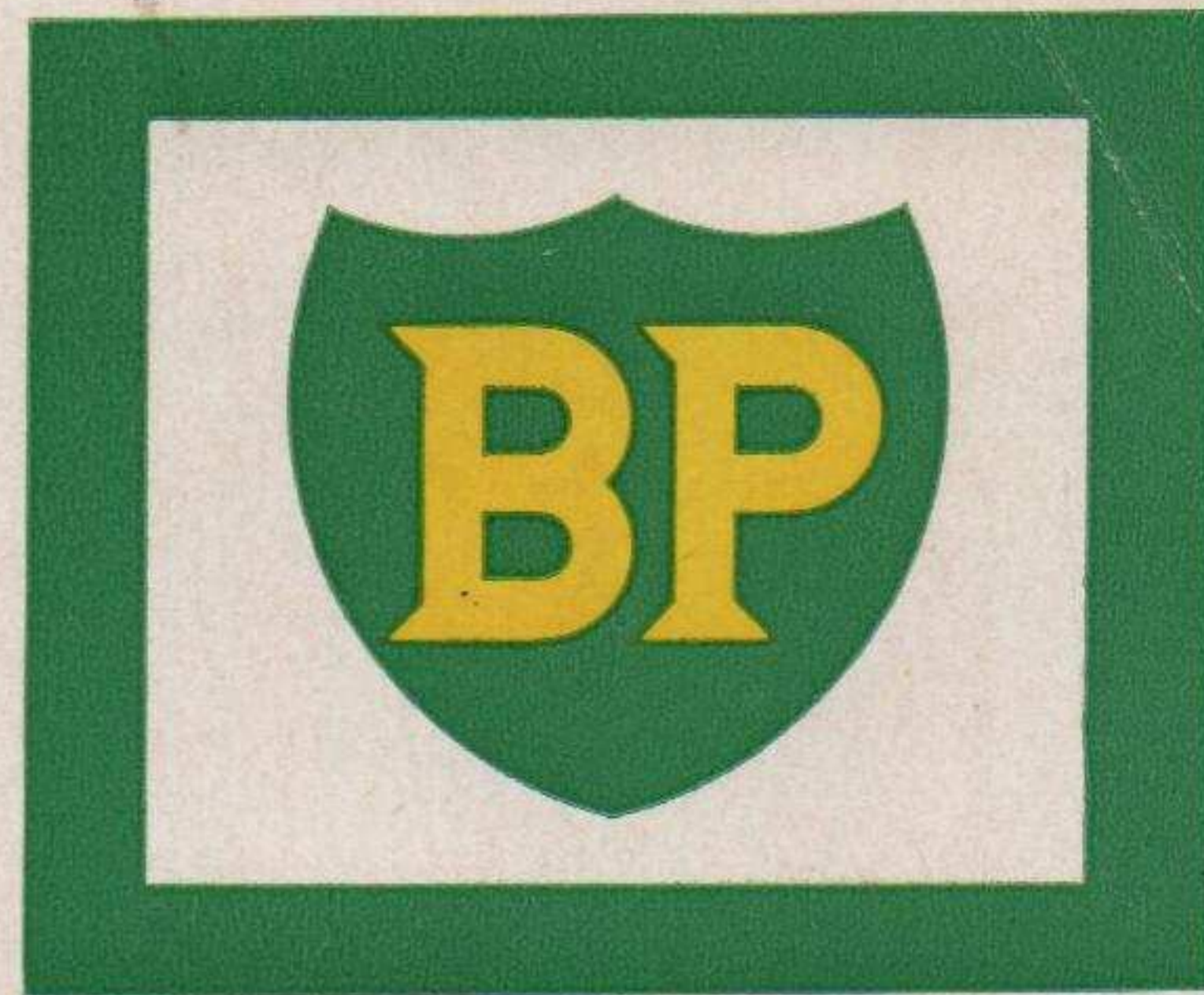


MONITOR

SPORT



04



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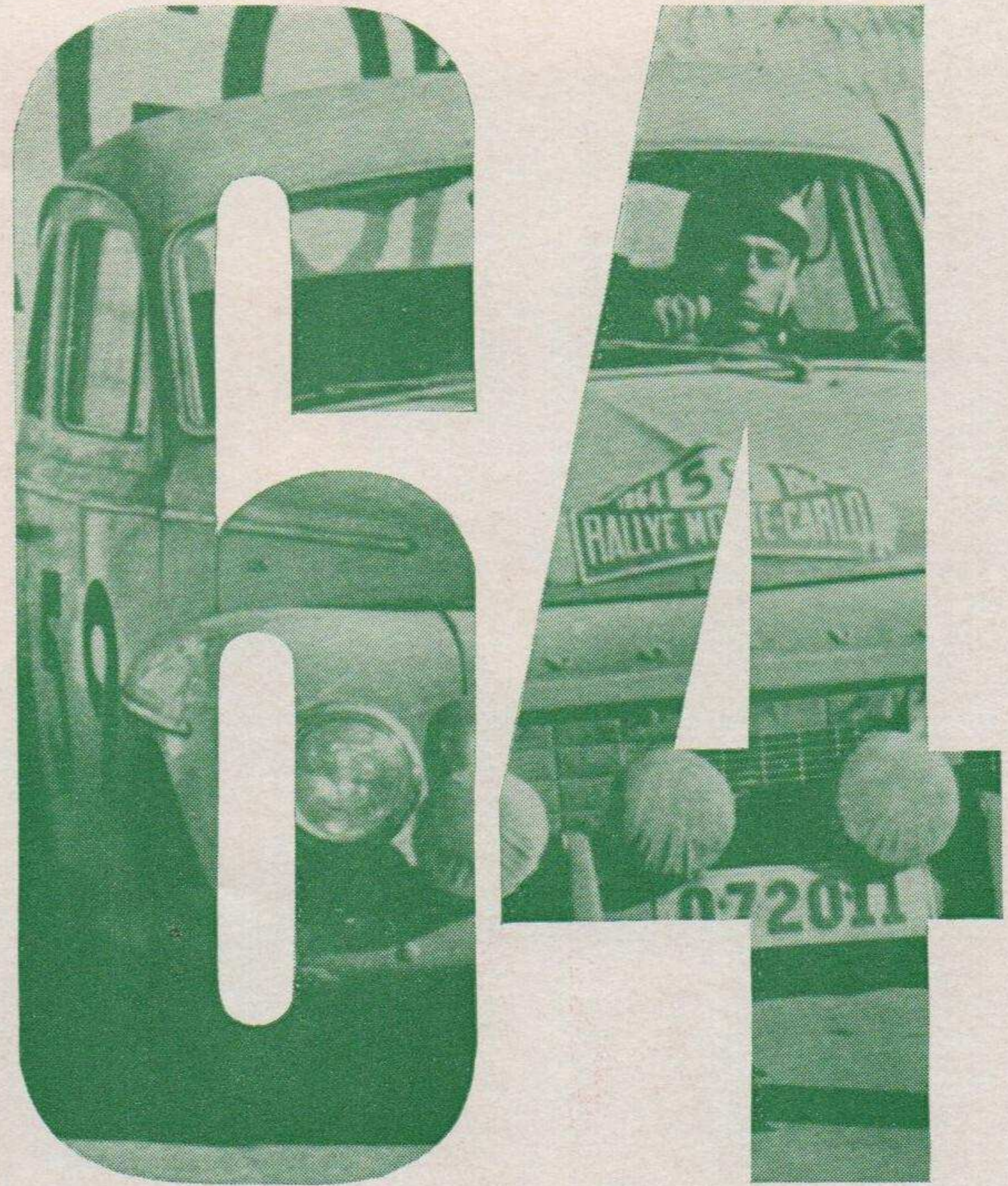
EDITED BY PETER ROBERTS

Contents

	<i>Page</i>
Rally Championship	1
Argentine Grand Prix of the Roads	18
Motor Cycling	19
World Championship	23
Some other Major Races	34
Races and Rallies 1965	<i>inside back cover</i>

rally

championship





BP riders and drivers have scored another long list of sporting successes during the 1964 season, producing no less than four champions. Rallyman Tom Trana took his Volvo to the European title, and Mike Hailwood's hat-trick in 500 cc motor cycle racing, winning the World Championship for the third time, put him amongst the immortals of the sport. BP's Max Deubel, with his agile 'chairman' Emil Hoerner, took the Sidecar Championship—for the fourth year in succession. The Ladies' Championship went to Britain's own Pat Carlsson, a fitting end to her first full season as team-mate to her husband Erik in the Saab Equipe.

It was in the rough-and-tumble car-breaking field of international rallies that BP scored the most dramatic successes during the '64 season. In a sport that demands the utmost of driver and car, a sport that tests man, machine, lubricants and fuels, BP drivers and BP products came out indisputably on top, winning no less than five of the rallies that counted towards the European Championship. It is, therefore, not surprising that the works teams of Daimler-Benz, Saab, Volvo, BMW and Triumph use BP products exclusively for their rally vehicles. More works teams, in fact, than use any other product.

The second international event of the rally year, the 4th Rallye dei Fiori, gave the Carlsson family and BP a 1-2 win, and in May the Acropolis Rally—this year the toughest ever run—fell to BP and Volvo driver Tom Trana. The Swedish Rally to the Midnight Sun was, as expected, a win for a local man, and here Trana made it the second victory within a month for the Volvo works.

1. *Erik and Pat Carlsson.*

2. *European Rally Champion Tom Trana.*

3. *BP driver Bruce McLaren.*

4. *Mercedes pilot Eugen Bohringer takes time off for a snack.*



The Geneva Rally in the autumn proved an avalanche win when the first seven places were filled by BP fuelled-and-lubricated vehicles, and the final event of the season, the RAC Rally of Great Britain clinched the title for Trana when he was victorious in this much-improved event.

Special mention must be made of Pat Carlsson for her amazing drives through the 1964 season. Not only did she take the Coupe des Dames in seven rallies, but her overall placings put her right up in the top half-dozen drivers of the international rally field. Tom Trana, the 26-year-old Swedish BP driver, emerged from the 1964 as European Rally Champion, a meteoric rise to the summit after his promising performances in '63, due to his brilliant, controlled driving.



3rd Carlsson/Palm (Saab)

5th Pat Carlsson/Ursula Wirth
(Saab)

6th Trana/Lindstrom (Volvo)

Coupe des Dames

Pat Carlsson/Ursula Wirth (Saab)

Monte Carlo Rally

The 1964 rally season started with the popular dash across the continent to the Mediterranean Principality—this year under relatively mild weather conditions. The 27 starters who left from Blythswood Square in Glasgow on the evening of the 17th January found little to harass them on the trip to the Channel. Once on the European mainland, however, the British contingent hit fog and black ice, and from the other eight routes came reports of similar hazards.

From Chambery to the sea the route was free of snow in any quantity, but several competitors came adrift on unsuspected ice on the north faces of some of the mountain ranges. The first three special stages were taken in darkness, on high roads that had become treacherous with frost and ice.

After the fourth stage the cars arrived at the control at La Bollene, and took off for the last timed section, the Col de Turini, a swinging, sliding, plunge up and down a 5,720 ft. mountain pass. The 'round the houses' sprint sorted out the points a little, but left Paddy Hopkirk's Mini-Cooper firmly in first place, followed by Ljungfeldt's Falcon and Erik Carlsson's red Saab. Pat Moss-Carlsson took the Coupe des Dames and fifth place in the rally. Of the first nine home in the general classification no less than five used BP products.

1



4

1. *Round the houses at Monaco, Tom Trana driving.*
2. *Bohringer guns his Mercedes as his co-driver jumps in after checking in at a night control.*
3. *Saab driver Erik Carlsson tops the Col de Turini special stage.*
4. *A quick bite for Carlsson under a BP pump.*

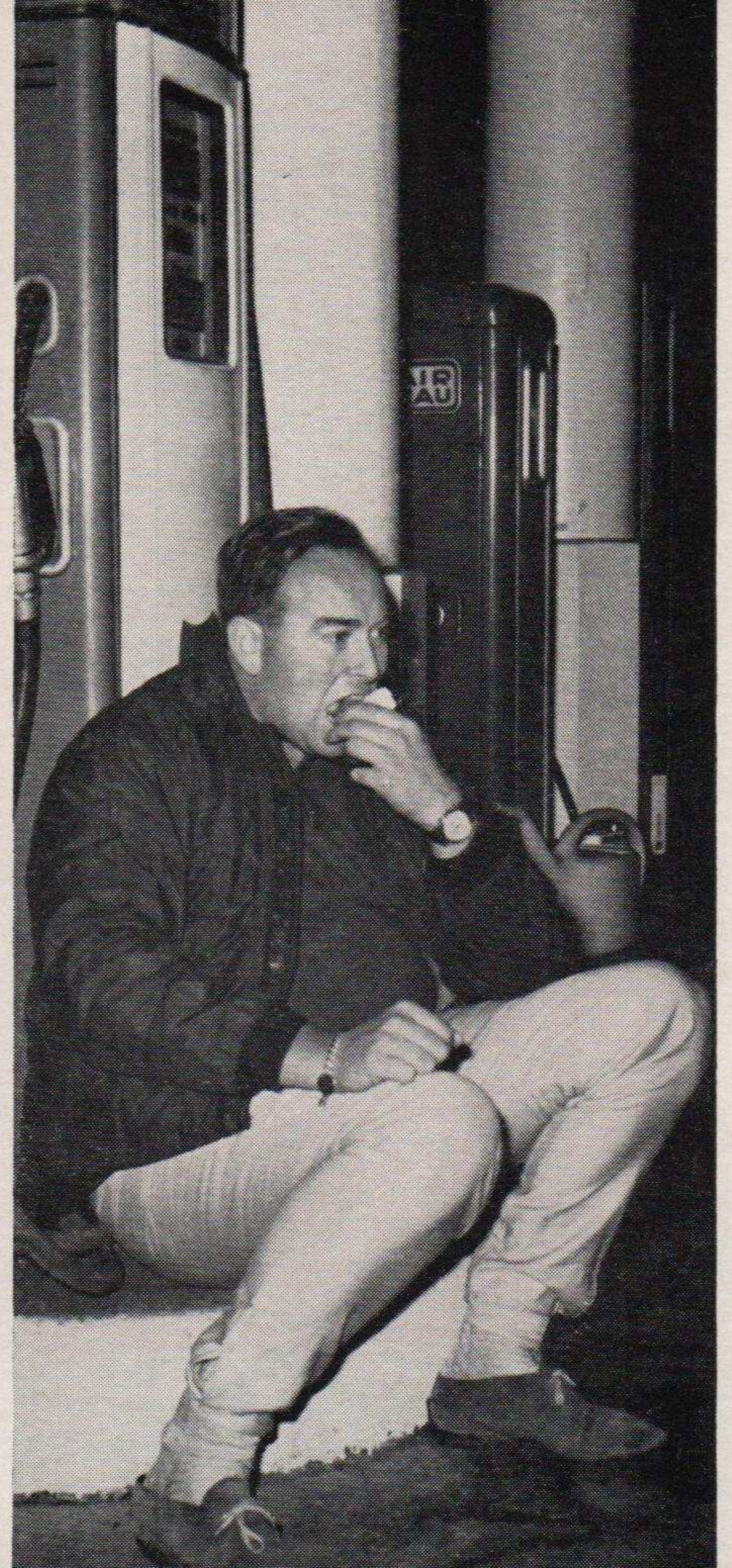
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3



4



5

To stage an international rally soon after the popular Monte Carlo event illustrates the enthusiasm, to say nothing of the courage, of the Italian organisers of the Rally of the Flowers. However, the third week of February saw 151 starters for this mountain competition, and although new to its European Championship status, it was a testing event. The emphasis was placed on regularity and the strict schedules and chronometer timing put many experienced crews out of the running. A large contingent at the start-line were local drivers piloting Italian cars, but the rally also drew a number of the international names which

Rally of the Flowers

included Trautmann, Jansson, Toivonen and the family Carlsson.

Competitors had a choice of nine start-points, and the 1,700 kilometres route ran over the winter Appenines, through the Ligurian Alps—and into the flower market at San Remo where a control, which was due to be reached during the morning rush-hour had been set up.

After another 500 kms of mountain tests, and traffic hazards, Erik Carlsson led the field followed by his wife, making the rally a family affair for the Carlssons, Saab and BP.

1st Carlsson/Palm (Saab)

**2nd Pat Carlsson/Valerie Domleo
(Saab)**

Coupe des Dames

**Pat Carlsson/Valerie Domleo
(Saab)**



Saab in the snow—the Ligurian Alps.

Tulip Rally

TOURING CARS

2nd Greder/Delalande

(Ford Falcon)

3rd Skogh/Berggren (Volvo)

G.T. CARS

2nd Jansson/Patterson

(Porsche Carrera)

LADIES' PRIZE

Pat Carlsson/Elizabeth Nystrom

(Saab)

the cars took the tight winding road leading up to the Col de la Charbonniere.

