated Ford Falcon, followed by Walter, Gunnar Andersson and Sylvia Osterberg—all using BP products.

Five class wins also went to cars using BP in a rally so searching that only half the starters returned to the Swiss lakeside town.



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- 1 Hans Joachim Walter (left) drives through a French customs post during the Geneva Rally
- 2 Greder gives his car the gun round a tight bend. His co-driver seems to have slipped out of sight!
- 3 Swinging hard through the hairpin, Sylvia Osterberg drives her Volvo with a sure hand. She gained fourth place in the rally
- 4 Andersson and Haggbom in a wooded section

RAC Rally of Great Britain

1st Trana/Lindstrom (Volvo)

2nd Kullstrom/Haggbom (Volkswagen)

3rd Carlsson/Palm (Saab)



It was windy and beginning to rain as the first of the 143 competitors left Blackpool in the early darkness of 11th November, and the weather steadily grew worse during the next days.

For five days the sound of scraping sumps and tortured springs could be heard in many parts of Britain as the cars headed for Brodie near Inverness, turned back for Peebles, then to Blackpool for a night's rest before winding into Wales, down to Devon and finally to Bournemouth in Hampshire.

The road sections were travelled at a low average speed, but were punctuated by a series of forty-three special stages—craggy speed tests that made this event as tough as the most expert rallyist could desire.

Most of the stages were over little-used forest tracks, and their loose shale surfaces and rutted turns accounted for a number of disappearances amongst the competitors.

After the first four special stages Tom Trana's Volvo took the lead with Makinen's Austin Healey 3000 second, followed by Gunnar Andersson's Volvo. Carlsson's Saab was in seventh place but as at this time the rally was less than twelve hours old, and since the popular

Swede had already scored an RAC hat-trick, he was still tipped to win.

But despite Trana miscounting his number of laps on the rain-polished Oulton Park Circuit, Erik Carlsson could not move up into the lead, which was firmly occupied by the Volvo, followed by Kullstrom's Volkswagen which had slipped into second place earlier in the rally.



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1 This Swedish-crewed Volkswagen looks like a tank as it tops a rise on a special stage near Lulworth

2 Tom Trana, winner of the RAC Rally, slams his Volvo over a special stage

3 Carlsson's Saab grinds round Lodge Corner at Oulton Park . . .

4 . . . and Jansson's VW nearly comes adrift at the same place

5 Kullstrom drove a brilliant rally to bring his Volkswagen home in second place

Argentine Grand Prix of the Roads

1st Bohringer/Kaiser (Mercedes 300SE)

**2nd Glemser/Braungart
(Mercedes 300SE)**

**3rd Mmes. Rosqvist/Wirth
(Mercedes 220SE)**

After Ewy Rosqvist's magnificent win in this 2,800-mile race across the Argentine in 1962, it was expected that the Mercedes team would appear in the list of winners the following year.

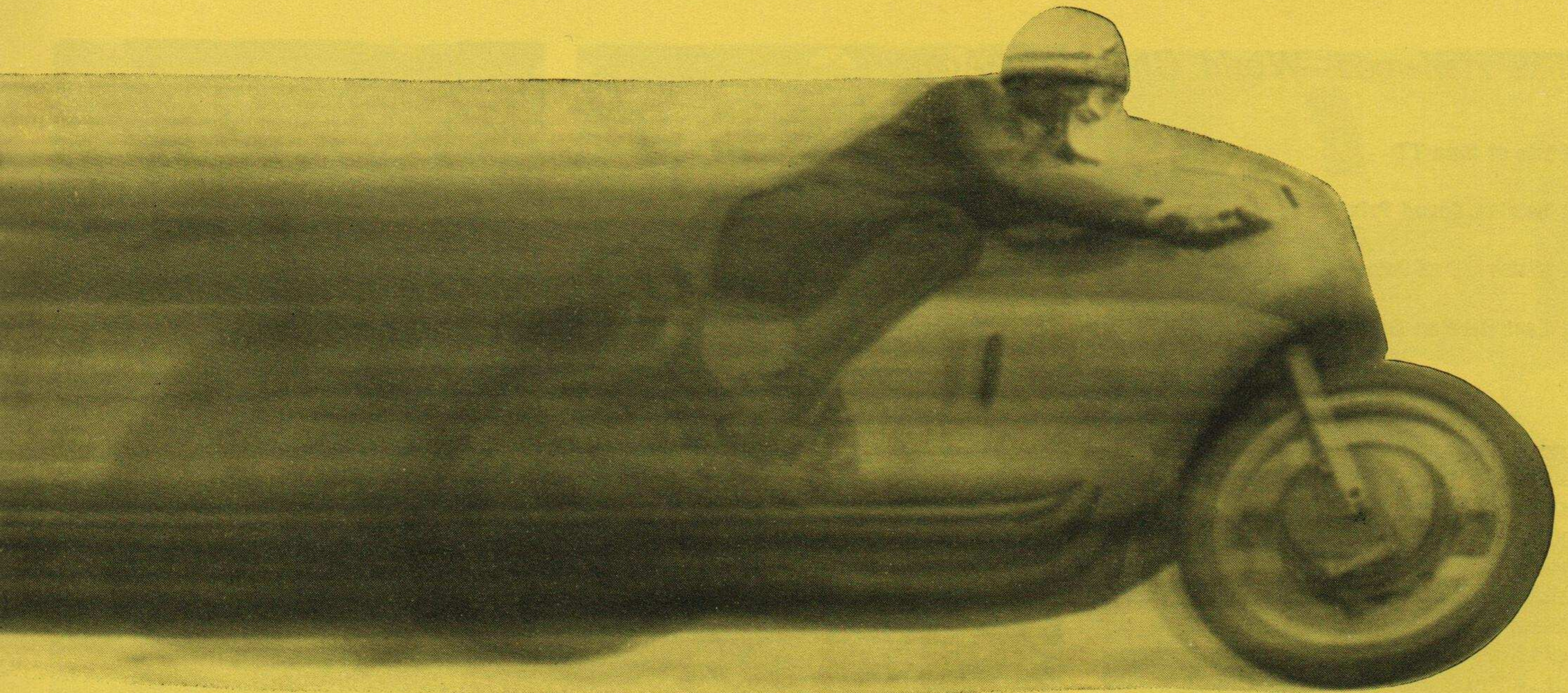
But the result outshone the highest hopes of the German team. Eugen Bohringer won the six-stage race in a 300SE. Second was the similar car of Dieter Glemser, third Ewy Rosqvist in a 220SE, and fourth J. M. Bordeu (Fangio's protégé) in a Mercedes 300SE.

Bordeu won the first stage of 536 miles, chased hard by Bohringer, who beat the young local driver to the end of stage two. Although Bordeu won three stages of the

race, it was Eugen Bohringer who hit the highest overall average. And this in spite of an argument with a pigeon who entered the car by way of the windscreen, causing the Mercedes to leave the road. The car rolled so fast, apparently, that it completed the circle and continued on its way!

Ewy Rosqvist also had a screen-shattering experience when a level crossing gate was lowered on to her car whilst it was travelling at speed. This mishap did not prevent her arriving at the finish just ten minutes behind the winner, who had set up a new record for this breakneck event.