The Tulip route ploughed into Germany to Freiburg, the Solitude circuit, and another special stage near the famous River Nekar. Punctuated by more tests the cars entered the Nurburgring for the last timed run.

There is no overall winner in this rally; the Mini-Cooper of Timo Makinen and Tony Ambrose won the Touring category, the Morleys won the GT, and the amazing Pat Moss-Carlsson with navigator Elizabeth Nystrom won yet another Ladies' Award for Saab and BP.

This year the RAC-West divided the entries for the 16th Tulpen Rallye into amateurs, and 'professionals' who were driving sponsored cars. The start at Noordwijk in Holland saw 134 competitors drive off on a long main-road run to the first of the special sections in this 1,750-mile event, on the new Belgian circuit at Zolder, where a three-kilometre eliminating test put Ben Pon's fast Porsche at the top of the times-list.

Another leisurely drive to the Spa circuit, and on through the undulating country of the Ardennes to the 7.5 km La Roche-Samrée hill-climb, where rain which began after the start made the cars' times somewhat unrepresentative of their various capabilities. After by-passing a special stage cancelled to avoid further timing anomalies,

Bulldozing the straw bale up La Roche-Samrée is the Saab of Ake Andersson and Per-Gunnar.





1

Acropolis Rally



2



3

8



1st Trana/Thermaenius
(Volvo PV 544)

3rd Pat Carlsson/Valerie Domleo
(Saab)

4th Waxenberger/Kaiser
(Mercedes-Benz)

5th Ewy Rosqvist/Eve-Maria Falk
(Mercedes-Benz)

Ladies' Prize
Pat Carlsson/Val Domleo (Saab)
Manufacturers' Team Prize
Saab Team

With Athens as the only starting point for the 1964 Acropolis Rally the usual long runs-in were eliminated, and within an hour or two the 72 starters were bouncing over the first of the 11 special stages. As a 40th anniversary bonus the Automobile Club of Greece made this event the toughest-ever in the rally's history, and some of the route—and the time-schedule—took on the look of the legendary Spa-Sofia-Liége event, the roughest of them all.

Winner Tom Trana's restrained yet brilliant performance in the PV 544 Volvo again demonstrated his calibre as an international driver, and his tactics paid off handsomely. His car was still in first-class condition at the end of a 2,800 kilometre run on a route that put all but 19 cars out of the event.

Trana's fine win on BP Super and BP lubricants headed a lengthy list of BP users. Third home was Pat Moss-Carlsson (10 places ahead of husband Erik, who had spent some of the rally balancing on an escarpment after sliding off the road). Fourth was 'new boy' Eric Waxenberger in a Mercedes 220 SE, and fifth, Ewy Rosqvist (now Baroness von Korff). BP also scored six class wins and took the Manufacturers' Team Prize in this testing event.

1. *Winner Tom Trana at speed during a test.*
2. *A BP refuelling point on the Acropolis Rally.*
3. *Pat Carlsson's Saab arrives back at the Acropolis.*
4. *The Volvo team after the prizegiving.*



Midnight Sun Rally

1st Trana/Thermaenius (Volvo)
2nd Kallstrom (Mini-Cooper S)
3rd Soderstrom (Ford Cortina)
4th Skogh (Saab)
5th O. Andersson (Saab)
Coupe des Dames
Sylvia Osterberg (Volvo)

After four unsuccessful attempts, Swedish BP driver Tom Trana won the Rally to the Midnight Sun held in the second week of June. It was his second major win in less than a month.

The tough 1,800-mile course over Sweden's tyre-shredding gravel roads was divided into two main stages, with the start and finish in Stockholm. Unlike the 1963 route which went as far north as Kiruna, within the Arctic Circle, the '64 event made two loops, the first of which took the competitors up to an airfield just above Ostersund. There the cars turned back towards Stockholm by a different route. After a rest-halt of 12 hours, the Southern loop took the rally to the lower part of the mainland via the circuit at Karlskoga where a test was held, through Skovde and Gislaved, and then back to the Swedish capital.

The three-day rally proved to be a rugged competition, and before it ended about half of the cars had been run into the ground. The Swedish weather gods brewed up one or two hazards of their own, and the event was run in fog, rain and sunshine.

In the Ladies' Class, Sylvia Osterberg, the diminutive Swedish housewife, took her revenge on Pat Carlsson for her defeat in the Acropolis Rally by taking the Coupe. Erik Carlsson had poor luck and fell out early in the rally—during the first special stage at Tierp Airfield—when his Saab finished up on its side just a yard short of the finishing line.



Ten days after the Midnight Sun Rally and only a matter of hours after Le Mans (from which race several competitors flew in) came the classic Coupe des Alpes, held in Europe's mountain holiday-land. However, there was little holiday relaxation for the 73 starters from Marseilles on the evening of Monday, 22nd June. During the first massive stage, from Marseilles to Cannes, over some 19 mountain passes, Pat Moss-Carlsson retired with mechanical trouble, and Eugen Bohringer hit a non-competing car (although the road was officially closed to normal traffic) and dropped out.

The second stage, Cannes-Chamonix, a rugged 770 miles over 36 dizzy passes, was run to the accompaniment of Wagnerian weather.

After a night's sleep at Chamonix the last 730-mile stage of the 65-hour rally was negotiated from Chamonix into Italy and finally to Monaco over another 35 mountain passes. The GT category was won for the second time in succession by the Rolland/Augias Alfa Romeo Giulia TZ and the Touring Category by Vic Elford and David Stone in a Cortina. BP pilot Carlsson won his class in the Touring Category in the familiar works Saab.

Alpine Rally

The Bohringer/Kaiser Mercedes-Benz 230SL rounds a bend on the Cayolle.



Polish and Finnish Rallies

Polish Rally

2nd Carlsson/Palm (Saab)

3rd Pat Carlsson/
Elizabeth Nystrom (Saab)

Finnish Rally (1,000 Lakes)

2nd Trana (Volvo)

3rd Aaltonen (Saab)



Trana speeds through a part of Finland that looks more like Kenya.

Poland's major international rally was held in the fold of July-August, over the bank holiday period. This long, grinding event over testing roads and violent special stages, had been a Mercedes 'benefit' for four years, but in 1964 Poland had a home win. Second home were Erik Carlsson and Gunnar Palm in their inevitable Saab, followed closely by another Saab piloted by Pat Carlsson.

The Finnish 1,000 Lakes Rally, next event counting towards the European Championship, was held later in August.



Simo Lampinen cuts through the undergrowth during the Rally of the Thousand Lakes.

Covering a route of about 1,000 miles through Finland's lakeland, this proved to be an outright victory for Simo Lampinen driving a Saab which he kept in the lead from flag to flag. This was the second successive Finnish win for Lampinen, and this year he was followed in—just two minutes later—by Tom Trana (Volvo). At this point in the 1964 rally season, Erik Carlsson, who was absent from the Finnish rally practising for the Spa-Sofia-Liége event, headed the list for the Championship.

Rated for years by the rally world as the most herculean of all international events, the 1964 Spa-Sofia-Liége (although not part of the championship programme this year) beat all records for toughness. The Royal Motor Union of Liège have always taken pride in making this 3,100-miles trek over Europe and the Balkans (four days and nights with no allowances for sleep or even a cooked meal) the roughest in the calendar, and this year they decided to tighten up the times even more than before.

They almost overdid it. About half-way through the fast, dusty event, it looked as though the impossible rally had at last been devised, and that all the competitors would finally be eliminated somewhere along the route. The organisers rapidly extended the time allowance by two hours. Aaltonen and Ambrose (Austin Healey 3000) were hotly chased by Erik Carlsson in a Saab that gave the leading car a couple of litres advantage. Erik fought into second place early in the event and hung on tightly until the finish at Liège, where he arrived just 57 minutes behind the leader. Eugen Bohringer arrived on the Saab's heels, and fourth was Pat Carlsson.

The first bad roads of the rally were in Italy. Here the Mercedes driven by Bohringer crosses the Passo di Xomo.

Spa-Sofia-Liége Rally

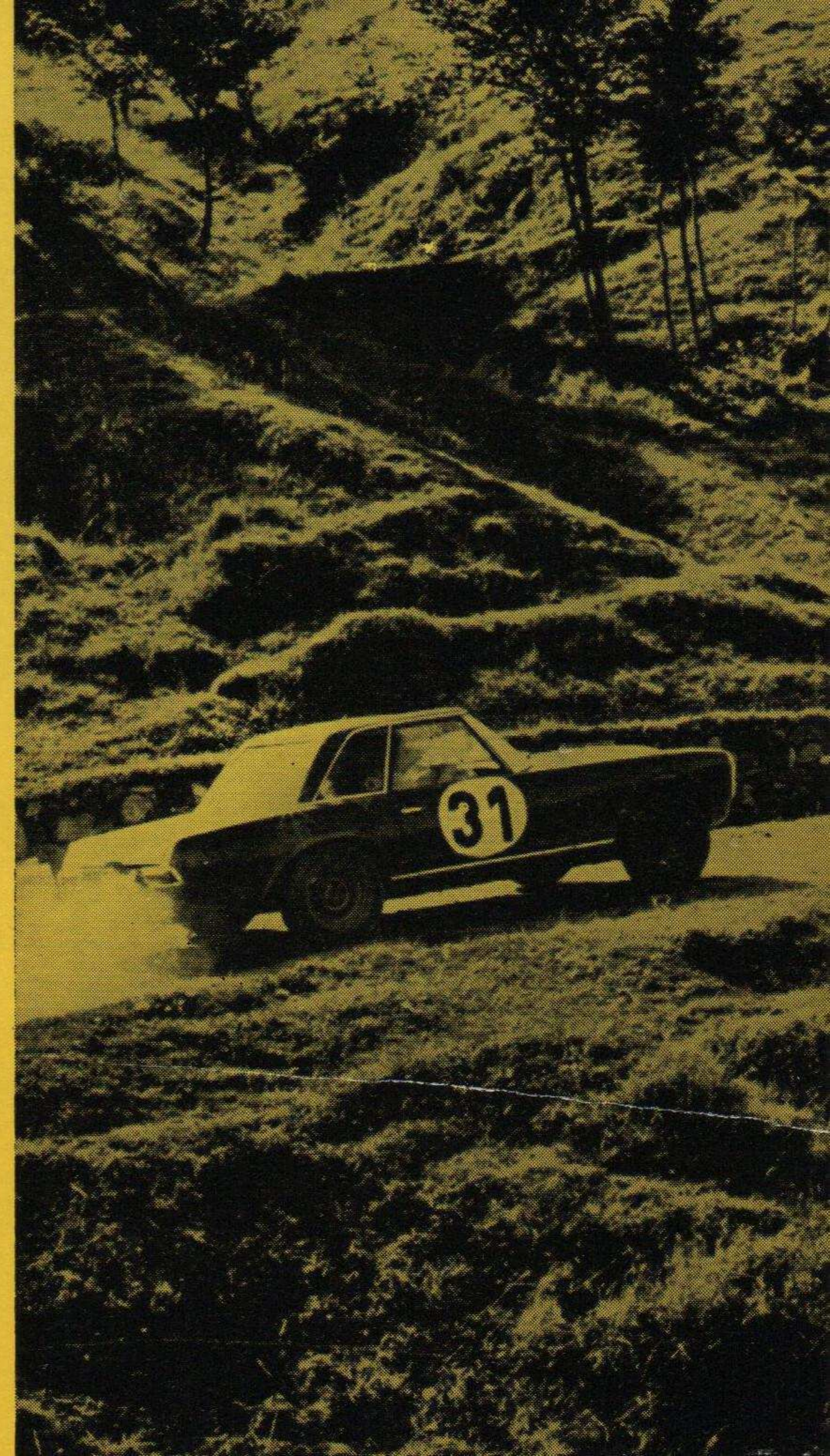
2nd Carlsson/Palm (Saab)

**3rd Bohringer/Kaiser
(Mercedes 230 SL)**

**4th Pat Carlsson/
Elizabeth Nystrom (Saab)**

**Ladies' Prize
Pat Carlsson/Elizabeth Nystrom
(Saab)**

**Gold Cup (for three consecutive finishes)
Bohringer (Mercedes)**



1st Greder/Delalande (Ford Falcon)
2nd Hunter/P. Lier (Triumph Spitfire)
3rd Carlsson/Palm (Saab)
4th Walter/W. Lier (BMW)
5th Thuner/Gretener (Triumph Spitfire)
6th Trana/Thermaenius (Volvo)
7th Pat Carlsson/Elizabeth Nystrom
(Saab)
Ladies' Prize Pat Carlsson/
Elizabeth Nystrom (Saab)

Geneva Rally



2



1

For the third year in succession the lakes-and-mountains see-saw Geneva Rally was won by a car using BP products. And in 1964 no less than the *first seven places* fell to BP powered-and-lubricated vehicles. In addition, Triumph Spitfires gained 1st and 2nd places in the Grand Touring Category and won the first two places in their class. It almost goes without saying that the amazing first lady of rallying, Pat Carlsson, took the Coupe des Dames in her Saab.

From the start on 15th October, the Geneva Rally, held in typically Alpine autumn weather with sunshine, rain, and snow on

the higher passes, proved to be a tough and interesting event. An indication of its increased popularity over the last few years was the number of private entries— 23 in the GT Category and 49 in the Touring. They came from Britain, Switzerland, France, Germany, Italy and Belgium—as international an event as one could see.

In the last-but-one rally counting for the 1964 European Rally Championship, Henri Greder was tipped to win from the first special stage—the wet, slippery hill-climb of Marchairuz, where he scored fastest time in the Touring Category in his Ford Falcon.



3



4

From there the route ran into France. In torrential rain Greder put up fastest time for both categories on the second stage. On the third test, at Neyrolles, two Spitfires cleaned up, and on the fourth Greder beat the handicap by 15 seconds and Hunter's Spitfire again put up the best GT time. At this point 24 of the original 72 starters had dropped out.

The Geneva Rally continued into Italy and back into Switzerland through the new St. Bernard Tunnel. Two thousand kilometres of fast roller-coasting over the central Alpine ranges that resulted in a mass victory for BP drivers and cars.

1. *Hans Joachim Walter (standing) prepares for the Sestriere hill-climb.*
2. *Pat Carlsson throws her Saab into a fast hairpin near the end of the Rally.*
3. *Greder pounds through a forest section to eventual first place.*
4. *Terry Hunter and Patrick Lier's Spitfire is seen overcooking a corner, still they won the GT prize.*
5. *J-J. Thuner begins his ascent of the La Muraz hill-climb.*



5



2



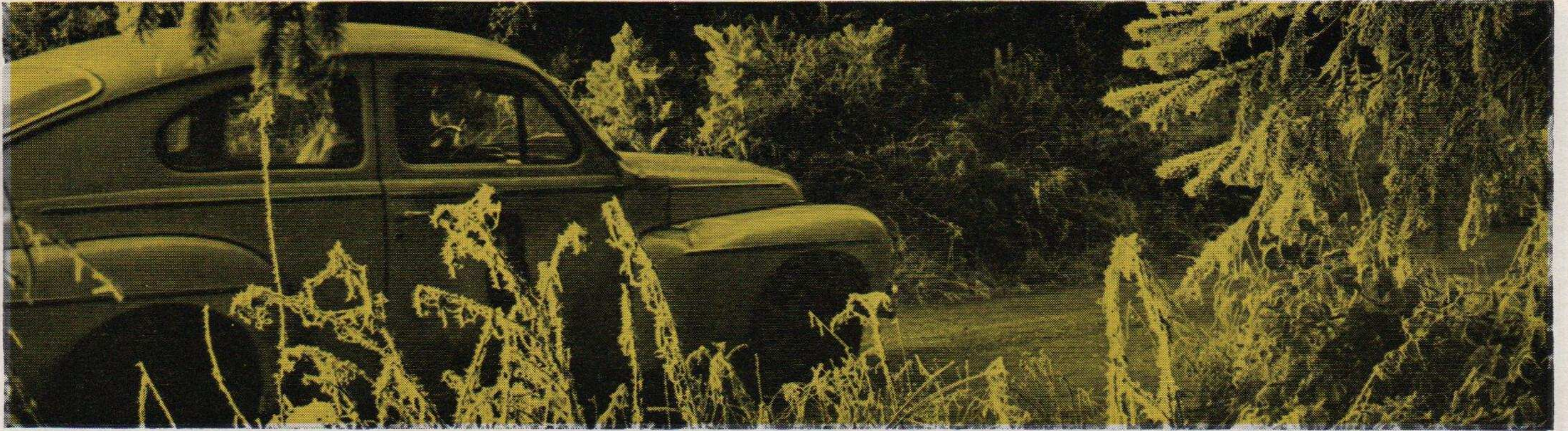
RAC Rally

- 1st Trana/Thermaenius (Volvo)**
- 4th Pat Carlsson/
Elizabeth Nystrom (Saab)**
- 5th Soderstrom/Ohlsson (Ford)**
- 6th Fidler/Grimshaw (Triumph)**
- 7th Carlsson/Palm (Saab)**
- Coupe des Dames
Pat Carlsson/Elizabeth Nystrom
(Saab)**

From the new starting-point at the Duke of York's Barracks in London, 158 competing cars set off on the 1964 RAC Rally just after first light on Sunday, 8th November.

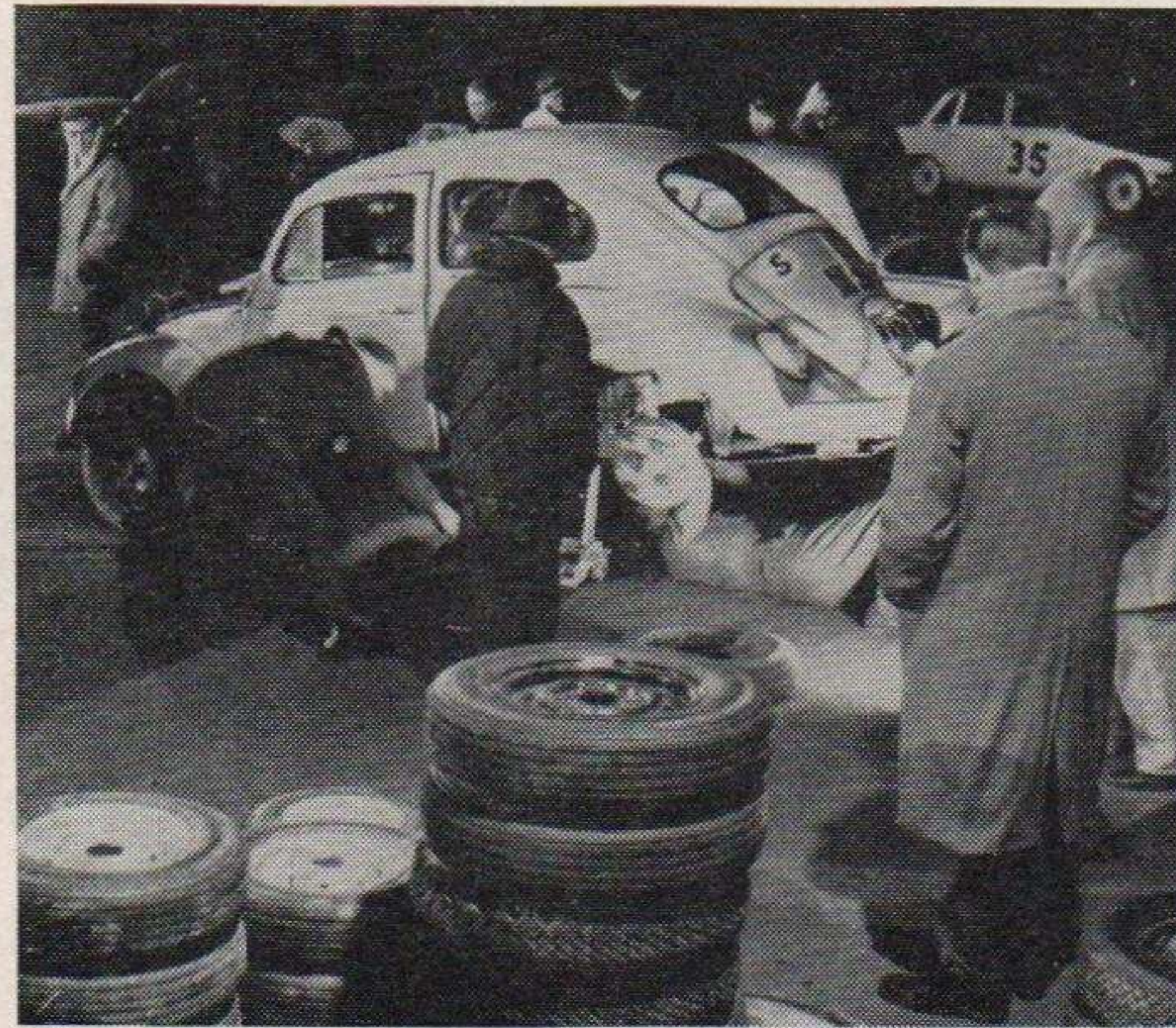
The RAC Rally, greatly improved and tightened up over the past years, now ranks as one of the foremost international events in the sport, and the fast, car-breaking special stages claimed casualties from the first morning.

From Devon the route went into Wales. Trana collided with Carlsson, although both managed to continue. Others, less fortunate, remained in Wales. At Oulton Park fog slowed down the circuit test, and later several competitors missed a control due to the pea-soup conditions. By the time the leaders had reached Scotland through the double hazards of ice and fog, Tom Trana driving a works Volvo had forged ahead, and the favourite, Paddy Hopkirk, had dropped out. The BP driver held his lead—except when Mini-Cooper pilot Kallstrom took over briefly—until the 2,500-mile, fifty-stage event ended back in London. Pat Carlsson and co-driver Elizabeth Nystrom brought their Saab into a fighting 4th place and husband Erik won his class and took 7th overall. Tom Trana won the RAC Rally for the second consecutive year, and emerged from the international season as European Rally Champion of 1964.



3

1. *Trana takes a hairpin wide during the early stages of the RAC Rally.*
2. *First light at the start. Pat Carlsson seems to have taken over brother Stirling's lucky number 7.*
3. *Trana's Volvo at Loch Ard Special Stage.*
4. *Turnberry in the small hours. Soderstrom's VW receives attention.*
5. *... and the Fidler/Grimshaw Triumph 2000 narrowly misses a wall.*



4



5

Argentine Grand Prix of the Roads

1st Bohringer/Kaiser
(Mercedes 300 SE)

2nd Glemser/Braungart
(Mercedes 300 SE)

**3rd Mme E. von Korff/
Mlle E. M. Falk** (Mercedes 300 SE)

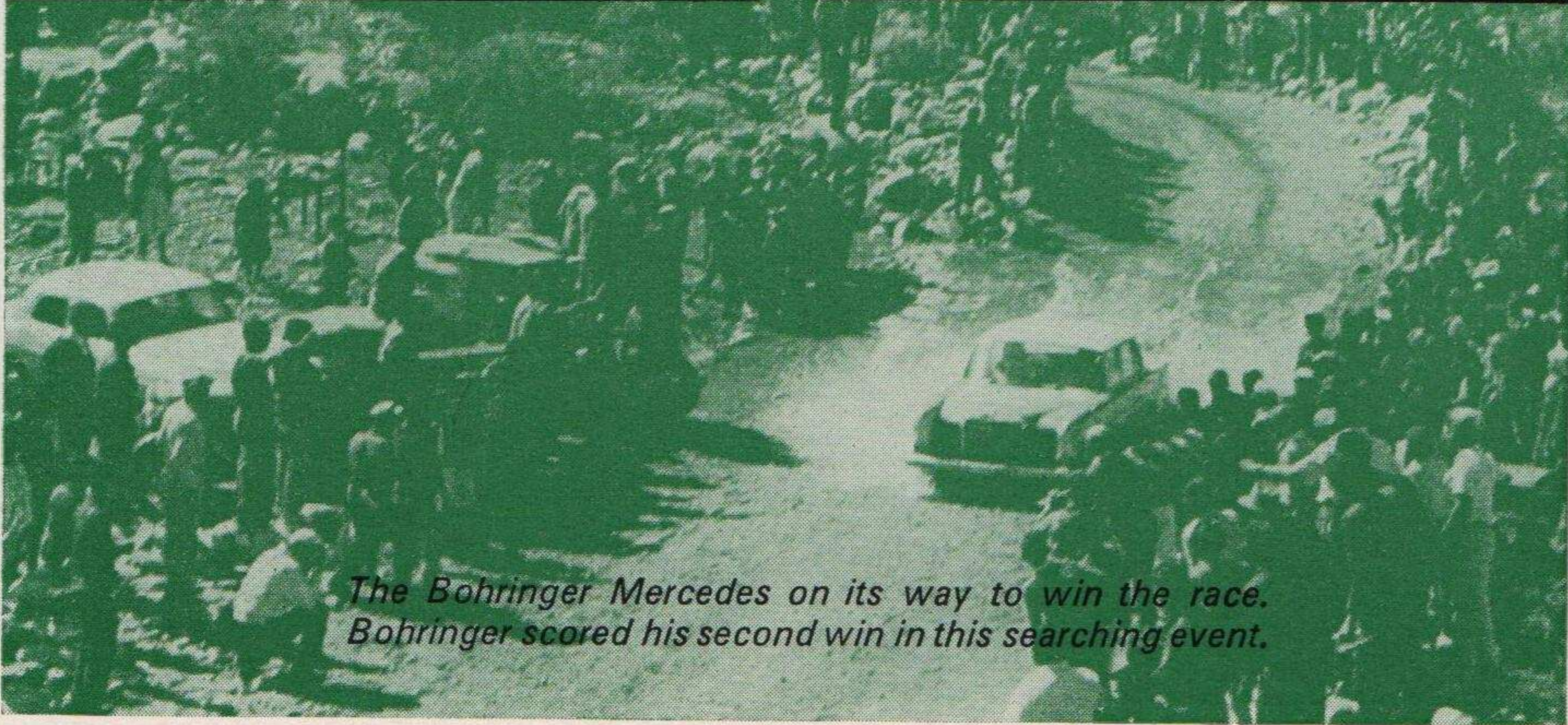
After three consecutive wins by members of the Mercedes team it was expected that the German cars would put up a significant performance in the 1964 event over 2,983 miles of the worst roads in the Americas.

Bohringer and Kaiser were able to repeat their win of the previous year—at an average speed of 85.5 mph.

The 1964 Argentine race put a greater strain on both drivers and cars than ever before. Driving rain and thunderstorms caused the start to be postponed for eight days, and turned part of the course into mud-covered skating rinks.

The race was divided into six legs running across pampas, forests and mountain ranges—the highest being nearly 10,000 ft. above sea level. The sudden changes of the character of the race from flat-out sections to grinding mountain work accounted for a large proportion of the 206 cars that failed to finish. The 58 that finally arrived at Buenos Aires had put up with the most severe battering that roads and weather could produce.

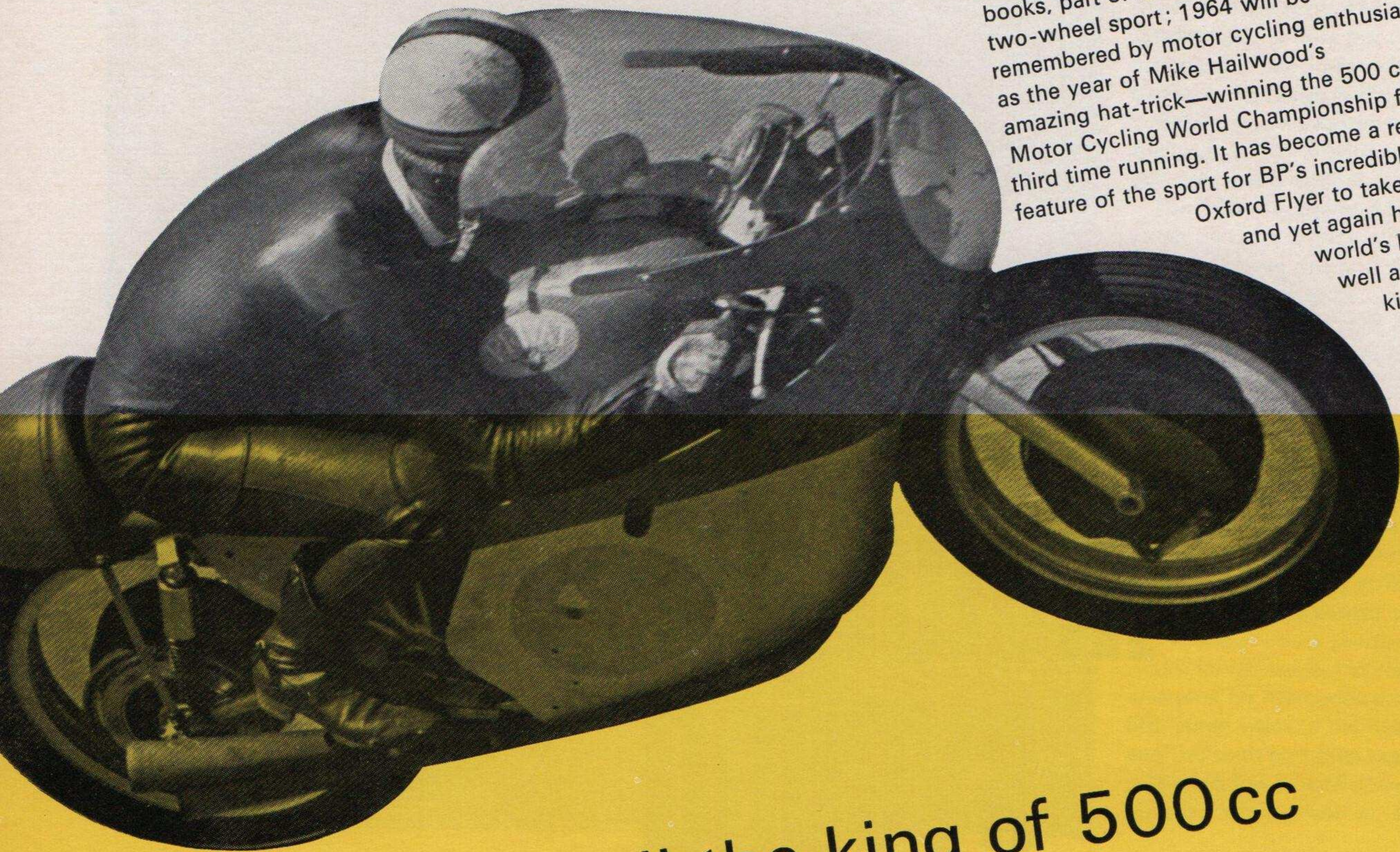
The fourth stage, the roughest of them all, was won by Mercedes driver Ewy von Korff; fifth stage went to the Mercedes of Glemser, and the sixth and final leg was again taken—in the face of some of the world's toughest opposition—by skilful Ewy.



*The Bohringer Mercedes on its way to win the race.
Bohringer scored his second win in this searching event.*

**motor
cycling**





By now it is in the history books, part of the story of two-wheel sport; 1964 will be remembered by motor cycling enthusiasts as the year of Mike Hailwood's amazing hat-trick—winning the 500 cc Motor Cycling World Championship for the third time running. It has become a regular feature of the sport for BP's incredible Oxford Flyer to take the title—and yet again he beat the world's best to become well and truly the crowned king of motor cycling.

hail the king of 500 cc



A check on Hailwood's bike before his record run at Daytona. Hailwood Senior looks on.

But that's not all the motor cycling Mike Hailwood did in 1964—not by a long way. Whilst he was at Daytona for the USA Grand Prix, for example, he decided to try for the One-Hour Record on his MV Agusta. He made his bid on race-day—just an hour or so before he was due to compete. Mike beat the 1957 record of 143.82 mph on the 2.5-mile speed bowl, putting up a speed of 144.83 mph for the hour. He went on to win the GP later in the day.

The classic Senior TT at the Isle of Man fell to Hailwood and his MV at a race average of 100.95 mph—about the same figure as his temperature was the day previously, when he had a severe attack of laryngitis. He scooped the Hutchinson 100, the Race of the Year at Mallory Park, he took part in four-wheel races and scored points in the World Championship of Drivers, the only man to notch up points simultaneously in the two sports. . . .