motor cycling

Mike Hailwood—World Champion Again

1st Isle of Man TT

1st Belgian Grand Prix

1st Ulster Grand Prix

1st East German Grand Prix

1st Finnish Grand Prix

1st Italian Grand Prix

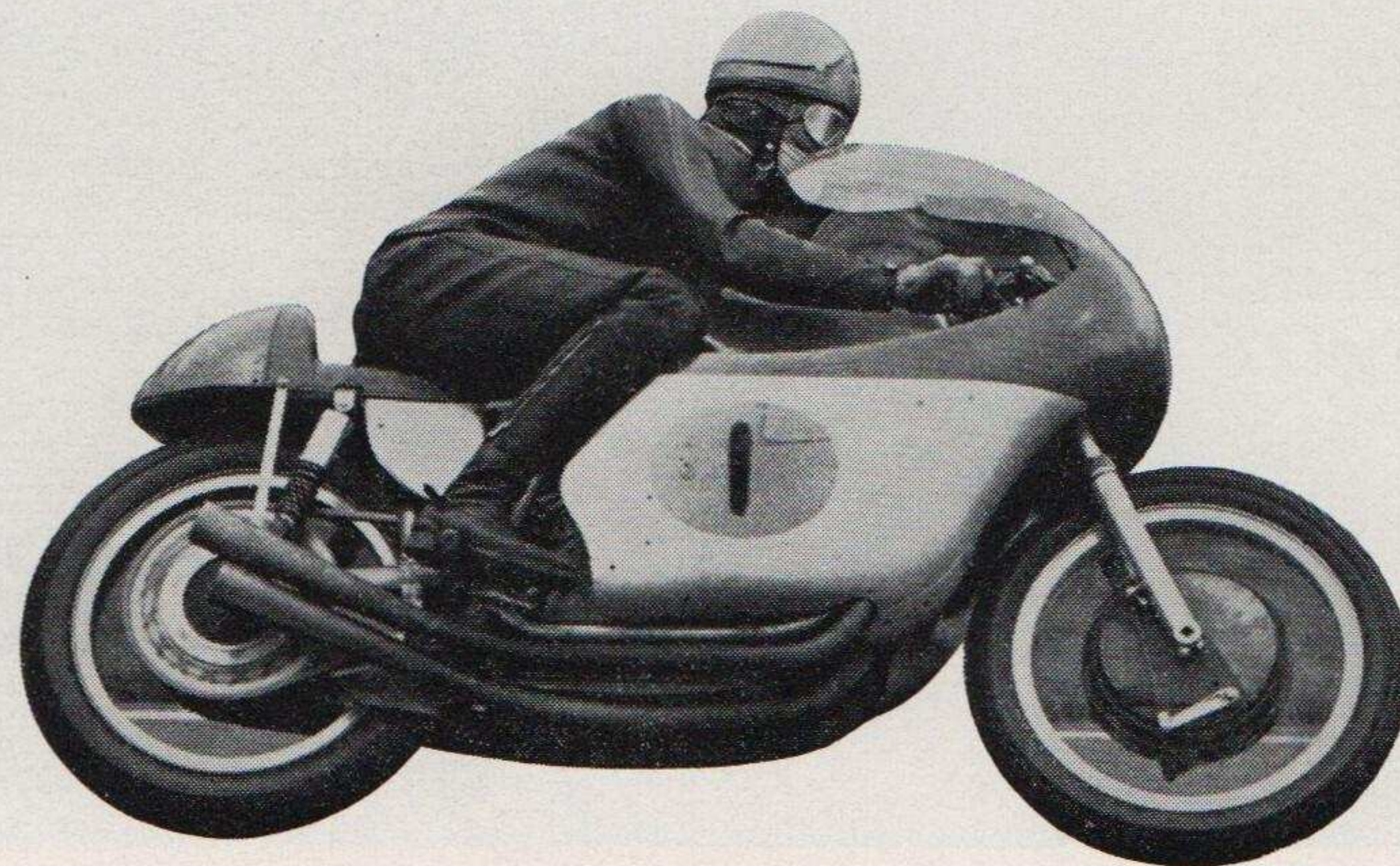
1st Argentine Grand Prix

Once again Stanley Michael Bailey Hailwood scooped the honours of the motor cycling road racing world. In 1961, BP rider Hailwood hit the headlines by winning three TT events in a week and finishing the season as 250 cc World Champion. In 1962 he climbed to the top of the sport, winning the crowning title, 500 cc World Championship.

Last season he kept the title of 500 cc king, smashing lap and race records in seven races out of a total of eight championship events. He also won the Austrian Grand Prix, the Race of the Year at Mallory Park, and the 350 cc event at Casablanca on an AJS. His victories in World Championship events are listed above.



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6

- 1 Tension on the grid. World Champion Mike Hailwood lines up for yet another start
- 2 Champion Mike Hailwood on his 500 cc MV
- 3 500 cc Motocross world champion, Rolf Tibblin
- 4 Torsten-Hallman wins the 250 cc Motocross GP of Great Britain
- 5 Alan Shepherd, runner-up in the 500 cc world championship
- 6 The new Hailwood. Mike in his Lola at the British Grand Prix. This was the first time he had sat in the cockpit of a Formula 1 car

BP riders also won many of the other main awards and titles in the two- and three-wheeled field. Twenty-four-year-old Torsten Hallman from Sweden took the 250 cc world Motocross title for the second year in succession, and his great friend Rolf Tibblin is once again 500 cc world champion in the same rough-and-tumble sport.

Max Deubel and his chairman Emil Hoerner retained the World Championship on their BMW for the third year running, followed closely by another BP powered and lubricated unit ridden by the Swiss sidecar expert, Florian Camathias. The East German team notched up an impressive score for BP by winning the International Trophy in the International Six Days' Trial in Czechoslovakia, riding MZs. The Rickman brothers had a fine year at home, winning several of the major national British Motocross events. Jack Findlay won the Six Hours' Le Mans event on his 500 cc Matchless and a number of other big continental events. He should be watched closely during the 1964 season.

Alan Shepherd had an excellent season on his 500 cc Matchless, claiming second position to Mike Hailwood in the World Championship.

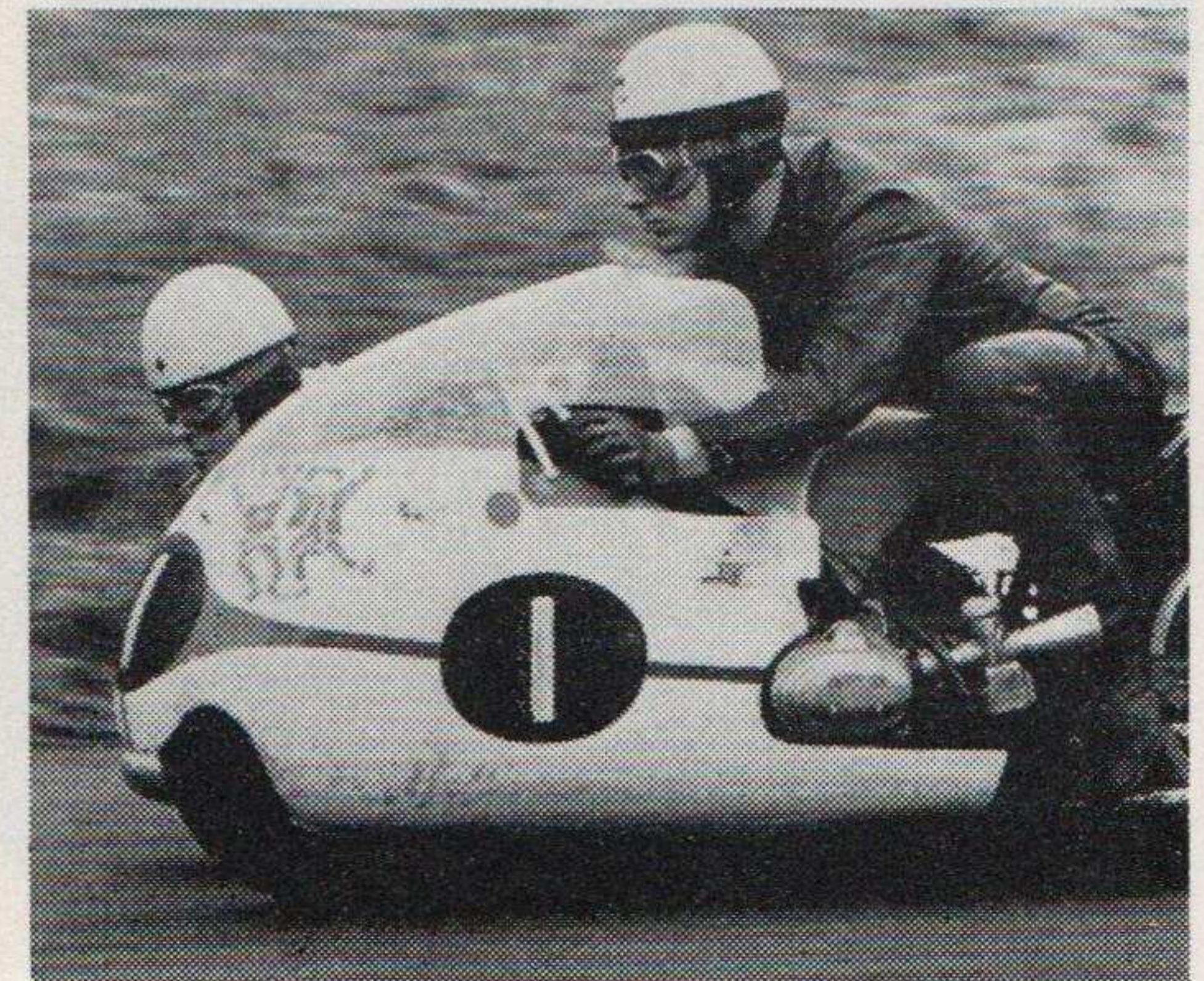
And at meetings all over Europe BP wins have been building up into a long list of victories for many other riders in the highly competitive world of motor cycle sport. . . .