In addition to Hailwood's World Championship, Max Deubel (with his acrobatic passenger Emil Hoerner) took the Sidecar Championship in their BMW again—

Here are some of the major results that took Mike to the title in 1964:

1st United States Grand Prix

1st Isle of Man TT

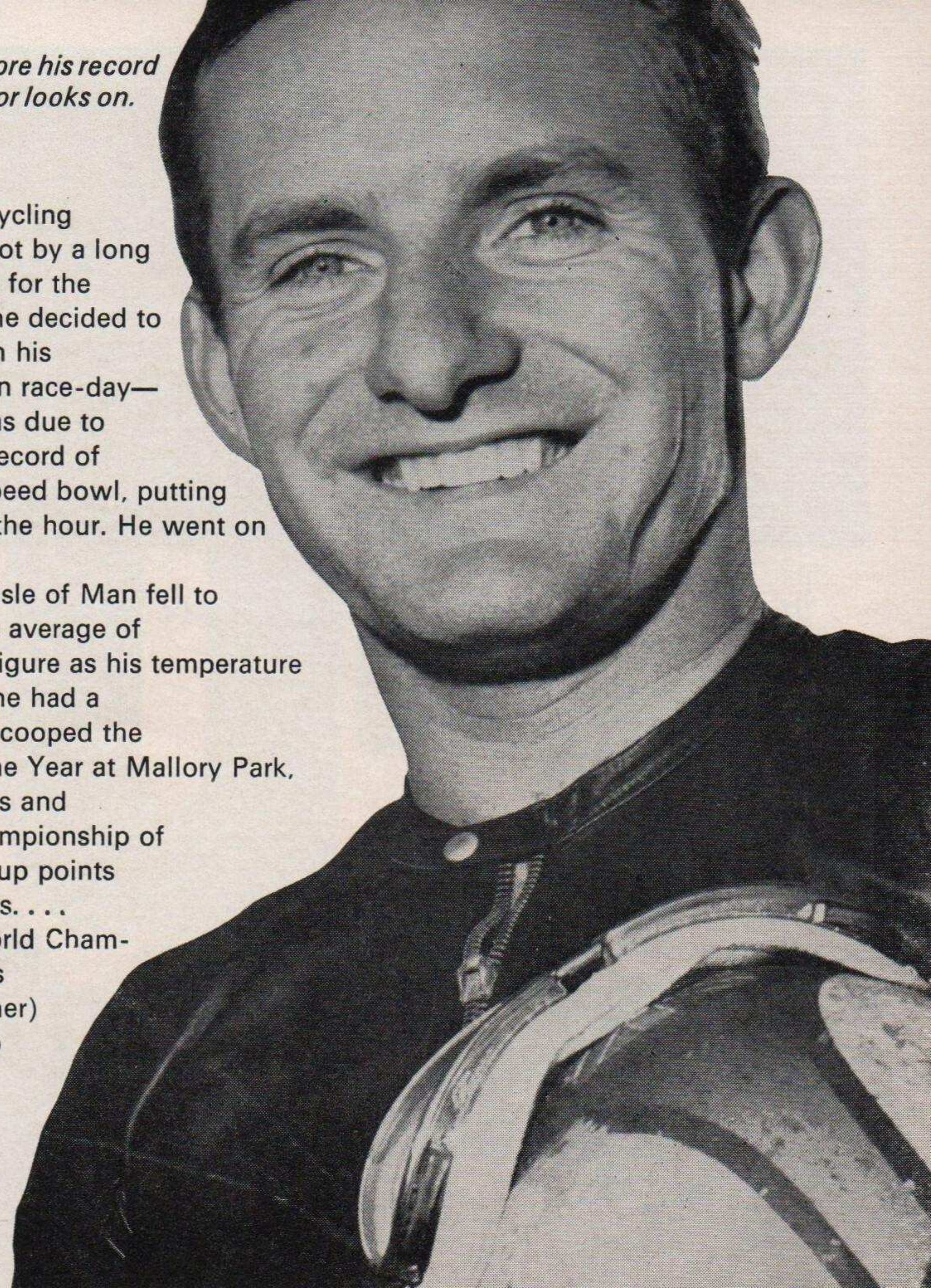
1st Dutch TT

1st Belgian Grand Prix

1st German Grand Prix

1st East German Grand Prix

1st Italian Grand Prix





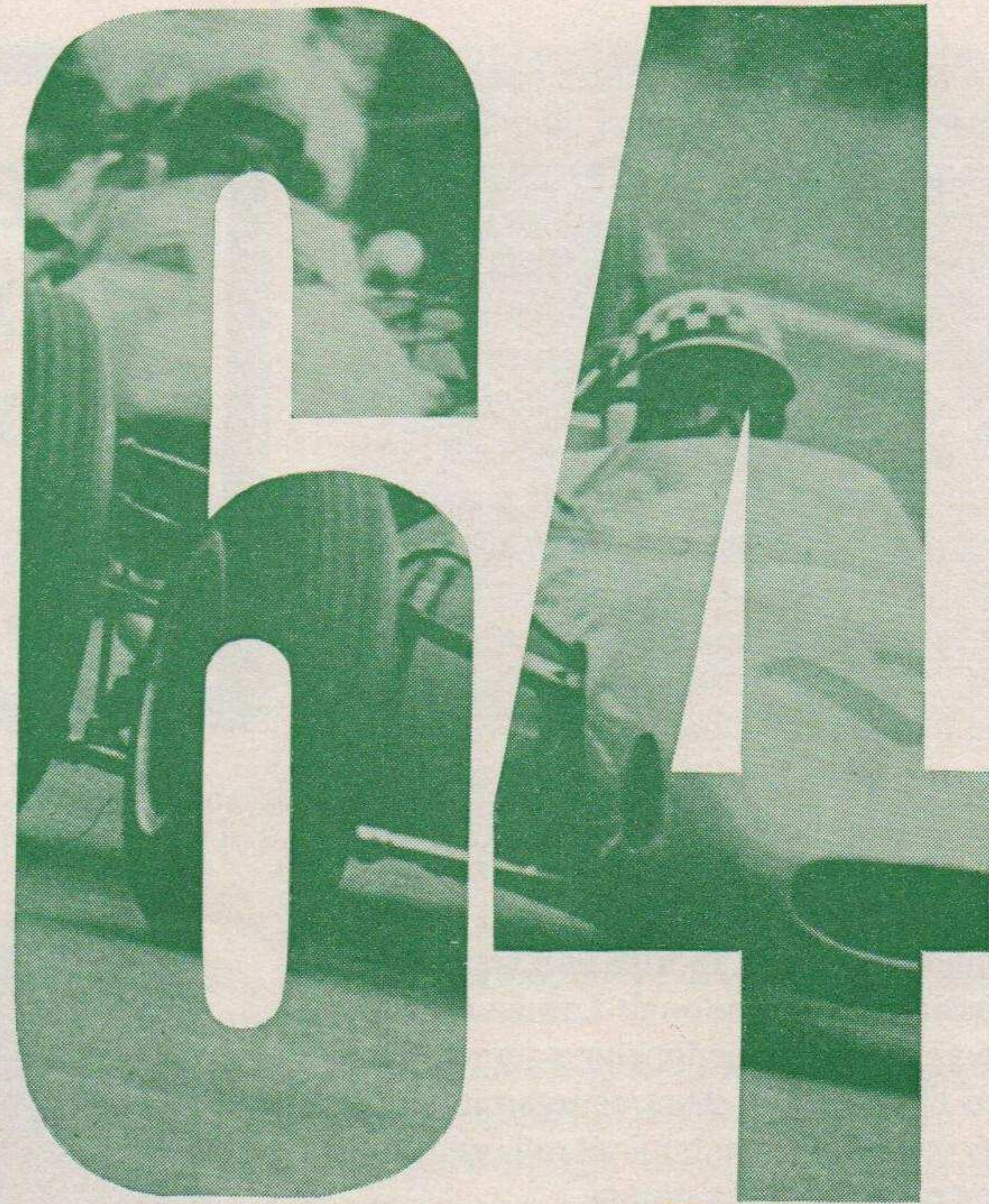
Deubel leads Vincent at Oulton Park in August 1964.

for the fourth time in succession. And Chris Vincent, Alan Shepherd, Swedish riders Jan Brenning, Rolf Tibblin and Torsten Hallman, all added substantially to their silverware during the 1964 season.



world

championship



Graham Hill and Richie Ginther opened the 1964 season with a repeat of their 1963 success, giving the Bourne Equipe a 1–2 victory in the opening round of the World Championship. Jim Clark, the 1963 World Champion, snatched an immediate lead, but almost came to grief on the very first lap when he sent the straw flying at the chicane and damaged his rear anti-roll bar.

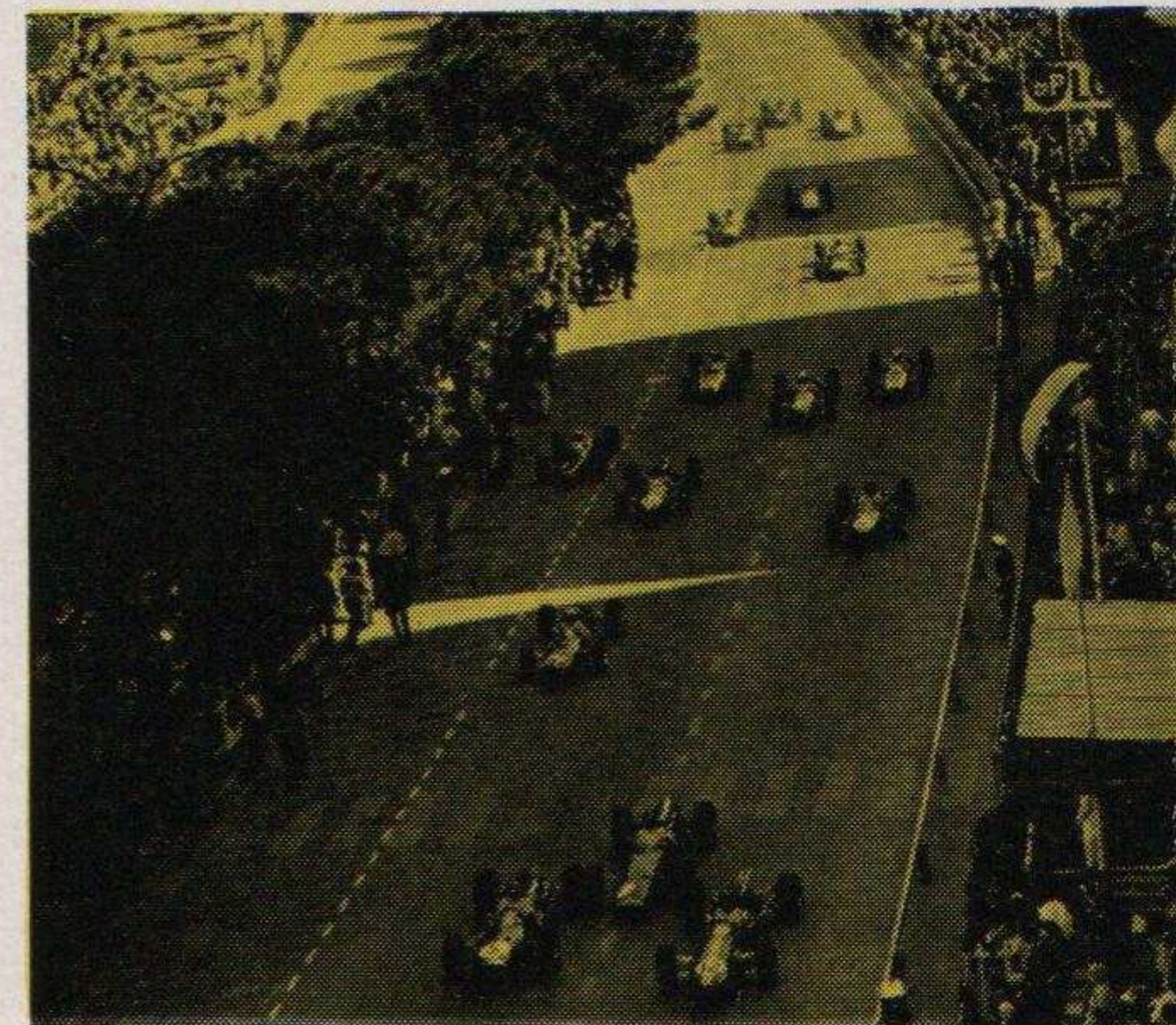
By half distance the three leaders were within four seconds of each other, first Clark and then Hill breaking the lap record. The exit of Gurney with gearbox trouble put Hill in the lead. Clark, some 16 seconds behind, stopped outside the Chatham Bar with loss of oil pressure. With Clark's Lotus out of the running, Arundell and Bonnier went into third and fourth spots. But it was a more-than-puzzled Bonnier and Hailwood who were finally relegated to fifth and sixth places after passing the abandoned Lotus whose driver was classified as finishing fourth. The Monaco circuit again demonstrated its capacity for taking mechanical toll, with only six cars completing the course.

2. *The Start.*

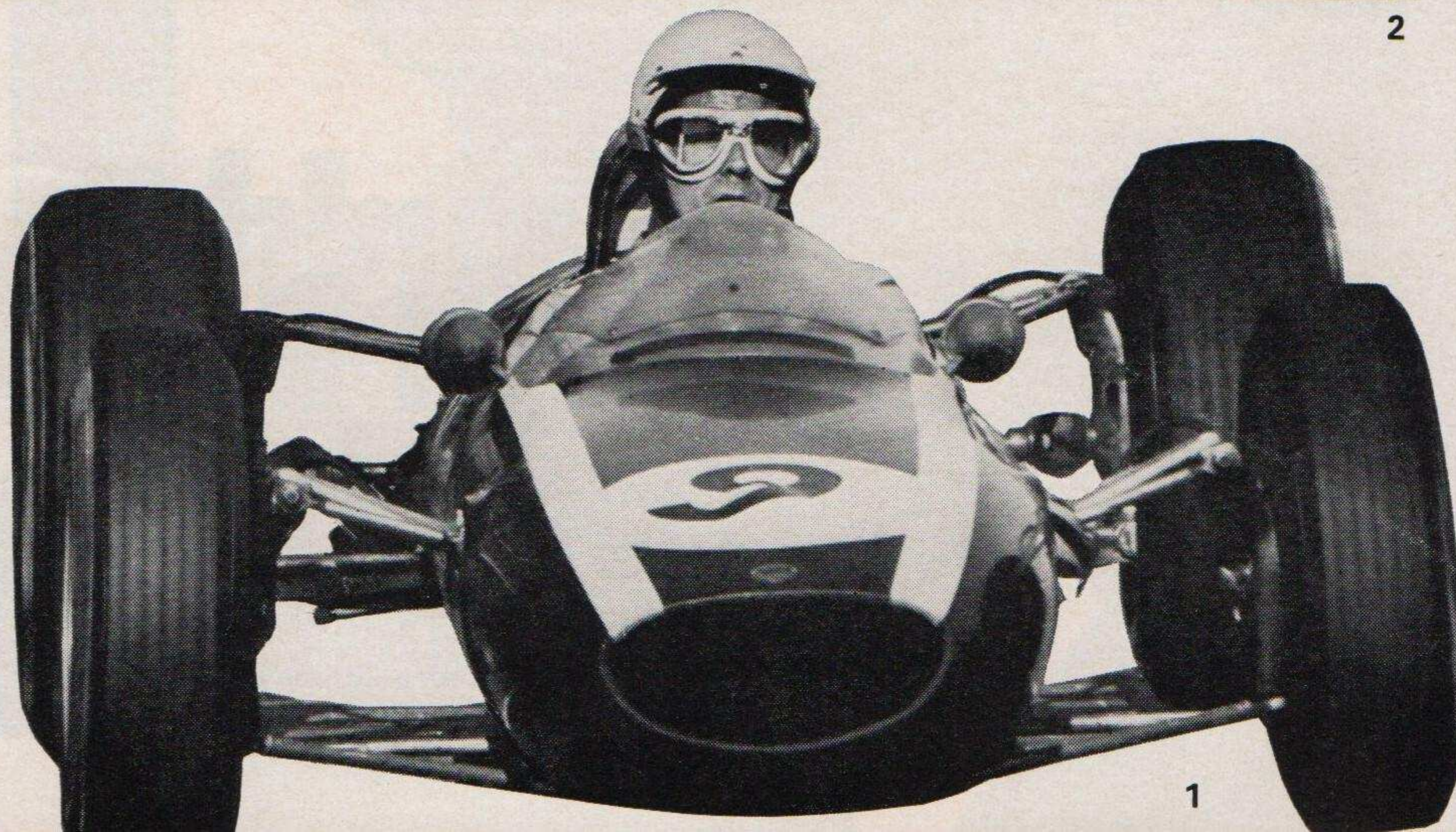
1. *Phil Hill (Cooper) approaches the chicane.*

Grand Prix of Monaco

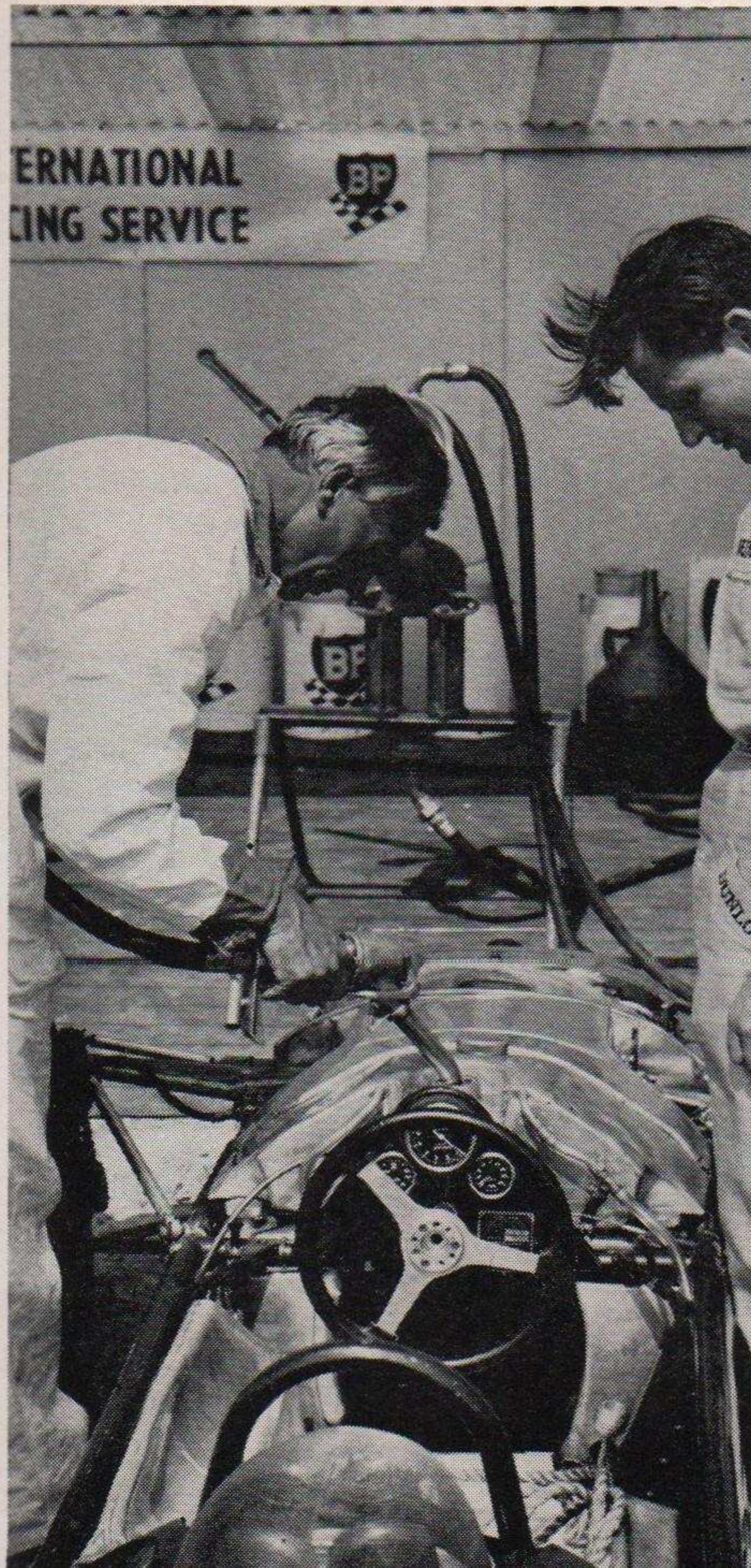
10th May—100 laps—194 miles



2



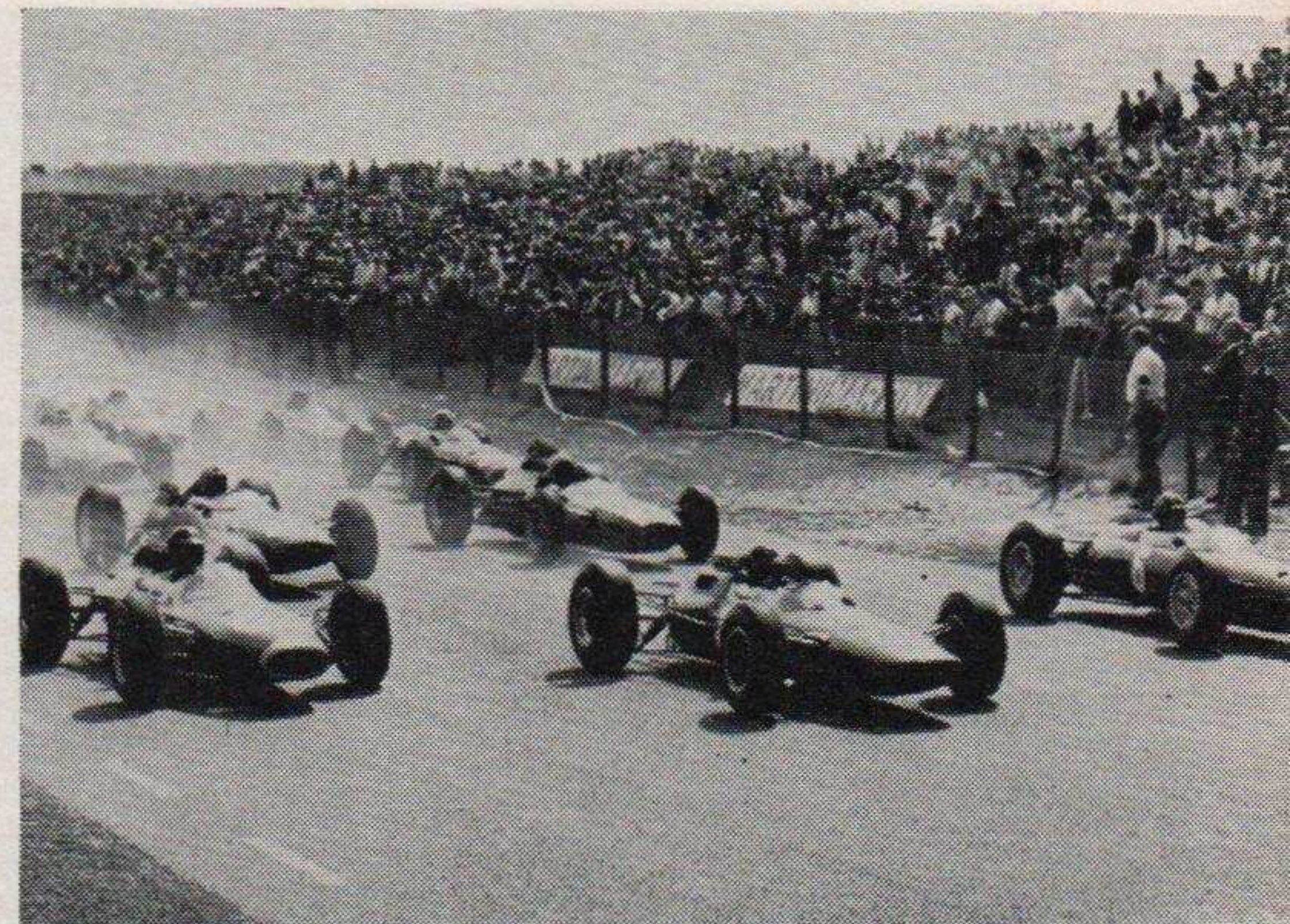
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Grand Prix of Holland

24th May—80 laps—208 miles

2



1. *Cooper driver McLaren watches his car being fuelled before the race.*
2. *The cars leave the start line at Zandvoort in a cloud of smoke.*

A remorseless Jim Clark led the field from the flag in the 14th Dutch Grand Prix at Zandvoort, lapping all but Surtees in the 208 miles race, continuing his winning pattern of last year's event by setting up a new race and lap record.

Chris Amon and Mike Hailwood in the Lotus-BRM's entered by the Parnell Equipe both made heartening performances, with Amon finishing fifth ahead of Anderson and the two works Coopers. Hailwood and Anderson carried on with their almost continuous dispute lap after lap until, on the 57th, Hailwood retired with a broken crown wheel and pinion.

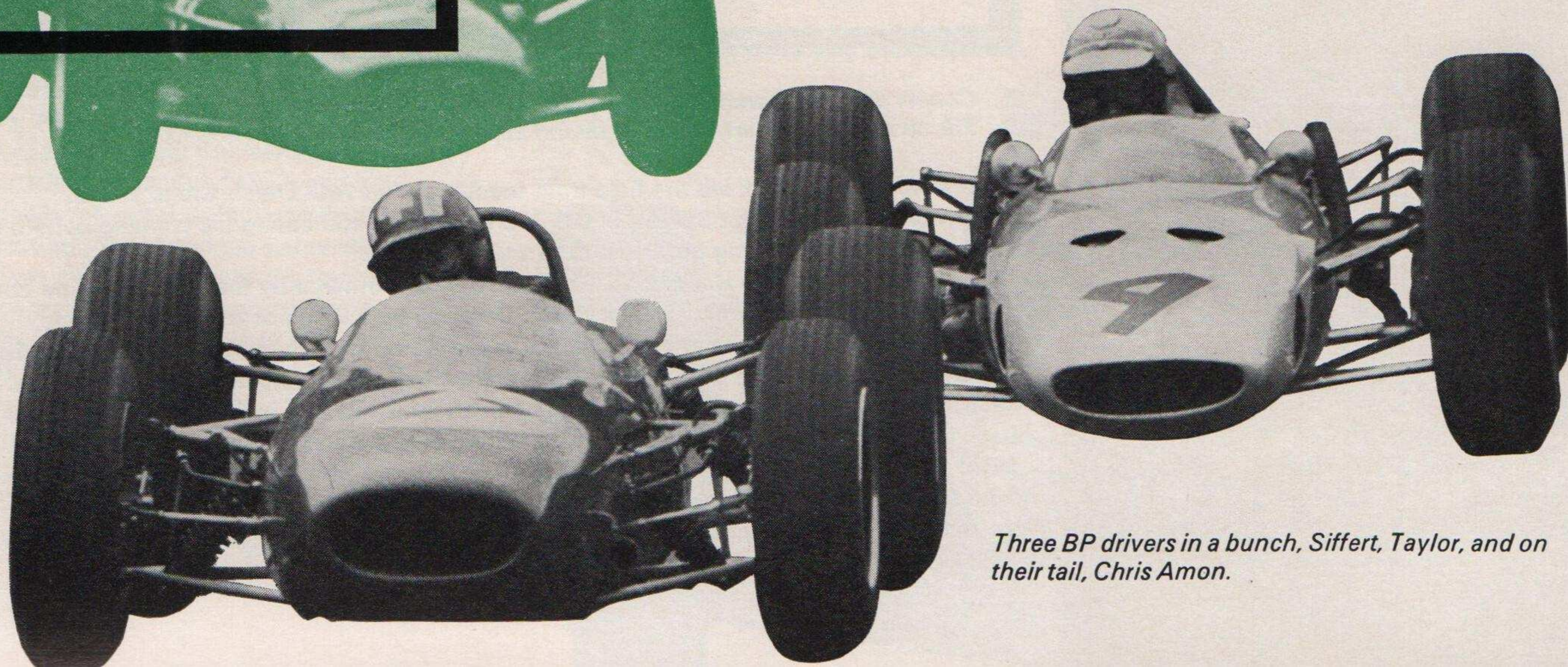
Luck seemed to have turned for Graham Hill after his fine win at Monaco, and he was held back to an eventual fourth place, although during the opening stages of the race the BRM was constantly changing positions with Gurney's Brabham and the Ferrari of Surtees, who showed at Zandvoort that the Ferrari would prove serious competition during 1964—an illustration that was confirmed later in the season.

Grand Prix of Belgium

14th June—32 laps—280 miles

The Grand Prix of Belgium at the Spa circuit in the Ardennes must be regarded as one of the most unusual in the World Championship series. The last-lap drama in which Jim Clark clinched the race without even realising it threw more than the Lotus driver into confusion. Dan Gurney came extremely close to giving the Brabham car its first-ever Grand Prix win, leading the race but a pit stop allowed Graham Hill to go into the lead, closely followed by Bruce McLaren in the Cooper.

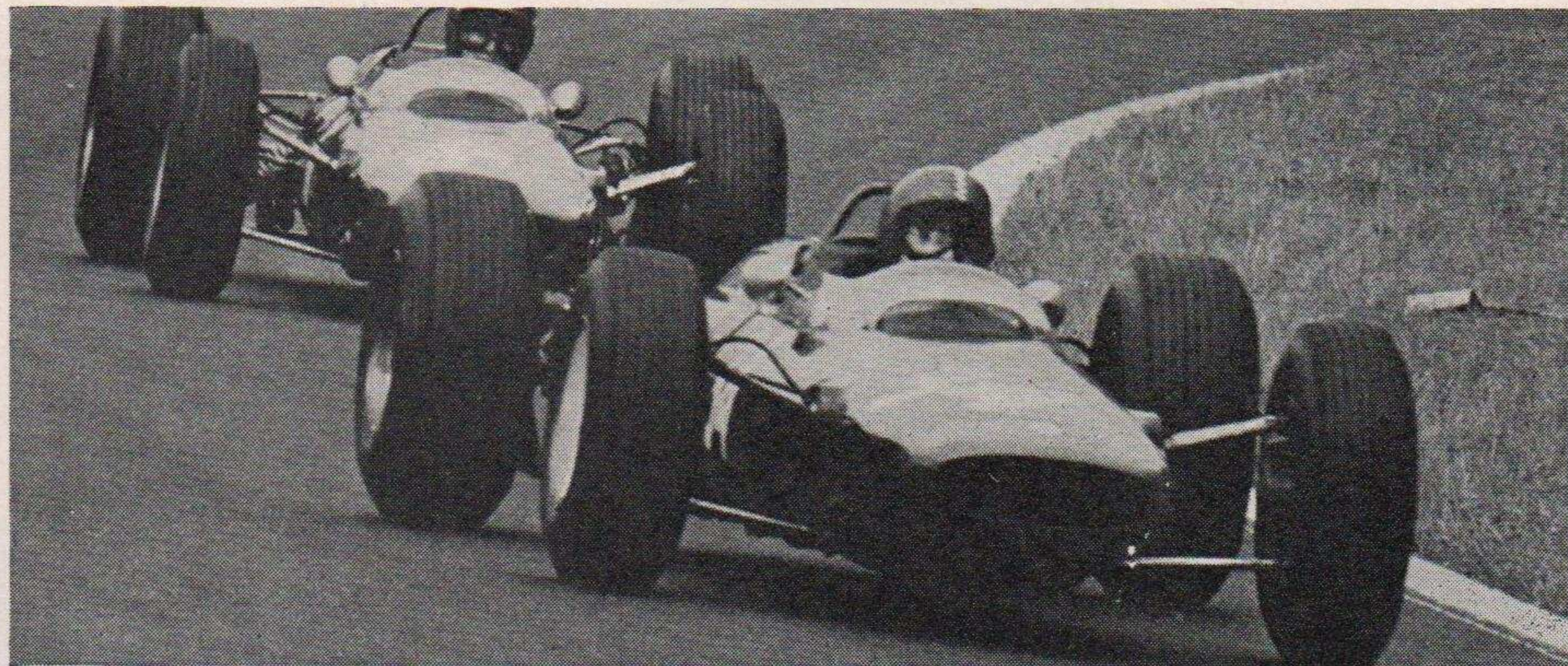
The electrified crowd came to its feet as the time drew near for Hill to round the hairpin at La Source on the last lap of the race. The amazed spectators saw Bruce McLaren appear first. He seemed to have the race in his pocket, but as the Cooper coasted down the hill with a flat battery and with less than 100 yards to the line, Clark, who seemed to have appeared from out of the ground, stormed past the Cooper and for a few confused moments no one seemed to know who had won the race.



Three BP drivers in a bunch, Siffert, Taylor, and on their tail, Chris Amon.

Grand Prix of France

28th June—57 laps—232 miles



Left: Paddock scene at the French Grand Prix.