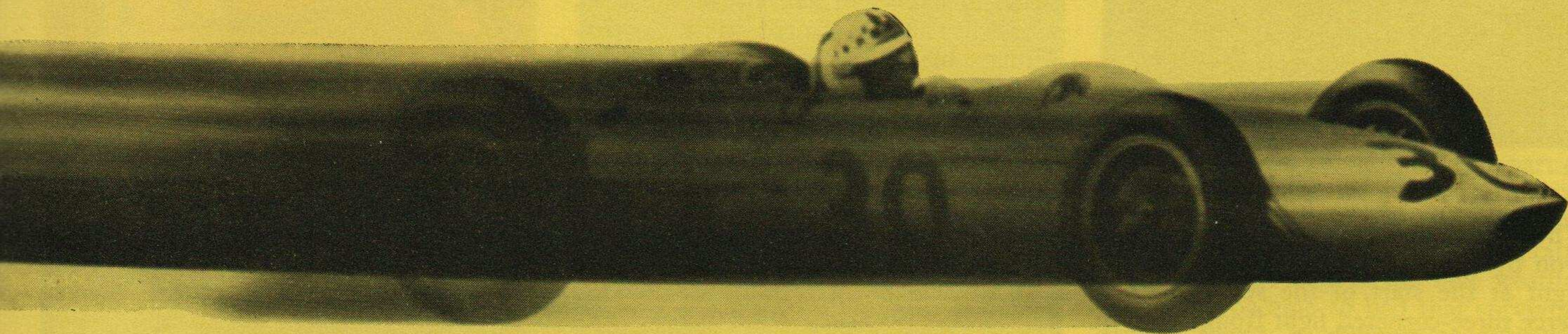
1

1 Max Deubel

2 Max Deubel and passenger Emil Hoerner retained the World Championship Sidecar title again in 1963 on a BMW



2



world championship

GRAND PRIX OF Monaco

26th May 100 laps 194 miles

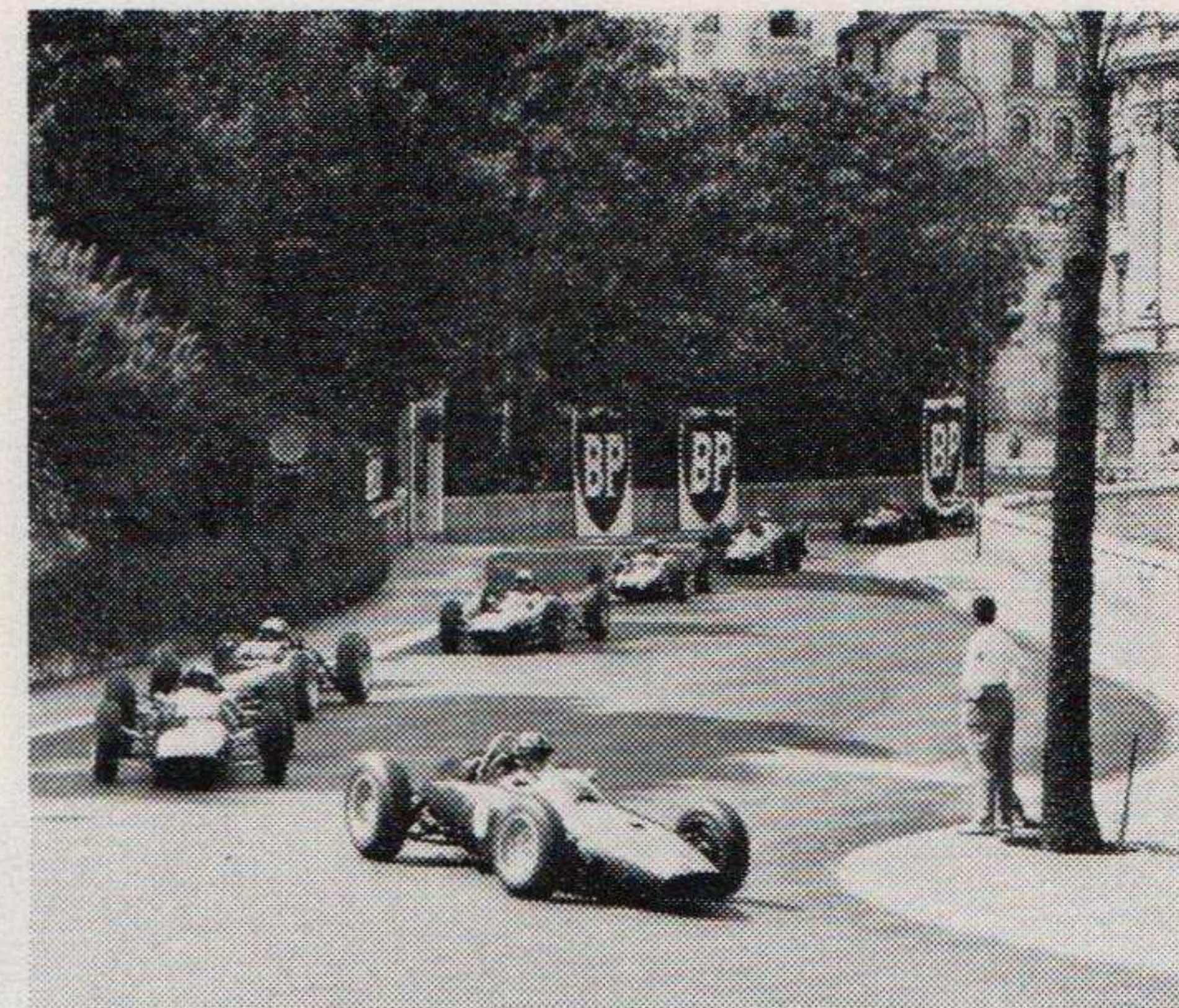
The Lotus *v* BRM battle so narrowly won by Graham Hill in 1962 re-opened right at the start of the season with a fierce three-cornered fight from the drop of the flag at Monaco.

Hill and Ginther were first away in the two BRMs, followed closely by Clark in his Lotus. It took five laps for Clark to take the American driver and seventeen to pass Graham Hill.

The Scotsman increased his lead over the field until, at lap 77, he had 16 seconds in hand. On the next lap he ground to a halt at Gasworks Hairpin, his

gearbox locked solid. Jim Clark's year had started much as the previous one had ended in South Africa, with the disconsolate Lotus driver watching from the pits as Hill scored an opening victory for the Bourne stable.

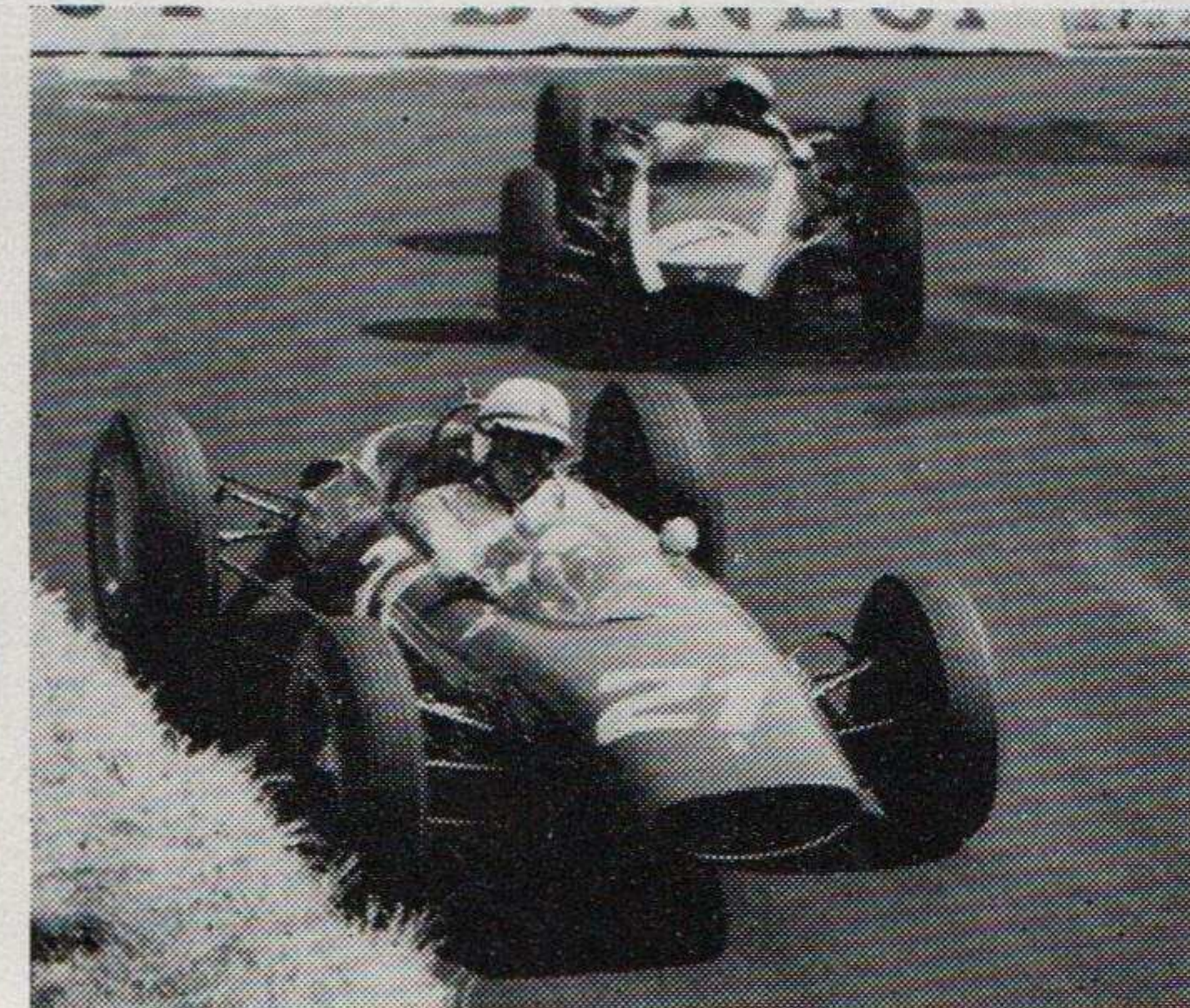
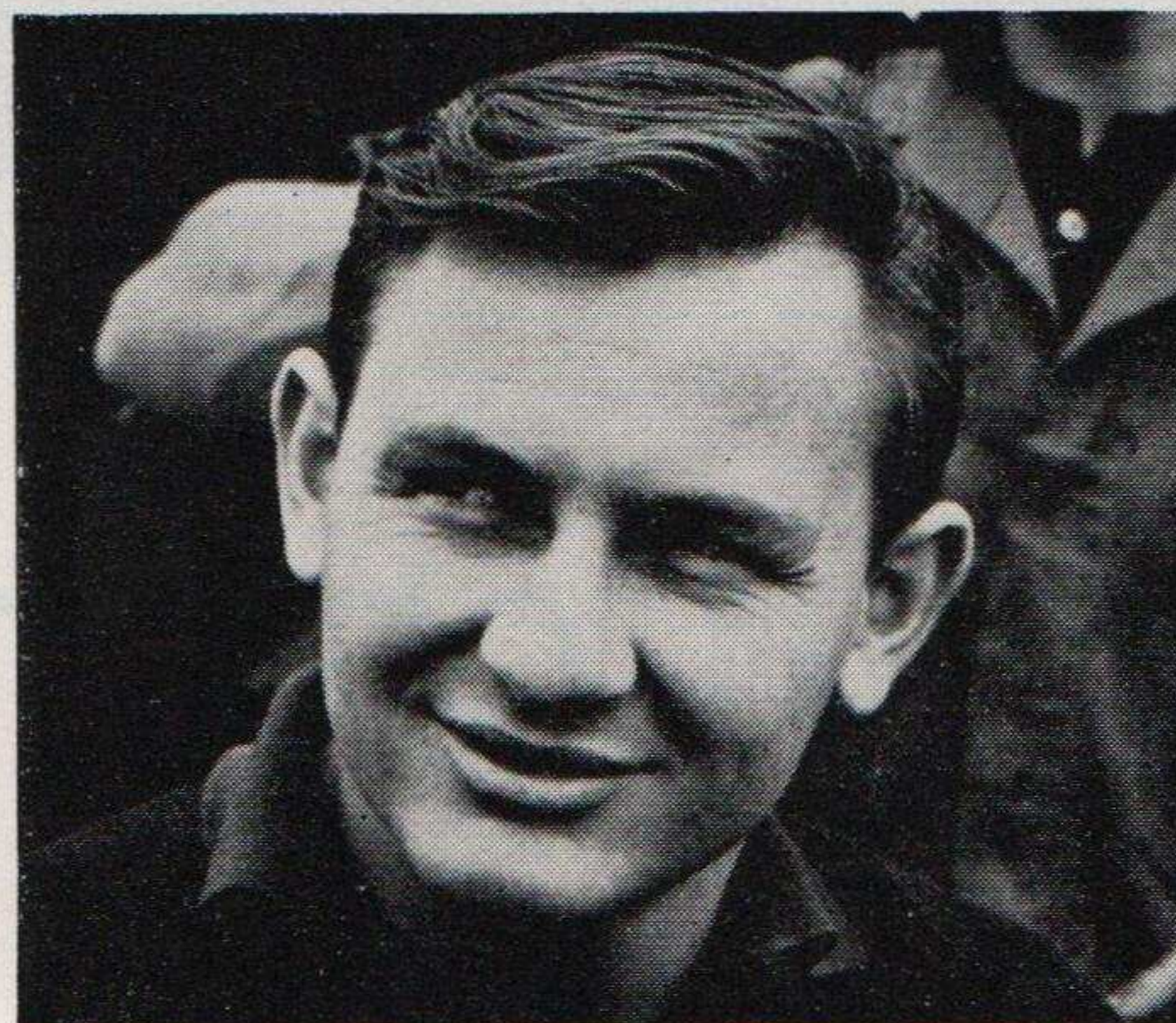
John Surtees in a new fuel-injected V6 Ferrari broke the lap record towards the end of the event in a vain attempt to wrest third position from Bruce McLaren, who drove a tenacious race in his Cooper-Climax, to arrive just 8 seconds behind Richie Ginther, who passed the flag in second place.