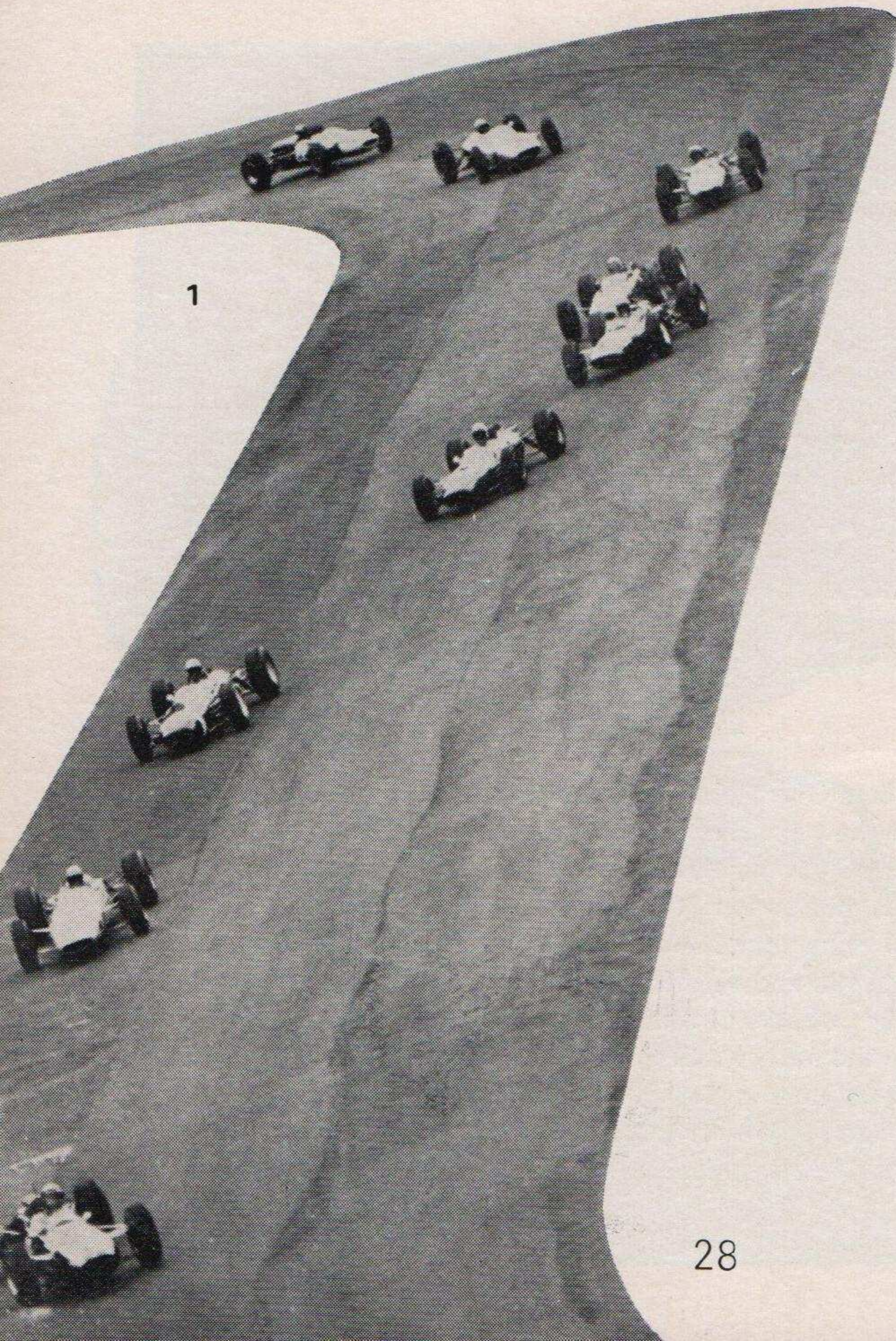
Above: At the Nouveau Monde Hairpin Amon and Hailwood of the Parnell Equipe keep close company.

After being so close to victory at Spa, Dan Gurney came to the Grand Prix de l'ACF at Rouen fiercely determined to repeat the victory he gained at this circuit driving the Porsche in 1962.

Until nearly half the distance Jim Clark held the lead over the Brabham driver, breaking the lap record three times in the process, but on lap 30 Clark made a pit stop with a suspected hole in a piston, which led to his retirement. This left Dan Gurney with a tremendous lead over Brabham, Graham Hill and Arundell. Behind them and engaged in a tremendous dice were Ginther and the Coopers of McLaren and Phil Hill.

Although Dan Gurney ran away with the race, winning by over 25 seconds, second place was in dispute for fully 26 laps with Brabham and Graham Hill fighting tooth and nail, passing and re-passing each other in a battle which lasted to the line, when the Bourne car snatched second place by 1½ seconds.

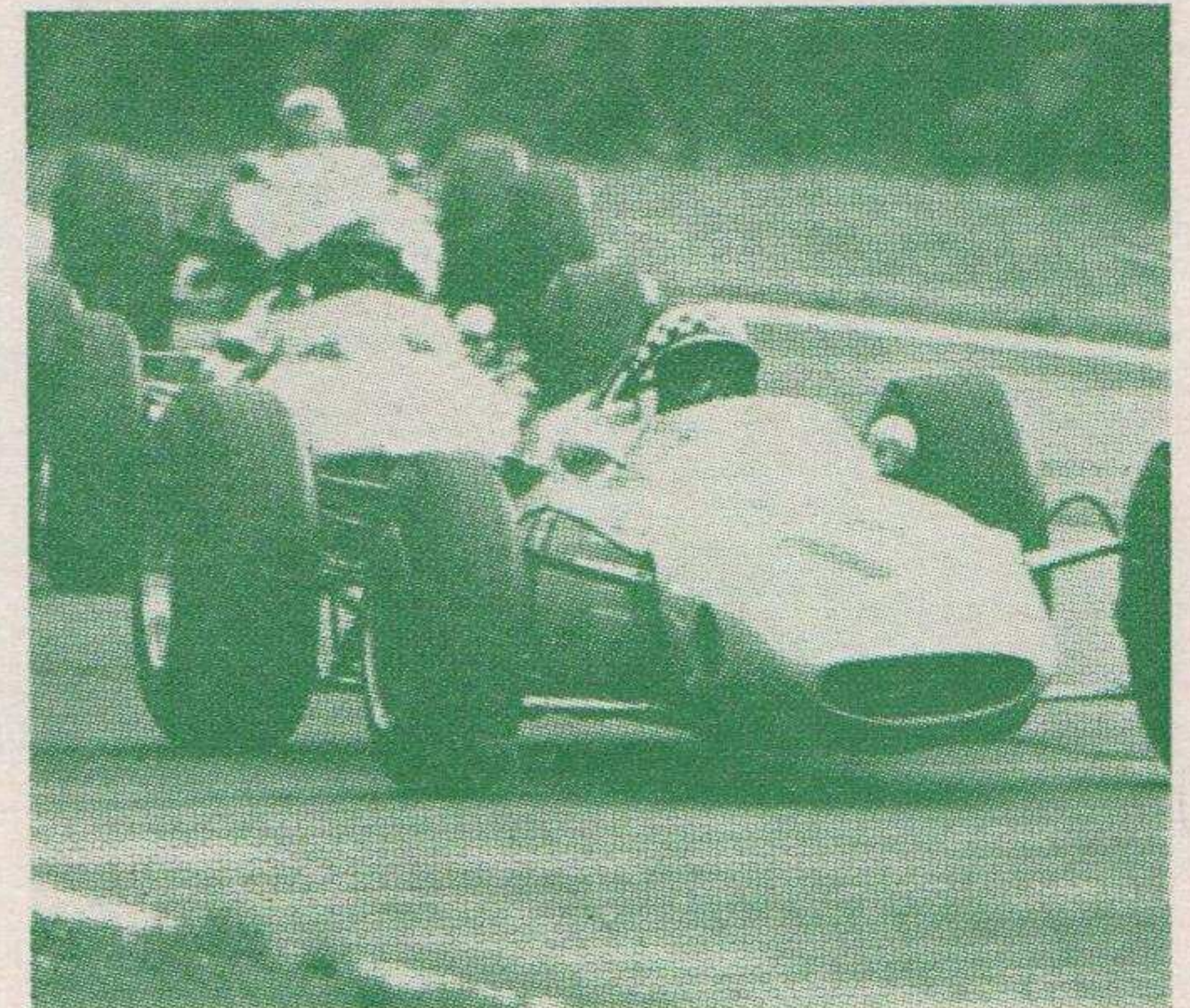




Grand Prix of Great Britain

11th July—80 laps—212 miles

- 1. A queue down the steep drop from Druids to South Bank.*
- 2. Innes Ireland heads a gaggle of cars into South Bank.*
- 3. The GP set. Nearly all the drivers in the European Grand Prix are shown in this picture.*



The venue for the RAC British and European Grand Prix was Brands Hatch, used for the first time for this important event. The 2.65-mile Kent circuit gave Jim Clark one of his most exhausting races to date. Although never headed, Clark did not have more than 7.5 seconds in hand over Graham Hill at any time, and the crowds saw the fastest and closest race ever to be held at Brands. Such was the pace of the race, and the number of pit stops made by the other leading

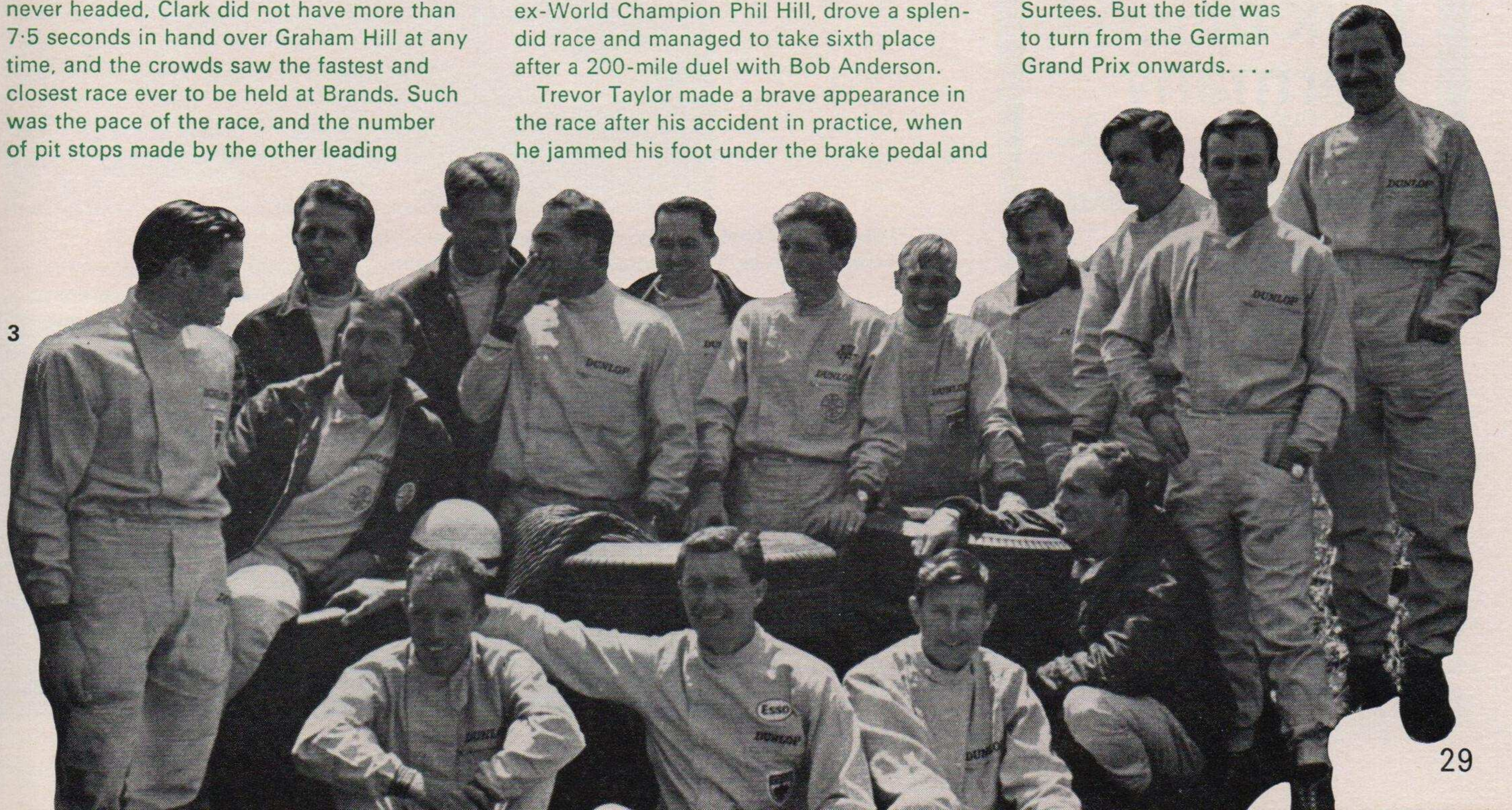
contenders, that only John Surtees in the Ferrari finished on the same lap as Clark and Hill.

Bruce McLaren retired on the seventh lap with gearbox trouble, but his team-mate, ex-World Champion Phil Hill, drove a splendid race and managed to take sixth place after a 200-mile duel with Bob Anderson.

Trevor Taylor made a brave appearance in the race after his accident in practice, when he jammed his foot under the brake pedal and

went over the bank, but he dropped out of the race after 23 laps in the Lotus-BRM.

Clark's victory in this event put him just four points ahead of Hill in the World Championship, and a clear 20 points ahead of John Surtees. But the tide was to turn from the German Grand Prix onwards. . . .