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1 First lap of the season: just after the start of the Monaco Grand Prix

2 BP driver Bruce McLaren

3 McLaren chases Surtees through Station Bend. McLaren finished third and Surtees fourth

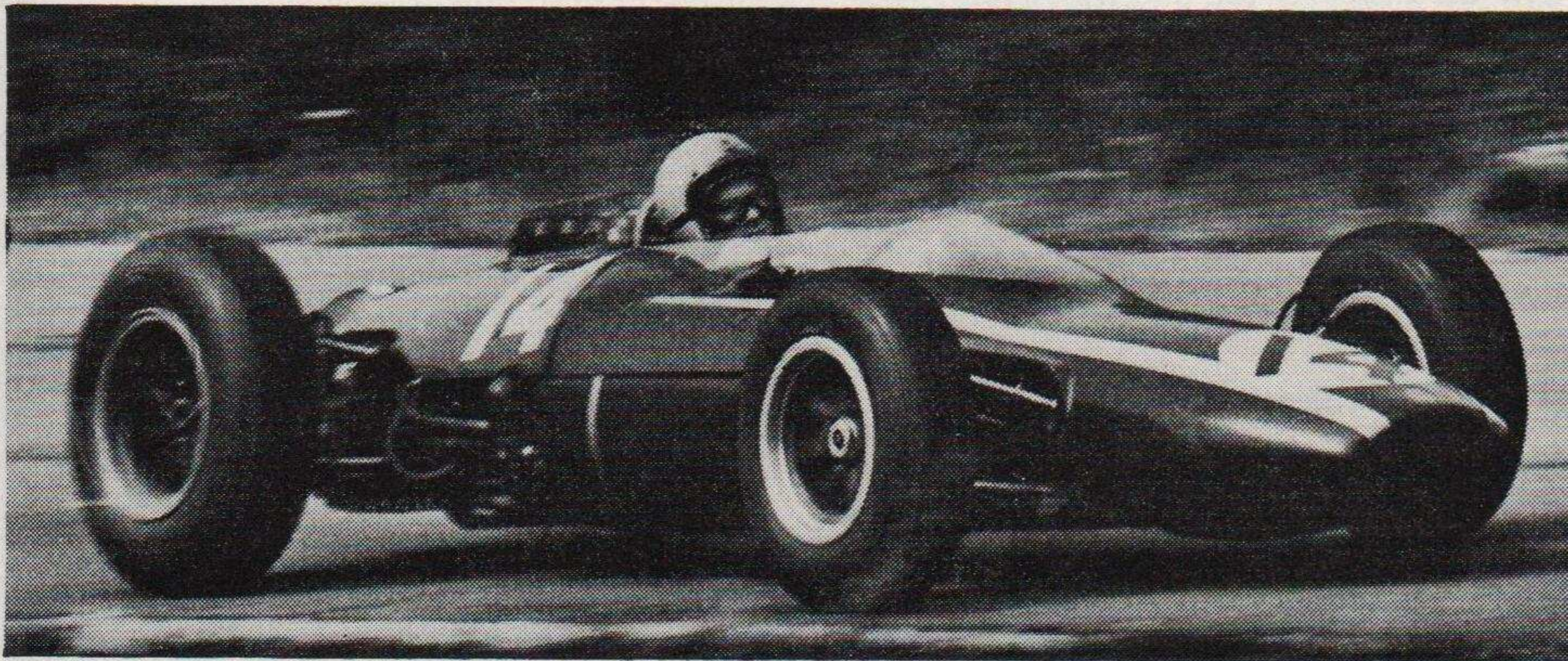
4 Start scene at the Spa circuit

5 McLaren at speed in his Cooper



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GRAND PRIX OF Belgium

9th June 32 laps 280 miles

As if in compensation for his unfortunate defeat at Monaco, the Belgian Grand Prix was a Clark Special from flag to flag—for the second year in succession.

As in the previous season, Graham Hill's BRM held second place for part of the race, this time for just sixteen laps, when his gearbox failed, leaving him to walk back to the pits in the torrential rain.

Towards the end of the race weather conditions became so bad that surviving drivers found it difficult to maintain normal race speeds as spray enveloped their cars and fog settled in the forested areas of the circuit.

However, the race continued for its full thirty-two laps, Clark winning at the slowest speed for nine years. McLaren, the only other driver within a lap of Jim Clark, drove to second place, thus taking the lead for the world championship by one point over Hill and Clark.

GRAND PRIX OF Holland

23rd June 80 laps 208 miles

Leading for the entire 208 miles of the Dutch Grand Prix, Lotus driver Jim Clark scored one of his typical copybook successes. Over a lap ahead of the next car at the finish, he broke the lap and race records and became the first driver to lap the Zandvoort circuit at over 100 mph

France

30th June 53 laps 273 miles

Although this race started with the now notorious push-start muddle, it did not seem to make much difference to the result. Jim Clark again took first place, his third Grand Epreuve win in succession. His car began misfiring during the race, but Clark nursed it to the finish with over a minute in hand.

He was followed past the chequered

during a race.

Hill (BRM) challenged the Scotsman for a few laps, and retired with heating troubles. Brabham took second place for a time—and went out with broken throttle linkage. John Surtees tried to challenge the leader but spun near the pits and dropped back.

Although it was a thoroughly deserved win for Jim Clark and Colin Chapman, much of the day's praise is due to Innes Ireland, who took fourth place in the British Racing Partnership's beautifully built but comparatively untried monocoque car.