Grand Prix of Germany

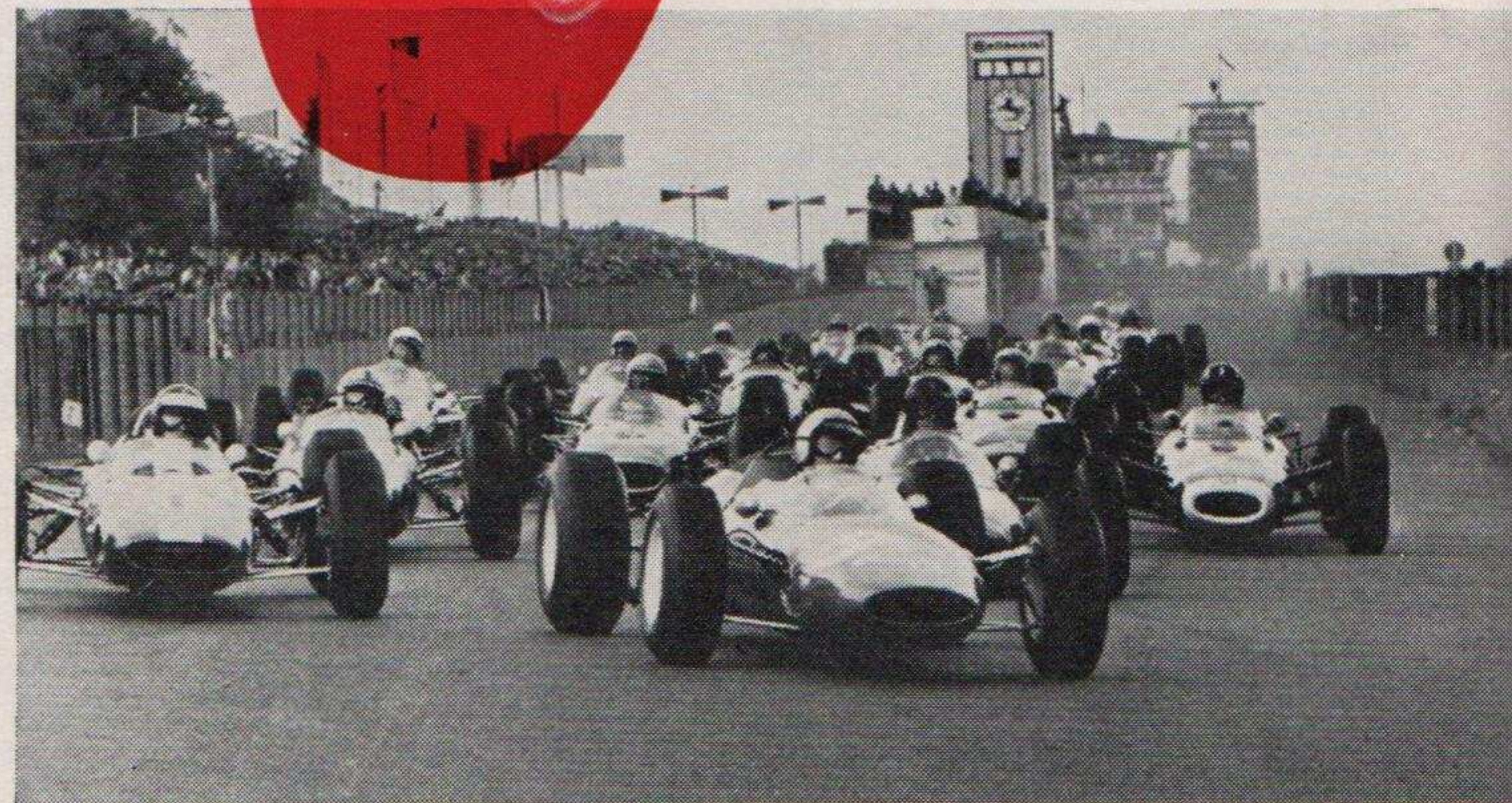
2nd August—15 laps—213 miles

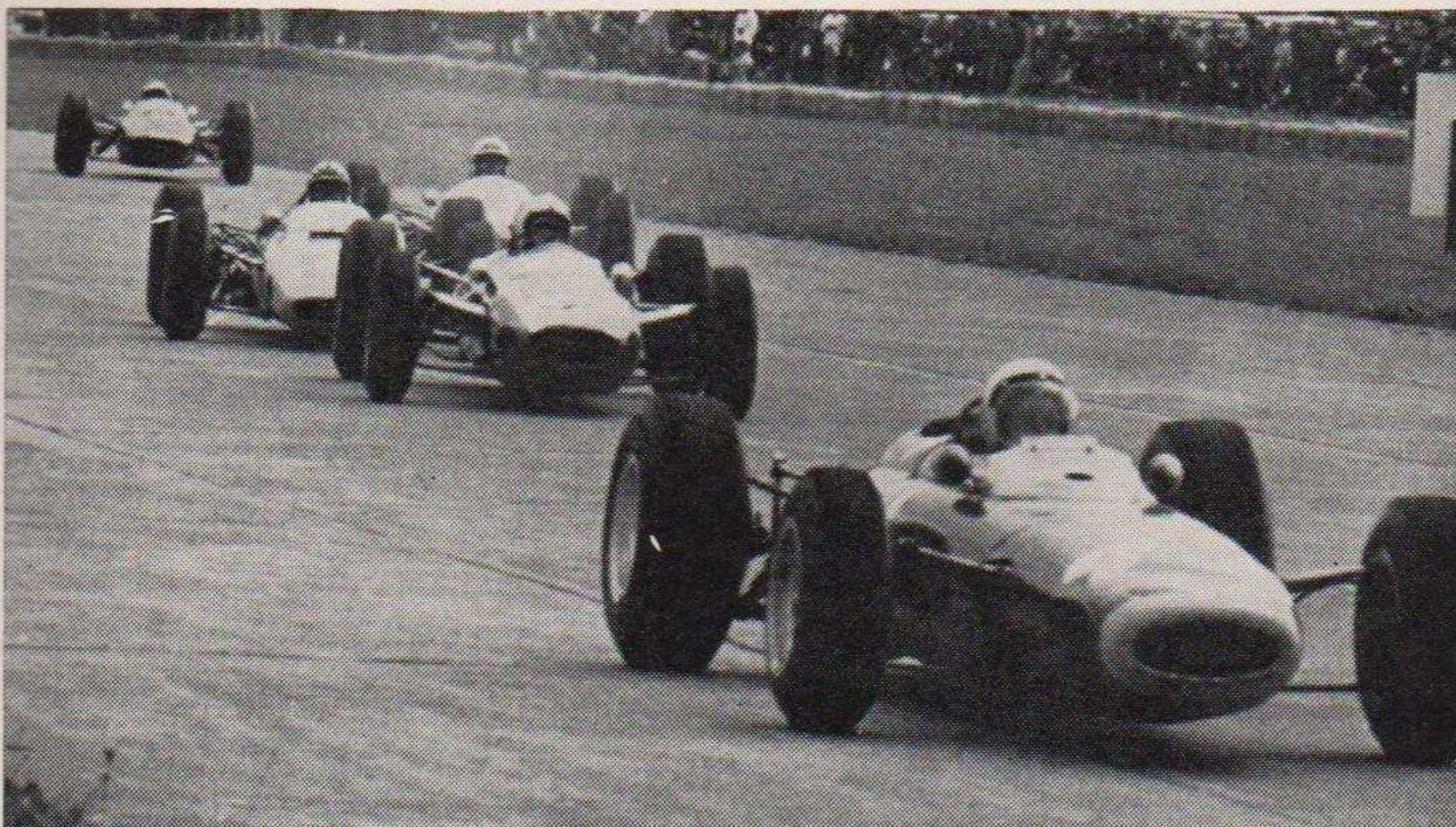
The BP fuelled and lubricated Honda showed great promise on its first appearance, but went off the road after 11 laps.

John Surtees pulled off his second successive victory in the German Grand Prix held at the Nurburgring, in the Eifel mountains.

The international crowd of 310,000 saw the first appearance of the new F1 Honda from Japan. After problems in practice with the new car American Ronnie Bucknum started from the rear row of the grid, but by the end of the first lap he had pulled up several places and would surely have finished in the first 10 had he not left the road on lap 12, damaging the BP fuelled and lubricated car.

Maurice Trintignant, in his last year of racing, put up a splendid performance in his BRM, eventually pushing the car over the line with a flat battery to be credited with fifth place, ahead of Tony Maggs in the Centro Sud BRM. Graham Hill's second place in his anything-but-healthy car gave him a precarious lead over Jim Clark (who retired on the seventh lap) of two points.





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At an average speed of 99.2 mph Lorenzo Bandini in a V6 Ferrari won the Austrian Grand Prix (the first as a Grand Epreuve) just six seconds ahead of Richie Ginther in a BRM. The bumpy airfield circuit took its heavy toll, and the only other works driver to complete the course was Jack Brabham.

The Cooper stable had an unfortunate race; in practice Phil Hill left the track at the only left-hander. In the race Hill had to use the 1963 car, and after going quite well left the course again at the same point. This time the car caught fire, sending a pall of black smoke across the airfield; luckily Hill escaped without injury.

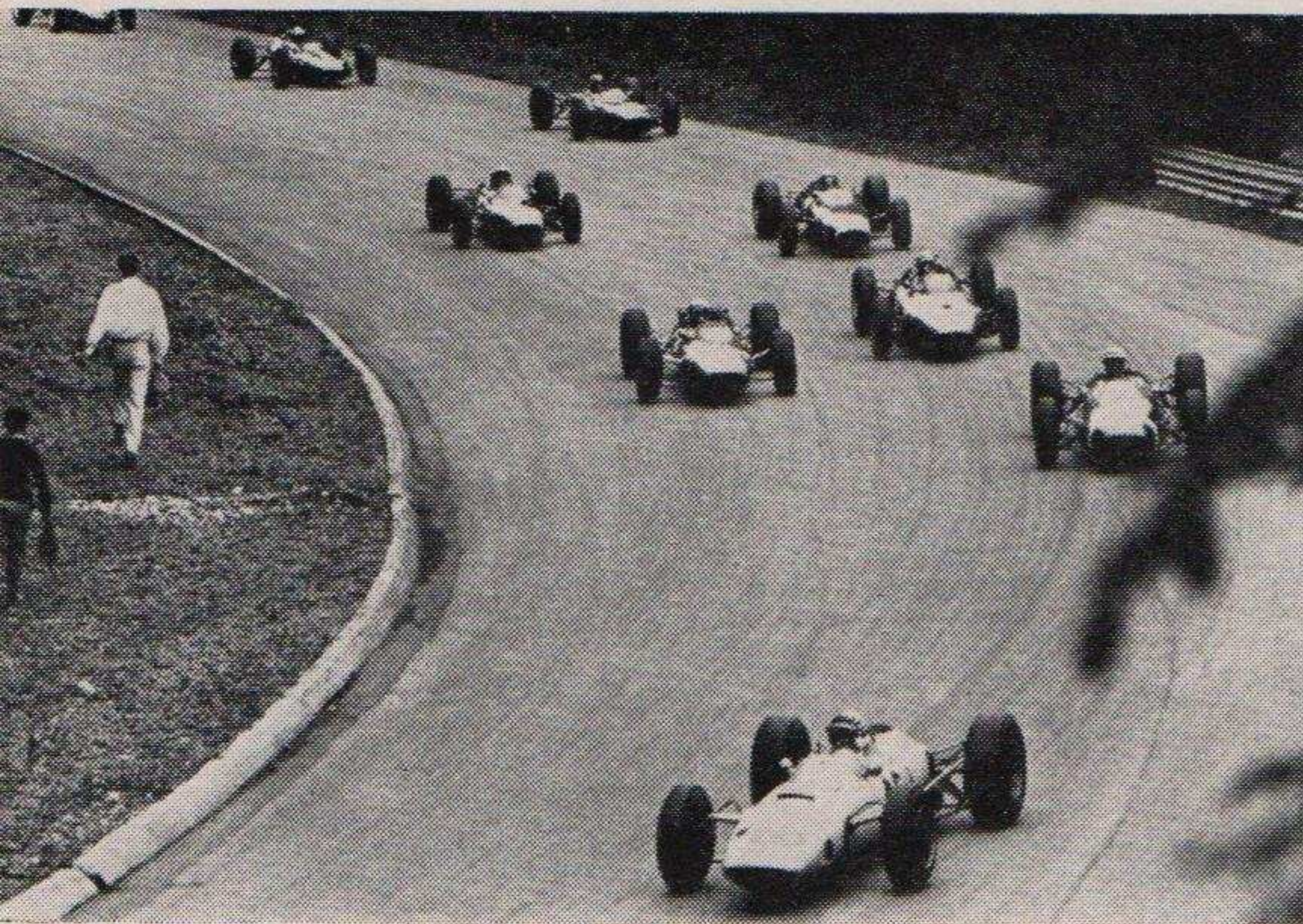
Innes Ireland's determination must be applauded; with an engine that was definitely off-song, he raced doggedly on over the car-breaking circuit to take the flag in a creditable fifth place in the BRP car.

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Grand Prix of Austria

*23rd August—105 laps—
209 miles*

1. *Ginther is eagerly chased by McLaren (Cooper) Ireland (BRP), and P. Hill (Cooper).*
2. *Phil Hill tries to put out the fire. His Cooper burst into flames when he went off the road on the 59th lap.*



Grand Prix of Italy

*6th September—78 laps—
279 miles*

The Monza circuit provided one of the most spectacular races of the season with wheel-to-wheel driving that had the crowds on their toes for a little over two hours.

At the fall of the flag Graham Hill lost his clutch on the line and, as other drivers were taking avoiding action, Bruce McLaren took advantage of the situation and shot into the first corner fractionally ahead of Gurney, Surtees and Clark. Each time the leaders passed the tribunes the crowds rose to their feet roaring their heads off as drivers slipstreamed and then pulled out to change position. Just behind the first group of drivers came Ireland, Bonnier and Brabham, locked in tremendous battle as they leapfrogged each other all round the circuit.

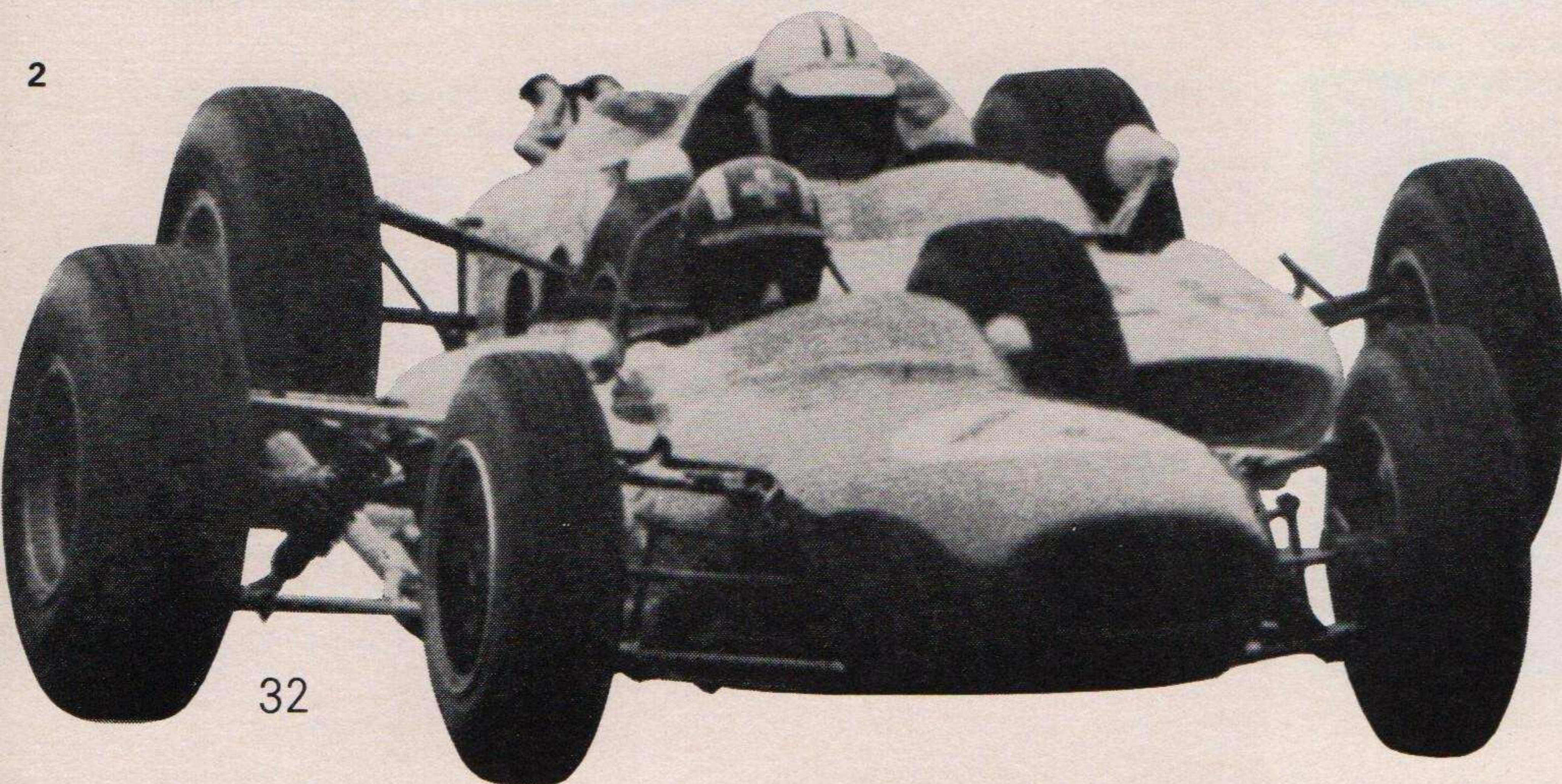
The scenes at the finish were almost indescribable when Surtees crossed the line to give Ferrari victory on their own ground; Bruce McLaren finished a secure second, ahead of Bandini and Ginther.


The BRP-BRM driven by Innes Ireland emerged triumphant from its battle and finished fifth to the delight of Tony Robinson and his BRP mechanics from the North London Equipe.

1. *Ireland (foreground) shows the way around the Monza circuit.*
2. *Honda v. Brabham. Bucknum and Siffert duelled closely for part of the race.*

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Grand Prix of the U.S.A.

*4th October—110 laps—
253 miles*

With just four points between Graham Hill, Clark and Surtees for the World Championship, a crowd of over 75,000 went to Watkins Glen to witness a tremendous battle for the title. Graham Hill eventually fought off all opposition to bring his car home in first place. At the start of the race John Surtees held the lead over Spence, Hill and Clark for just 13 laps, and then it was the Flying Scotsman who took the lead. But on lap 44 Clark was in trouble, and limped into the pits with fuel injection problems. Innes Ireland's streak of back luck returned; just as he was to take sixth place from Jack Brabham on the second lap, his gear lever broke. However, Jo Siffert with his Brabham BRM, now in Rob Walker's colours, steadily worked his way through the field from twelfth place to finish third behind the Ferrari.



Grand Prix of Mexico

*25th October—65 laps—
201 miles*

Although victory of the Mexican Grand Prix went to Dan Gurney in the Brabham, his win was rather over-shadowed by John Surtees taking the World Championship in the closest fought series to date. Both Clark and Hill, still in with a chance at the start of the race, were put out of the running by sheer misfortune.

From the first lap Clark led the race, but just ten laps from the end his oil pressure began to fall. With just one lap to go his engine began to falter and Gurney screamed past the slowing Lotus. As the Lotus came to a halt at the back of the circuit the Ferraris of Surtees and Bandini went into second and third places, thus giving the Maranello concern the Drivers' Championship and the Constructors' title.

The contenders line up on the grid for the penultimate battle of the season—the United States Grand Prix.

some other major races

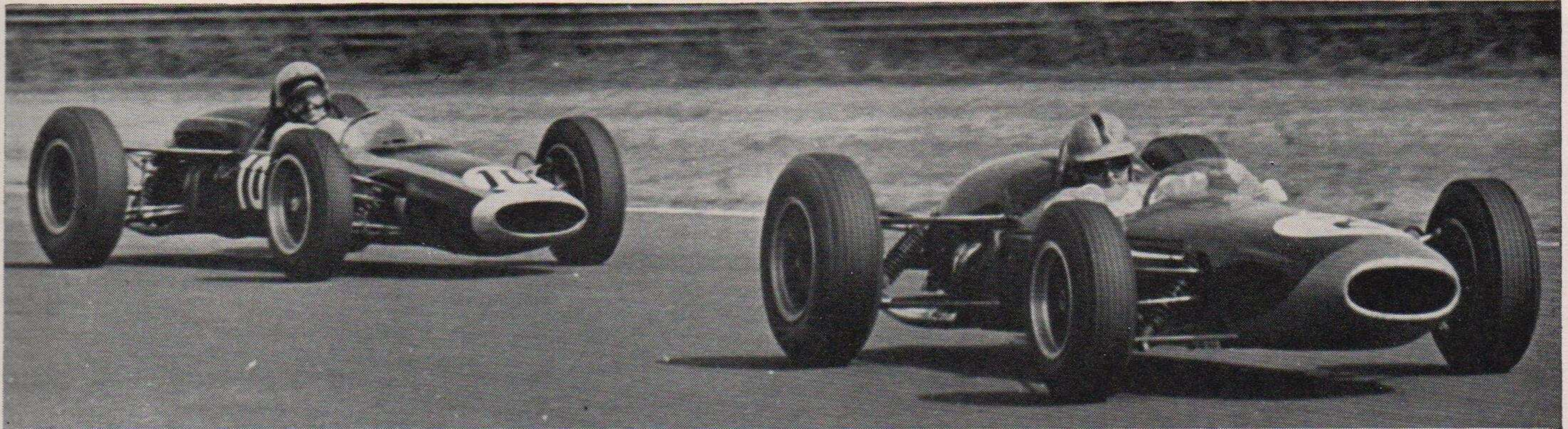
Through the racing season the world's spotlights are usually on the Grandes Epreuves—the races that count towards the World Championship of Drivers—and on the big, popular, crowd-drawing events such as Le Mans. But the racing season, a full year-long now that motor sport in the Antipodes is increasing in importance, is packed with races that are equal in calibre and spectacle to the more publicised events.