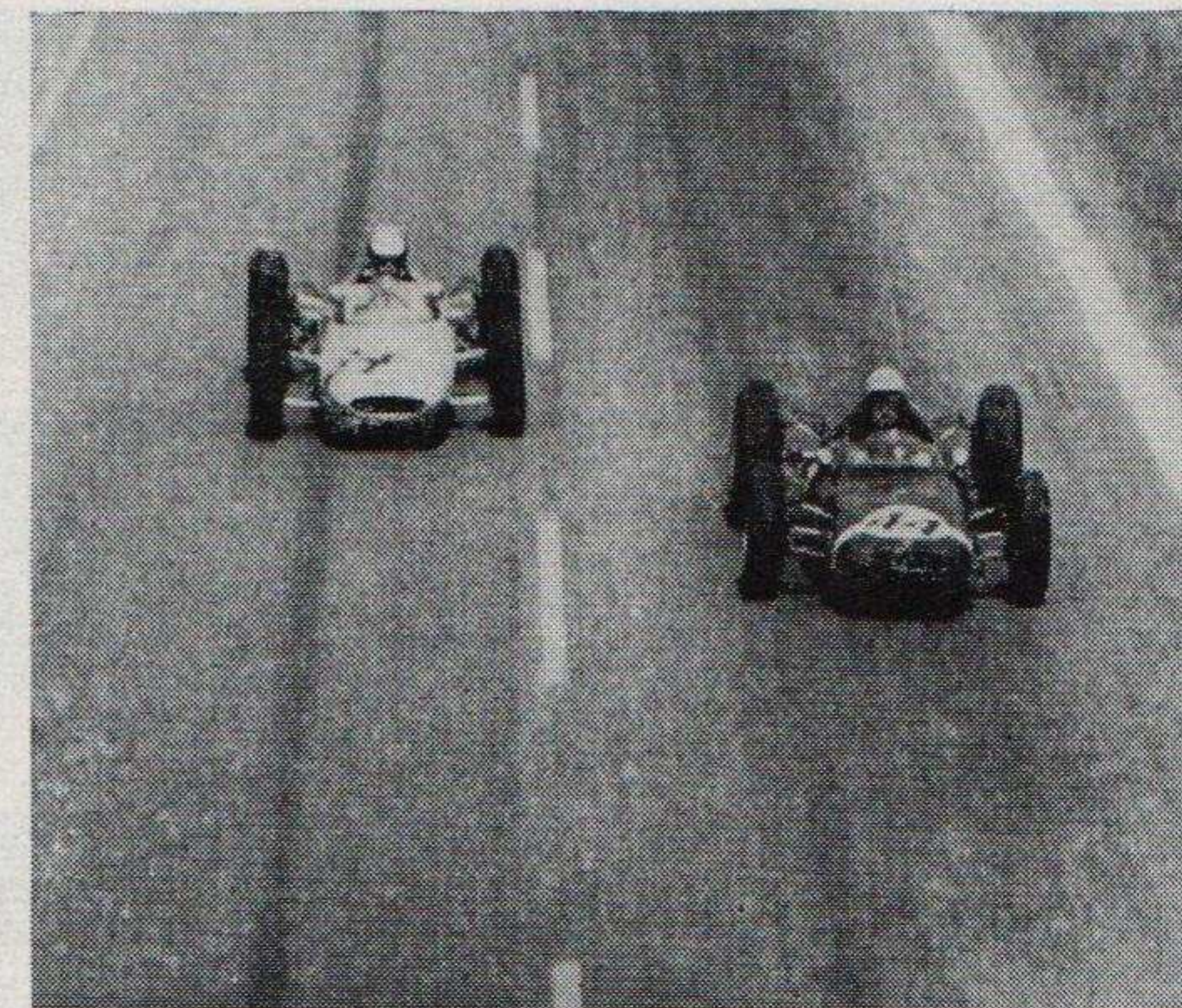
flag by South African Tony Maggs, who had taken over the chase from his teammate McLaren when he dropped out ten laps from the finish.

1 Innes Ireland piloting the British Racing Partnership's car

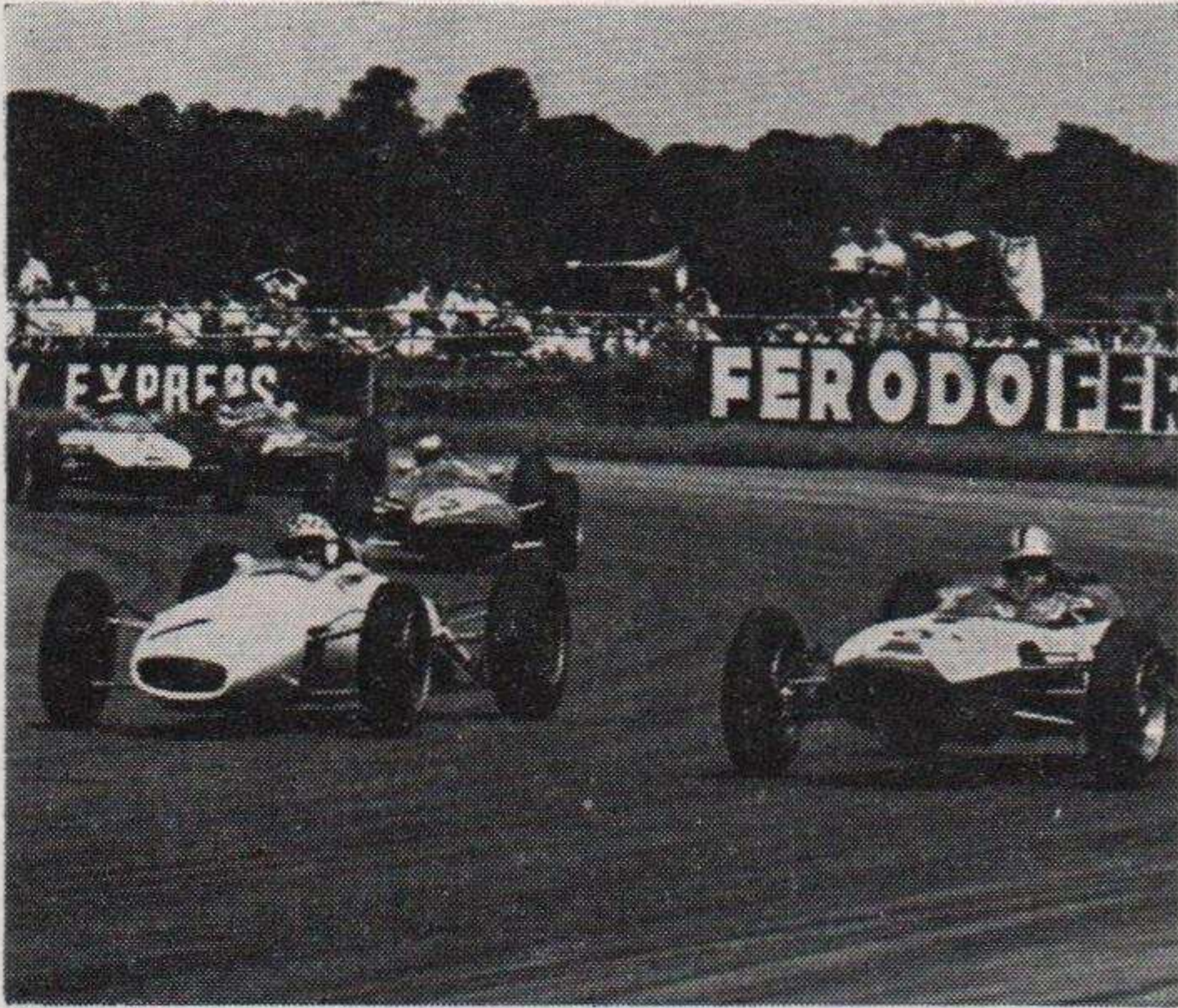
2 View from the Dunlop Bridge at Rheims, Bonnier leading



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The British Grand Prix returned to Silverstone for the first time since 1960 and for the tenth time since it opened in 1948. The crowd of 115,000, estimated to be the largest ever to attend a motor race in this country, saw the incredible Scotsman Clark score yet another Grande Epreuve win, the fourth in succession.

Again Clark's Lotus led for most of the race, and the focus of main interest shifted to the long duel between Graham Hill and John Surtees, a leap-frogging battle that was unresolved until Hill's BRM ran out of fuel on the last half of the last lap, allowing Surtees's Ferrari to slip into second place.

The final scenes of the Grand Prix will long be remembered, the skirl of the pipes and the sight of Jim Clark, Colin Chapman and the victorious Lotus being towed around the circuit on a tractor trailer was a spectacle greatly appreciated by the spectators.

3 First lap at Silverstone. Ireland's BRM cuts through the field

4 Start of the 1963 British Grand Prix at Silverstone

5 Jim Clark, winner of the British Grand Prix, and World Champion

GRAND PRIX OF Great Britain

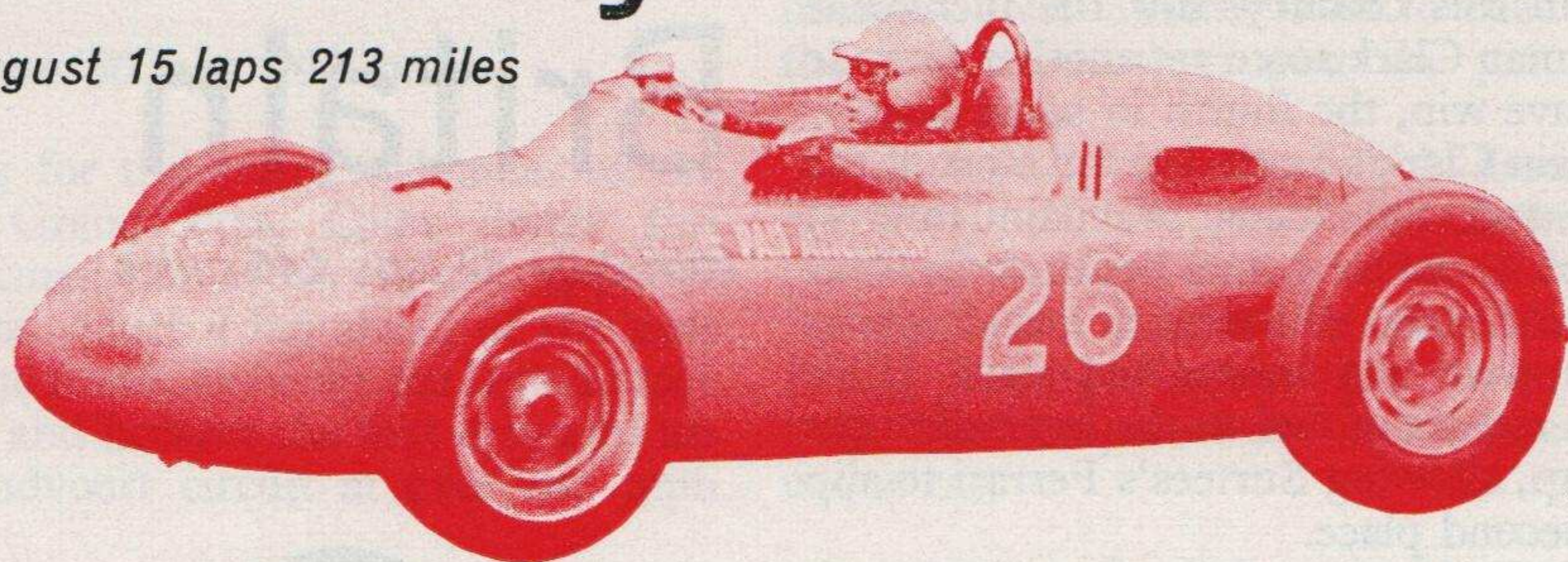
20th July 82 laps 246 miles



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GRAND PRIX OF Germany

4th August 15 laps 213 miles



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Former world champion motor cyclist John Surtees broke Jim Clark's run of victories by winning the German Grand Prix, held on that tangled switchback of a circuit, the Nurburgring.

Although the race occasioned more accidents than usual—ten in all—the struggle was no less fierce for the lead.

Clark made one of his 'Olympic sprint' starts, took the lead, but was passed by Ginther (BRM) and McLaren (Cooper) on the first lap. When the leaders went through the pit area it could be heard that the Lotus was firing on less than its

full complement of cylinders.

On the second lap John Surtees took over from the leaders, challenged closely by Clark's Lotus. Later in the race both the Ferrari and the Lotus were running minus at least one cylinder, the Londoner's V5 just managing to hold the advantage over the Berwick farmer's V7.

Ginther passed the flag in third position, and the young German driver, Gerhard Mitter, brought his old four-cylinder Porsche (borrowed from de Beaufort) into fourth place to a tremendous ovation from the crowd.

1 Gerhard Mitter (Porsche) finished fourth using BP fuels and lubricants

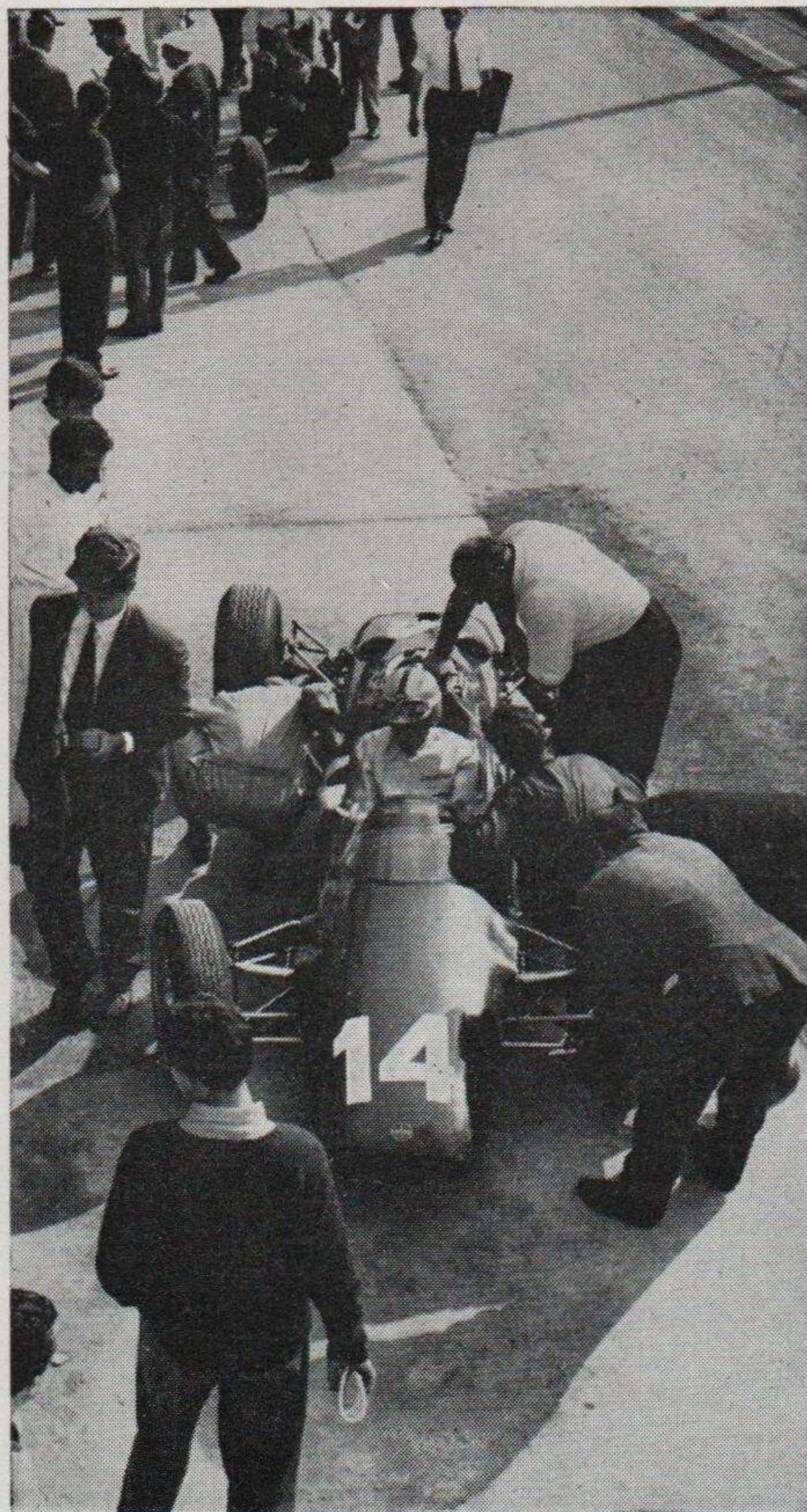
2 BP mechanic at work in the BP International Racing Service workshop at the Nurburgring

3 The Italian ATS pit during practice

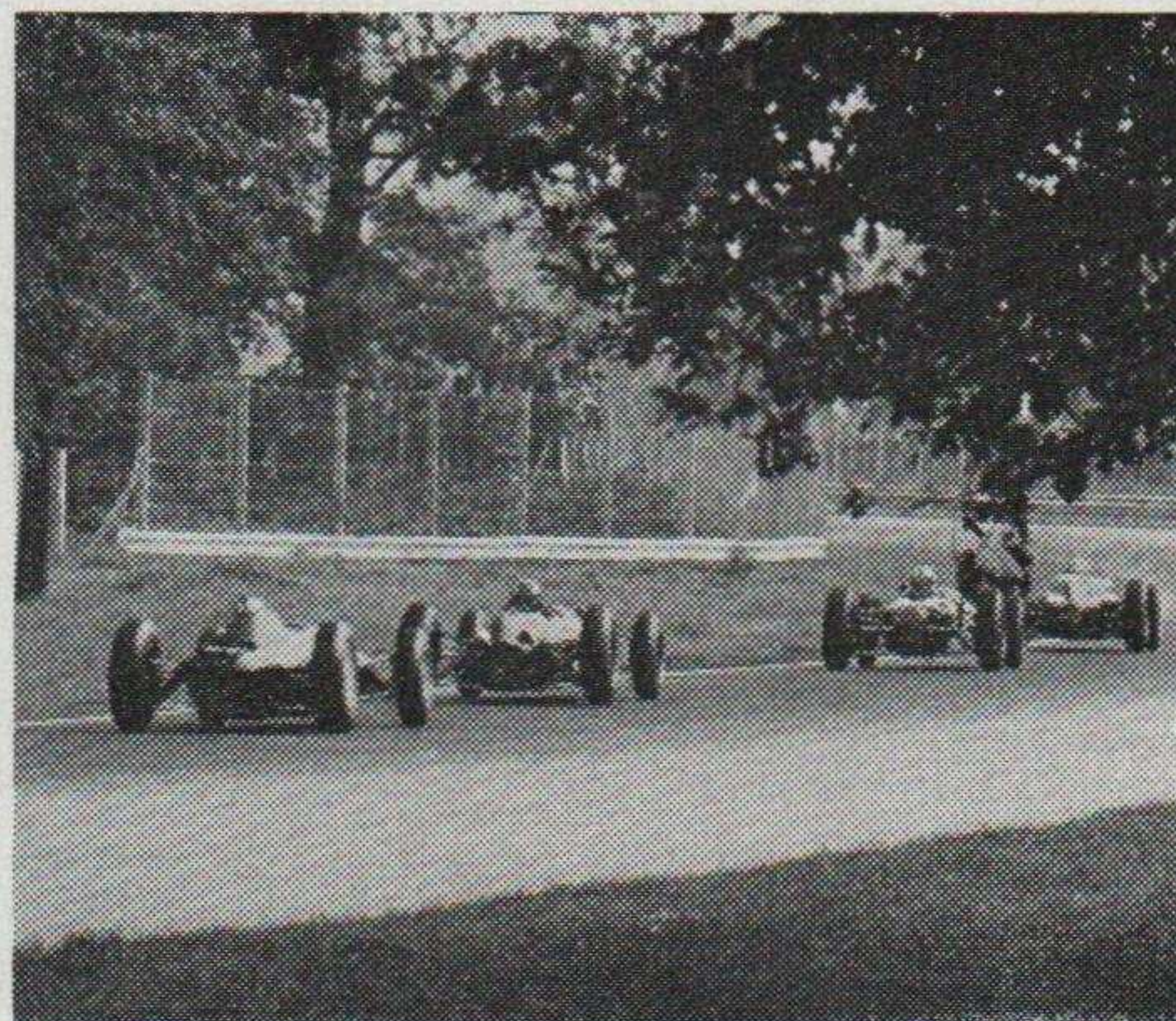
4 A group of cars on a wooded section of the Monza circuit