Here are a few of the many BP successes in major races of 1964. . . .

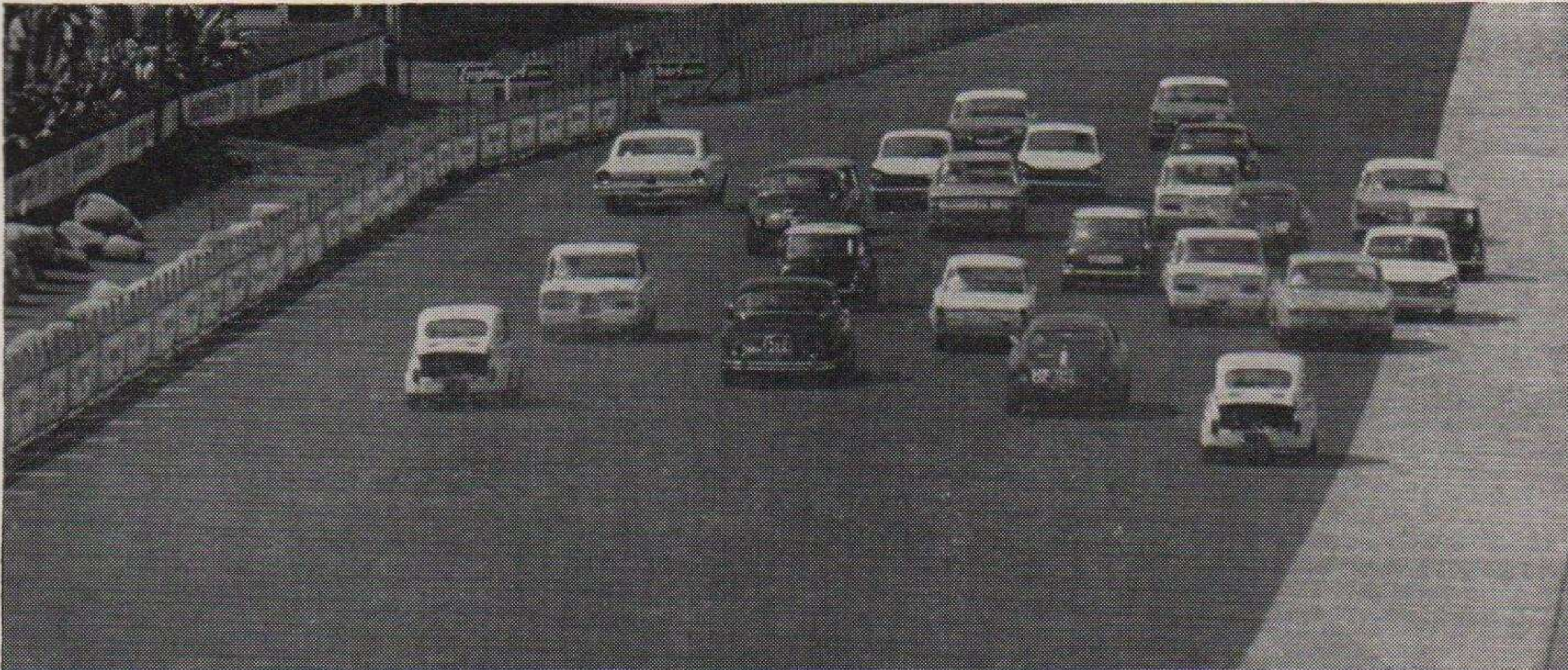
January 4th saw the opening round of a series that is rapidly gaining in importance in the racing calendar—the Tasman Cup Series. For single-seater cars up to 2½ litres in capacity, this eight-race series is fought out over the first few weeks of the year and includes the major races of New Zealand and Australia. BP pilot Bruce McLaren won the New Zealand GP, the Lady Wigram Trophy, the Teretonga GP, taking home the Tasman Cup and Championship title.

At home Innes Ireland opened his year by a first place in the Daily Mirror Trophy in a BP fuelled-and-lubricated BRP car, and in April the classic Targa Florio brought a win to BP and the works Porsche of Colin Davis and Antonio Pucchi. The Whitsun meeting at Crystal Palace saw a newcomer, 22-year-old

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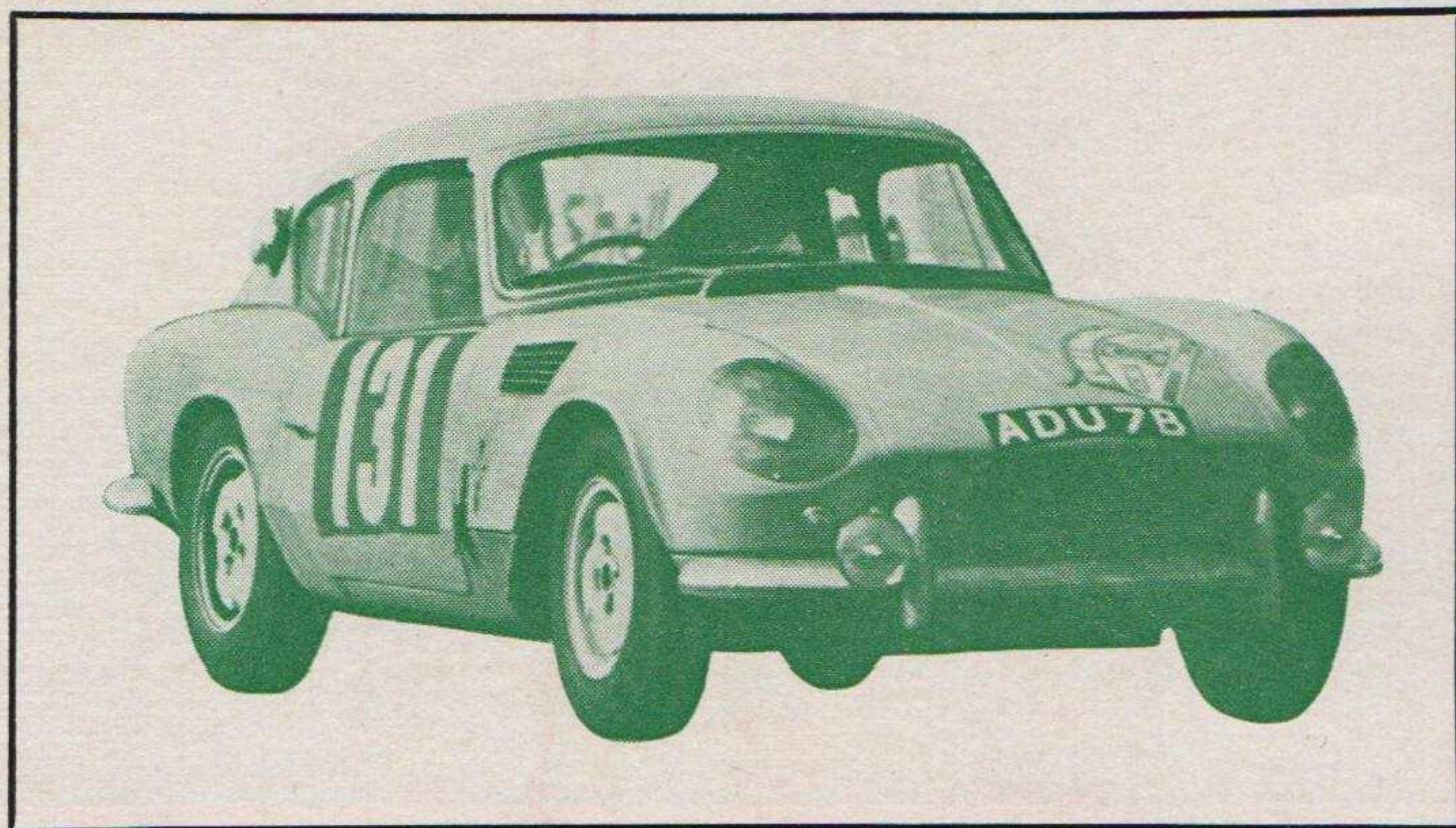


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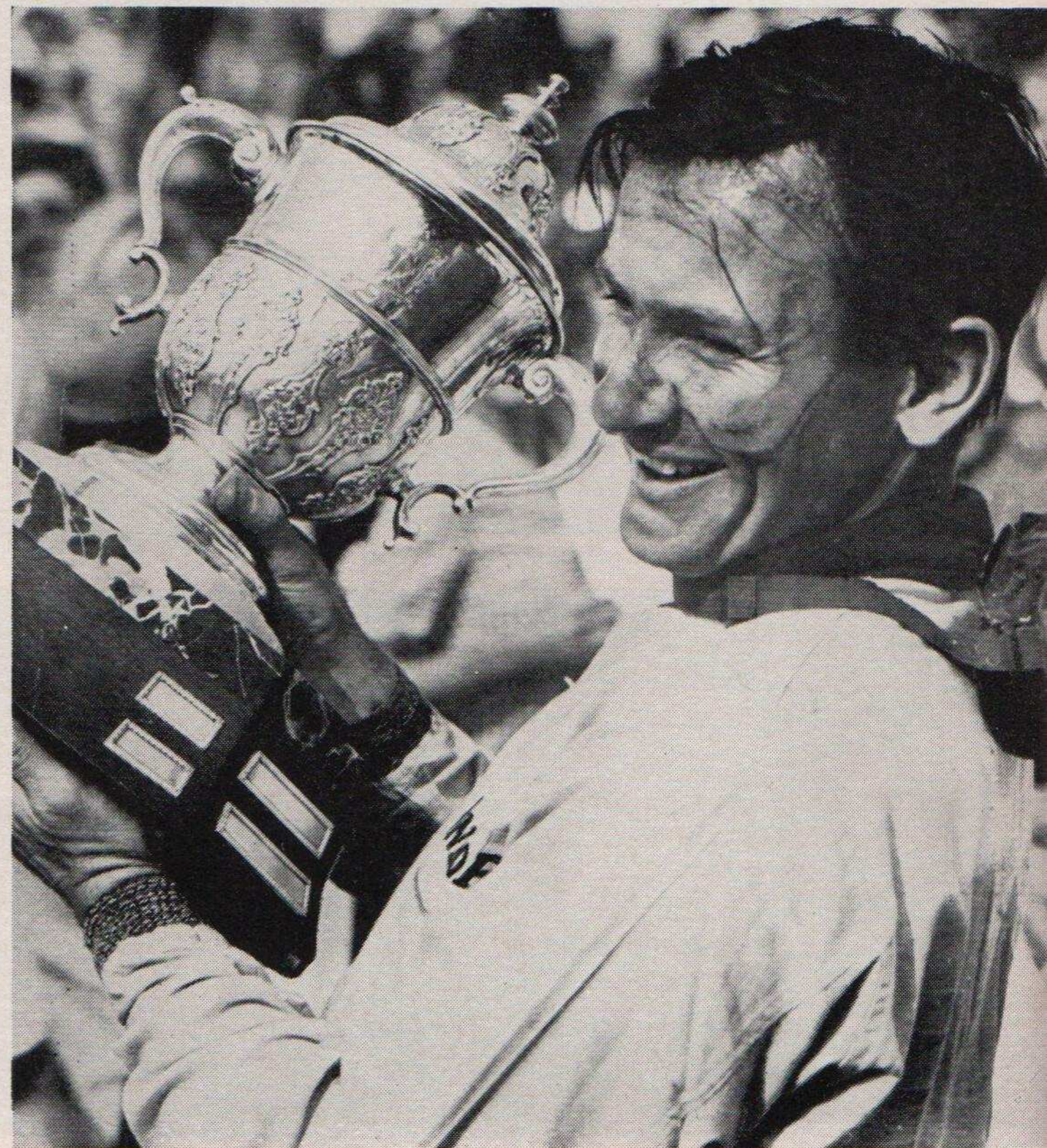
1. *Rindt leads Beckwith round Shaw's Corner at Mallory Park on Whit-Sunday. The next day at Crystal Palace he brought his Brabham-Cosworth into a brilliant first place, beating two world champions.*
2. *The Tasman Cup series. Brabham leads McLaren at Warwick Farm. Jack won this race but Bruce McLaren took the championship.*
3. *The Nurburgring Six Hour Race. A win for Mercedes, who had returned to racing as a works team for the first time in nine years.*



Above: This Spitfire scored a great success in the Tour de France, winning the 1001-1300 cc. GT class.

Right: Bruce McLaren, winner of the Player's 200 at Mosport, Canada.

Austrian Jochen Rindt win the Formula 2 London Trophy Race—ahead of two British World Champions, Clark and Hill. In May the Prix de Paris meeting proved a British day with BP driver Peter Sutcliffe victorious in the big GT race. The Player's 200 race at Mosport, Canada, gave Bruce McLaren and BP another win when he brought his Cooper-Oldsmobile home in premier position. Later in the month, Mercedes took first in the Nurburgring Six-Hour Saloon Car Race, and in July a BP fuelled-and-lubricated Mercedes 300 SE won the fast Twenty-Four Hour Race at Spa. The Mediterranean Grand Prix went to BP (Siffert), the Guards Trophy was taken by McLaren, the Rand Daily Mail Nine-Hour was won by the Piper/Maggs Ferrari, and so on. . . .



Races and Rallies 1965

Here are dates and places of some of the major international motor sport events of 1965—information that may help you to plan your holidays and weekends during the season. Keep BP MOTOR SPORT as a reference for the sporting fixtures you intend to see—at the event itself or on television.

Grandes Epreuves

- January 1: South African Grand Prix (East London)
- May 30: Monaco Grand Prix (Monte Carlo)
- June 13: Belgian Grand Prix (Spa-Francorchamps)

- June 27: French Grand Prix (Clermont Ferrand)
- July 10: British Grand Prix (Silverstone)
- July 18: Dutch Grand Prix (Zandvoort)
- August 1: German Grand Prix (Nurburgring)
- September 12: Italian Grand Prix (Monza)
- October 3: USA Grand Prix (Watkins Glen)
- October 24: Mexican Grand Prix (Mexico City)

International Races in Britain

- March 13: Brands Hatch (F1, T)
- March 20: Silverstone (F1, S, GT)
- April 3: Oulton Park (F2, F3, S)
- April 10: Snetterton (F1, F2, S)
- April 19: Goodwood (F1, S, GT)
- May 1 (or Sept 4): Goodwood (GT)
- May 8: Oulton Park (F1, S, GT)
- May 15: Silverstone (F1, S, GT, T)
- June 7: Crystal Palace (F2, S, GT)
- July 10: Silverstone (British GP)
- August 30: Brands Hatch (S, GT)
- September 18: Oulton Park (F1, F2, F3, S)

European Rally Championship Events

- January 16–23: Monte Carlo Rally, Monaco
- February 25–28: Rally of the Flowers, Italy
- March 10–15: Rally to the Midnight Sun, Sweden
- April 1–4: RACE Rally, Spain

- April 26–30: Tulip Rally, Holland
- May 20–23: Acropolis Rally, Greece
- June 11–13: Geneva Rally, Switzerland
- July 2–4: Moldau Rally, Czechoslovakia
- July 19–25: Coupe des Alpes, France
- August 5–7: Polish Rally, Poland
- August 20–22: Rally of the 1,000 Lakes, Finland
- October 8–10: Munich-Vienna-Budapest Rally, Hungary
- November 20–26: RAC Rally, Great Britain

Some Other International Races and Rallies

- March 27: Sebring 12-hours, USA
- May 9: Targa Florio, Italy
- May 23: Nurburgring 1,000 kilometres, Germany
- June 19–20: Le Mans 24-hours, France
- July 4: Rheims 12-hours, France
- September 5: Nurburgring 500 kilometres, Germany
- September 13–23: Tour de France, France
- October 10: Paris 1,000 kilometres, France
- March 6–7: London Rally (Great Britain)
- April 15–19: East African Safari Rally (Kenya)
- April 16–20: Circuit of Ireland (Great Britain)
- June 7–11: Scottish Rally (Great Britain)
- August 30–September 4: Spa-Sofia-Liége Rally (Belgium)