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His victory in the Italian Grand Prix at Monza made Jim Clark's position as world champion unassailable. It was his fifth Grande Epreuve win during the 1963 season and with only three to go he could not now be overtaken.

During the race in which the lead was shared between Graham Hill, Clark, Gurney and Surtees, it changed no less than twenty-seven times in a tremendously exciting four-cornered fight, settling down to a Clark race in the fifty-sixth lap.

The race was also enlivened by a fierce McLaren-Bonnier duel, and by a fine

GRAND PRIX OF Italy

8th September 86 laps 307 miles

drive by Innes Ireland which placed him fourth, although his gearbox failed on the last lap.

Lap and race records were created and broken several times, Surtees (Ferrari) opening the new figures with a 1,500 cc record on lap 2. Jim Clark's later lap speed of 130.06 mph was an absolute record for the road circuit.

The Italian Grand Prix also gave designer Colin Chapman the constructors' title for the monocoque Lotus-Climax that took Jim Clark to his championship.

GRAND PRIX OF the USA

6th October 110 laps 253 miles

Held at Watkins Glen, the well-attended USA event demonstrated that there is now much enthusiasm for this type of racing in America. The laurels went to Graham Hill after a race which started with a multi-car scrap right from the drop of the flag. John Surtees took the lead fairly early in the race but the BRM driver hung on grimly to second place until Surtees's Ferrari went out with valve trouble.

Jim Clark worked his way upfield to third position after stalling at the start and losing a complete lap.

GRAND PRIX OF Mexico

27th October 65 laps 199 miles

Only two drivers, Ascari and Fangio, had ever won six Grandes Epreuves in one season—until Jim Clark joined them on 27th October in Mexico. Held for the first time with World Championship status the race proved to be a walkover for the Lotus driver, who led from flag to flag. He never for a moment faltered in his command of the race and although he was chased by a number of people in the middle distance, none of them seriously challenged his lead. He took the chequered flag almost two minutes ahead of the second man, Jack Brabham.

GRAND PRIX OF South Africa

28th December 85 laps 207 miles

The final Grand Epreuve of the 1963 season took Jim Clark to the apex of his career. He won the South African Grand Prix at East London after taking the lead from Jack Brabham just half a mile after the start. During the lively race—a number of running dogfights took place throughout the event—Clark lapped everyone except Dan Gurney (Brabham) who took a well-merited second place. Clark now has the distinction of winning seven Grandes Epreuves in a single season, outpointing both Ascari and Fangio.

Some Other Races

1 The Barth/Linge Porsche at Arnage in the early morning mist

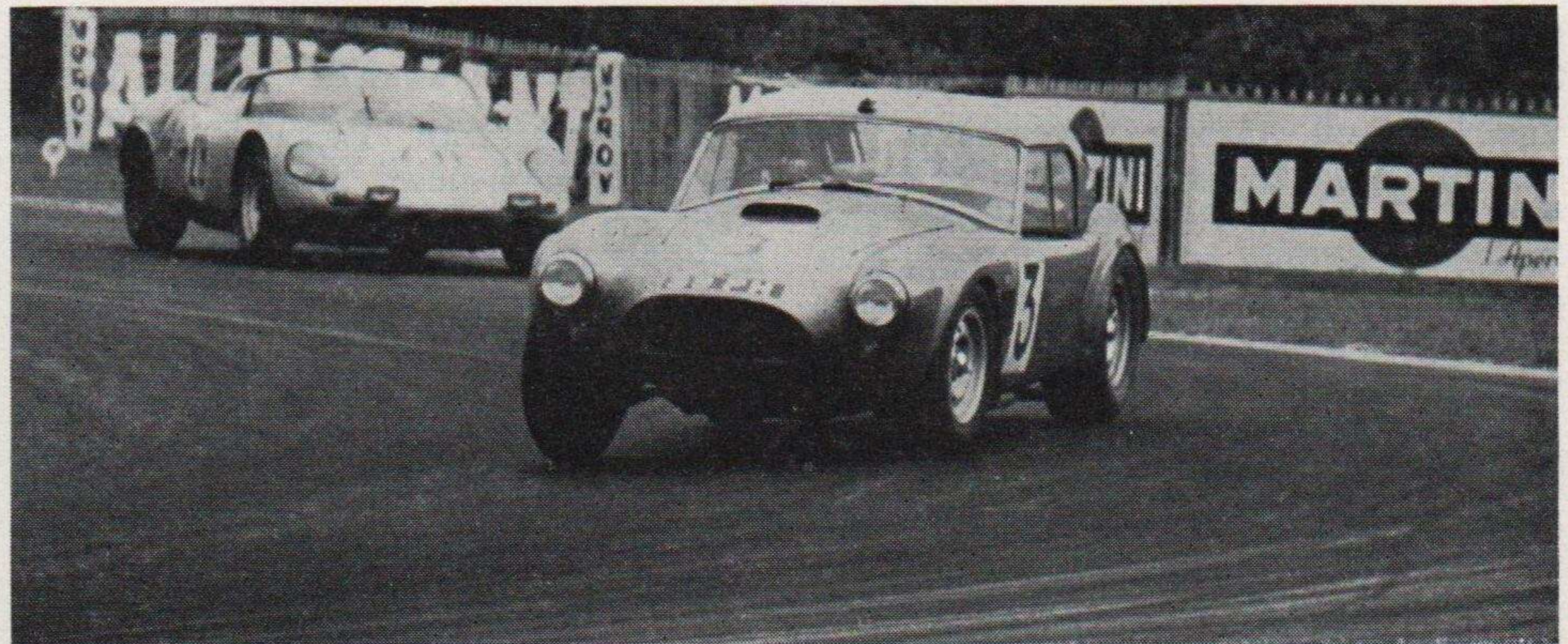
2 Class winners at Le Mans; the Bolton/Sanderson AC Cobra at Mulsanne

Le Mans

By 4 pm on the second day of the Twenty-four Hours of Le Mans just thirteen competitors were left on the circuit, out of a starting total of forty-eight. Of those few survivors, four were using BP

products. Of those four, no less than three won major awards. Bolton and Sanderson's AC Cobra won its class, as did the Porsche of Barth and Linge. A René Bonnet won both its class and the Thermal Efficiency prize. . . .

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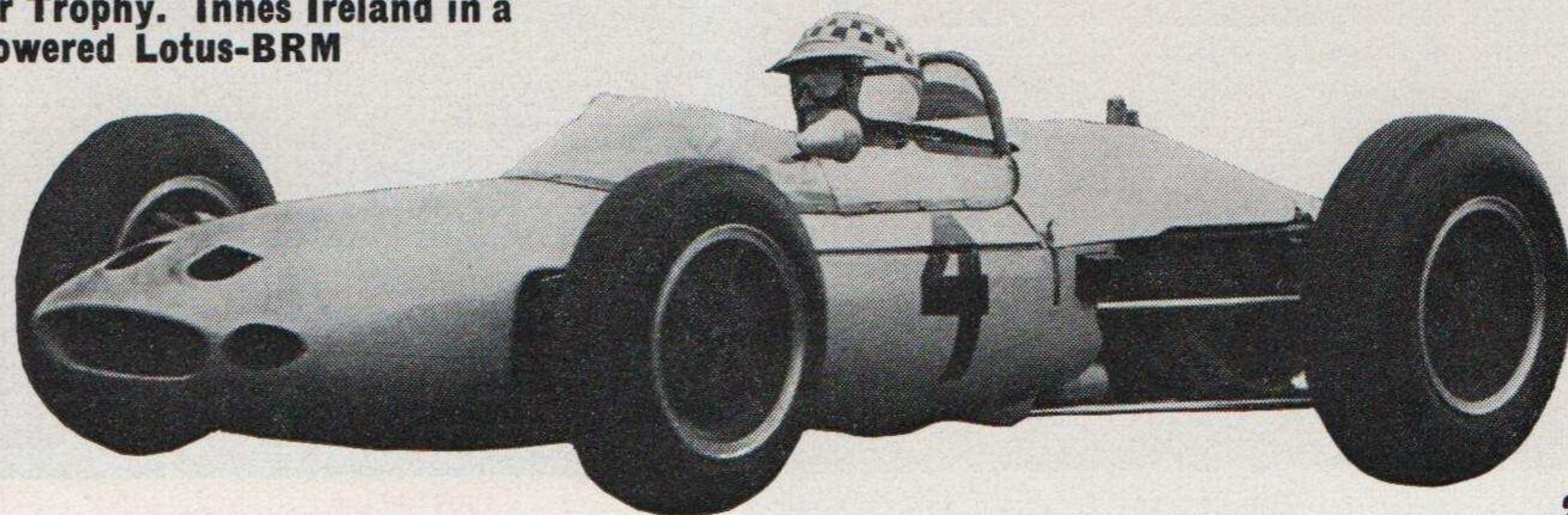
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1-2-3-4 at Easter Goodwood

Innes Ireland won the Glover Trophy in his BP powered and lubricated Lotus BRM. The next three places were also occupied by cars using BP products—McLaren (Cooper), Maggs (Cooper) and Jim Hall, British Racing Partnership's new driver from Texas, who drove a Lotus-BRM.

1 Class and Thermal Efficiency winner at Le Mans, the Beltoise/Bobrowski Rene Bonnet at the Esses

2 On his way to winning the Glover Trophy. Innes Ireland in a BP powered Lotus-BRM



2

Targa Florio

The forty-seventh Targa Florio, held on the rough-hewn roads of Sicily's Madonie Mountains, was won by Jo Bonnier and Carlo Abate in a two-litre, eight-cylinder, Porsche using BP fuel and lubricants. The oldest surviving race in the sport lived up to its rugged reputation—only twenty-eight of the fifty-five starters finished and just nine completed its full 446-mile length.

The Coppa Inter-Europa

Roy Salvadori scored a fine win in one of his most dramatic races, the Coppa Inter-Europa, on 8th September 1963, after fighting a long wheel-to-wheel battle with Mike Parkes, who piloted a Ferrari GTO. As Salvadori's BP fuelled and lubricated Aston Martin DB4GT passed the flag to win an event that was open right up to the last stages, the sometimes partisan Italian crowd gave him one of the greatest ovations ever heard at the Monza circuit.

1 The all-British 'Giovanna' heads into the wind

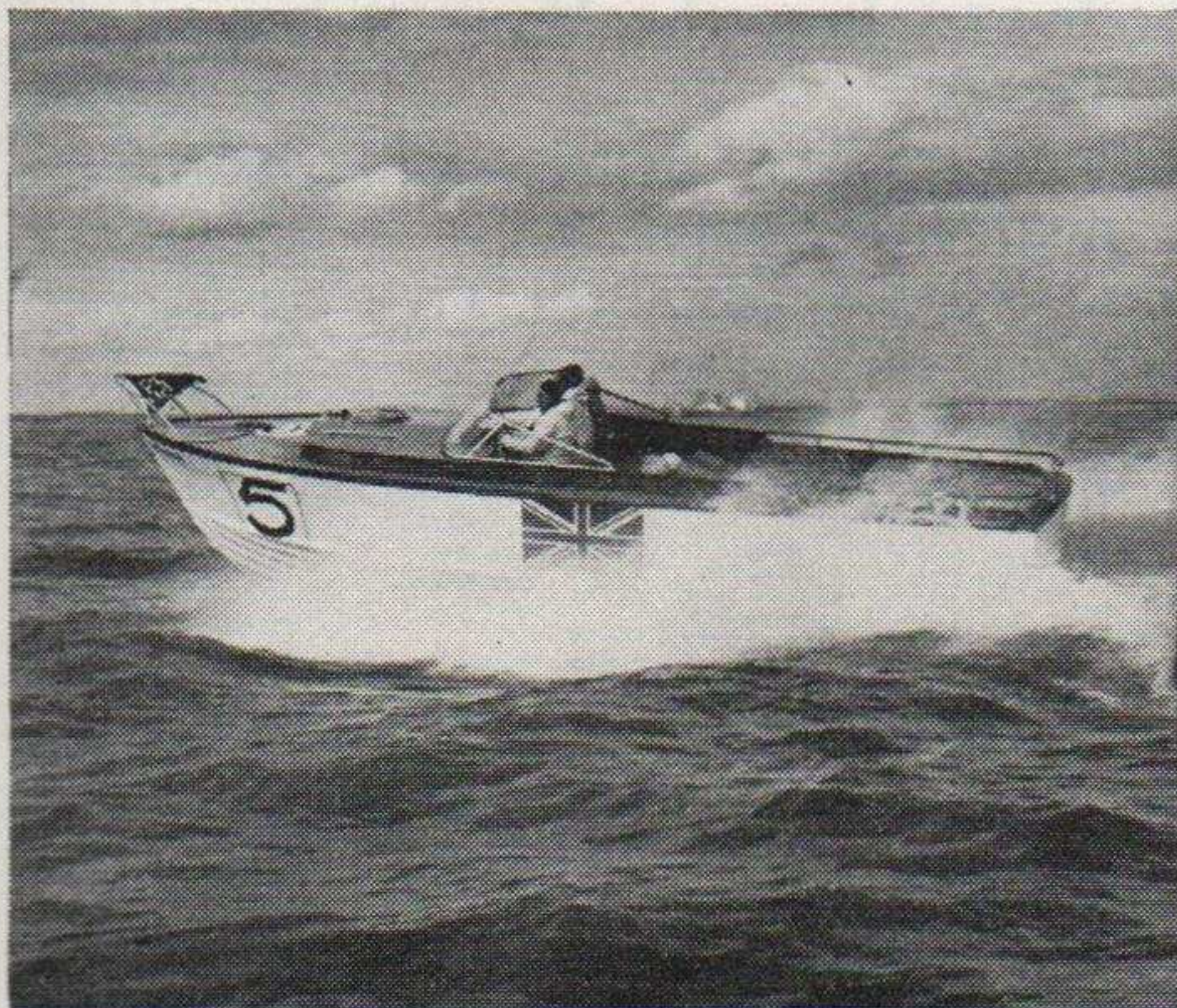
2 The winner 'A Speranziella' used BP products

Victory at Sea for BP



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In September, the third International *Daily Express* Offshore Powerboat Race took place off the South Coast.

The 1963 course was a tougher, longer and more testing one than in previous years—and it resulted in a resounding win for BP fuelled and lubricated ocean-going craft.

First home after battling over the choppy 166 miles of open sea between Cowes and Torquay was the Italian-built *A Speranziella* (it means Hopeful), designed and owned by Renato Levi. Defeated in the 1962 race, the thirty-

seven-year-old Italian kept his boat in fourth place for the first part of the event until the leaders dropped out. Then his BP powered, 14-litre, twin Interceptor engines kept him firmly in the lead at an average speed of 35.5 knots (the fastest yet recorded), until he passed the winner's flag.

Another BP win was notched up by R. H. Watt's 25-ft powerboat *Giovanna*, which won the 'All-British' prize for boats that were British designed, built, crewed and owned—also the prize for the first diesel-engined boat.

Races and Rallies 1964

Here are the dates and venues of some of the major international events of motor sport—information that may help you plan your holidays or weekends in the coming months. Keep this as a reference for your own sporting fixtures.

Grandes Epreuves

10th May: Monaco Grand Prix
24th May: Dutch Grand Prix
14th June: Belgian Grand Prix
28th June: French Grand Prix
11th July: British Grand Prix
2nd August: German Grand Prix
23rd August: Austrian Grand Prix
6th September: Italian Grand Prix
4th October: United States Grand Prix
25th October: Mexican Grand Prix
26th December: S. African Grand Prix

International Races in Britain

14th March: Snetterton (F1, F2)
30th March: Goodwood (F1, F2)
18th April: Aintree (F1, F2)
2nd May: Silverstone (F1)
6th June: Brands Hatch (T)
11th July: Brands Hatch (British GP)
3rd August:
 Brands Hatch (S, GT, Prototype)
29th August: Goodwood (GT)
19th September: Oulton Park (F2)

European Rallies

18th–25th January: Monte Carlo Rally*,
 France
20th–23rd February: Rally of the Flowers,
 Italy
2nd–7th April: Portuguese Rally,
 Portugal
20th–24th April: Tulip Rally, Holland
21st–24th May: Acropolis Rally, Greece
28th–30th May: Austrian Alpine Rally,
 Austria
9th–13th June: Midnight Sun Rally*,
 Sweden
23rd–28th June: Alpine Rally, France
23rd–26th July or 30th July–8th August:
 Polish Rally*, Poland
14th–16th August: Rally of a Thousand
 Lakes, Finland

25th–29th August: Spa-Sofia-Liège Rally,
 Belgium
1st–4th October: Baden-Baden and
 German Rally, Germany
15th–18th October: Geneva Rally,
 Switzerland
9th–14th November: RAC Rally,
 Great Britain

* *The asterisks indicate rallies that count towards the European Rally Trophy. All are qualifying events for the European Rally Championship.*

Some Other Races

26th April: Targa Florio, Italy (Sicily)
31st May: Nurburgring 1,000 kilometres,
 Germany
20th–21st June: Le Mans 24-hour Race,
 France
6th September: Nurburgring 500 kilo-
 metres, Germany
12th–22nd September: Tour de France,
 France
11th October: Paris 1,000 kilometres,
 France

