



**LUCAS**

wish you an enjoyable  
day's racing

**R.A.C.  
EUROPEAN GRAND PRIX  
Brands Hatch**

Saturday 11th July 1964

**LUCAS ELECTRICAL EQUIPMENT**

**LIGHTING · STARTING · IGNITION  
BATTERIES · ACCESSORIES**

have been pre-eminent in design and  
performance since the earliest days of  
motoring



# EVENT ONE

## THE MOLYSLIP INTERNATIONAL TROPHY RACE

For Touring Cars complying with Appendix 'J' of the F.I.A. International Sporting Code in two classes of up to 1,300 c.c. (Class II) and 1,301-2,000 c.c. (Class I).

**START 11.00 a.m.**

**20 LAPS**

### ENTRIES

| No.                                     | Entrant and Driver  | Car                    | c.c.  |
|---|---|------------------------|-------|
| <b>Class I—1,301 c.c. to 2,000 c.c.</b> |   |                        |       |
| 61                                      | C. A. Craft   | Ford-Lotus Cortina     | 1,594 |
| 62                                      | Alan McKechnie Racing (Dvr: T. Fowler)  | Ford-Lotus Cortina     | 1,594 |
| 63                                      | Moonraker Racing (Dvr: R. P. Swanton)   | Ford-Lotus Cortina     | 1,594 |
| 64                                      | D. Haynes (Dvr: J. Nicholson)   | Ford-Lotus Cortina     | 1,594 |
| 65                                      | Farnborough Racing Enterprise (Dvr: to be Nom.)                               | Ford-Lotus Cortina     | 1,594 |
| 66                                      | John Willment Automobiles Ltd. (Dvr: J. G. Sears)                             | Ford-Lotus Cortina     | 1,594 |
| 67                                      | John Willment Automobiles Ltd. (Dvr: J. R. Olthoff)                           | Ford-Lotus Cortina     | 1,594 |
| 68                                      | Team Lotus (Dvr: M. Spence)   | Ford-Lotus Cortina     | 1,594 |
| 69                                      | Team Lotus (Dvr: J. Stewart)  | Ford-Lotus Cortina     | 1,594 |
| <b>Class II—Up to 1,300 c.c.</b>        |   |                        |       |
| 70                                      | Don Moore (Dvr: P. Clarke)  | Morris Mini-Cooper 'S' | 1,275 |
| 71                                      | Don Moore/Edward Lewis (Dvr: to be Nom.)                                      | Morris Mini-Cooper 'S' | 1,275 |
| 72                                      | Team Broadspeed (Dvr: J. Handley)   | Morris Mini-Cooper 'S' | 1,275 |
| 73                                      | The Cooper Car Co. Ltd. (Dvr: J. Fitzpatrick)                                 | Morris Mini-Cooper 'S' | 1,275 |
| 74                                      | The Cooper Car Co. Ltd. (Dvr: P. Hopkirk)                                     | Austin Mini-Cooper 'S' | 1,275 |
| 75                                      | Downton Engineering Works Ltd.<br>(Dvr: A. R. Slotemaker)                     | Austin Mini-Cooper 'S' | 1,275 |
| 76                                      | Team Broadspeed (Dvr: R. D. Broad)  | Austin Mini-Cooper 'S' | 1,275 |
| 77                                      | Aurora Gear Racing Rotherham (Dvr: Miss A. Taylor)                            | Austin Mini-Cooper 'S' | 1,275 |
| 78                                      | Superspeed Conversions Ltd. (Dvr: J. Young)                                   | Ford Anglia Super      | 1,198 |
| 79                                      | Superspeed Conversions Ltd. (Dvr: M. Young)                                   | Ford Anglia Super      | 1,198 |
| 80                                      | Grosvenor Racing (Dvr: A. D. Rutt)  | Morris Mini-Cooper 'S' | 1,071 |
| <b>Reserves</b>                         |   |                        |       |
| 81                                      | British Zagato Ltd. (Dvr: E. P. Sadler)                                       | Lancia Flavia          | 1,800 |
| 82                                      | John Coundley Racing Partnership<br>(Dvr: J. O. Coundley or Mrs. P. Coundley) | Ford-Lotus Cortina     | 1,594 |
| 83                                      | K. Costello   | Austin Mini-Cooper 'S' | 1,275 |
| 84                                      | J. Middlehurst & Sons Ltd. (Dvr: P. T. Middlehurst)                           | Morris Mini-Cooper 'S' | 1,275 |
| 85                                      | Alexander Engineering Co. Ltd. (Dvr: Miss E. Jones)                           | Morris Mini-Cooper 'S' | 1,275 |
| 86                                      | G. D. White (Dvr: Entrant or W. A. Cooper)                                    | Morris Mini-Cooper 'S' | 1,071 |

### EXISTING LAP RECORDS FOR SALOON CARS

Up to 1300 c.c. J.H.D. Whitmore 1071 c.c. Austin Mini-Cooper 'S' 2 min. 00'45 secs. 79'23 m.p.h. 14/9/63  
1301-2000 c.c. J.H.D. Whitmore 1594 c.c. Ford-Lotus Cortina 1 min. 59'4 secs. 79'90 m.p.h. 6/6/64

### GRID POSITIONS

|    |    |    |    |
|----|----|----|----|
| 66 | 64 | 73 | 83 |
| 63 | 65 | 71 | 70 |
| 69 | 78 | 74 | 84 |
| 67 | 72 | 75 | 80 |
| 68 | 79 | 76 | 87 |

# LUCAS

Monaco G.P. Graham Hill - B.R.M. relied on Lucas Petrol Injection, Alternator and Electronic Ignition Equipment.

## EVENT ONE

| POS. | LAPS |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
|------|------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|
|      | 1    | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 1    |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 2    |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 3    |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 4    |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 5    |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 6    |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 7    |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
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| 9    |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 10   |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 11   |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 12   |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 13   |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 14   |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 15   |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 16   |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 17   |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 18   |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 19   |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 20   |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |

### FINAL RESULTS

**OVERALL WINNER** Car No. 68 SPEED 81.75 m.p.h. TIME 38'53.8  
**2nd No.** 66 SPEED \_\_\_\_\_ m.p.h. TIME \_\_\_\_\_  
**3rd No.** 69 SPEED \_\_\_\_\_ m.p.h. TIME \_\_\_\_\_  
**4th No.** 63 TIME \_\_\_\_\_ **5th No.** \_\_\_\_\_ TIME \_\_\_\_\_ **6th No.** \_\_\_\_\_ TIME \_\_\_\_\_  
**CLASS 1** 1st No. \_\_\_\_\_ SPEED \_\_\_\_\_ m.p.h. TIME \_\_\_\_\_  
**CLASS 2** 1st No. \_\_\_\_\_ SPEED 75 m.p.h. TIME \_\_\_\_\_  
**FASTEST LAP CAR** No. 1.59.6 SPEED 82.53 m.p.h. TIME \_\_\_\_\_



# EVENT TWO

## THE ILFORD FILMS INTERNATIONAL TROPHY RACE

For Grand Touring Cars complying with Appendix 'J' of the F.I.A. International Sporting Code in two classes of up to 2,000 c.c. (Class II) and over 2,000 c.c. (Class I)

**START 12.00 a.m.**

**20 LAPS**

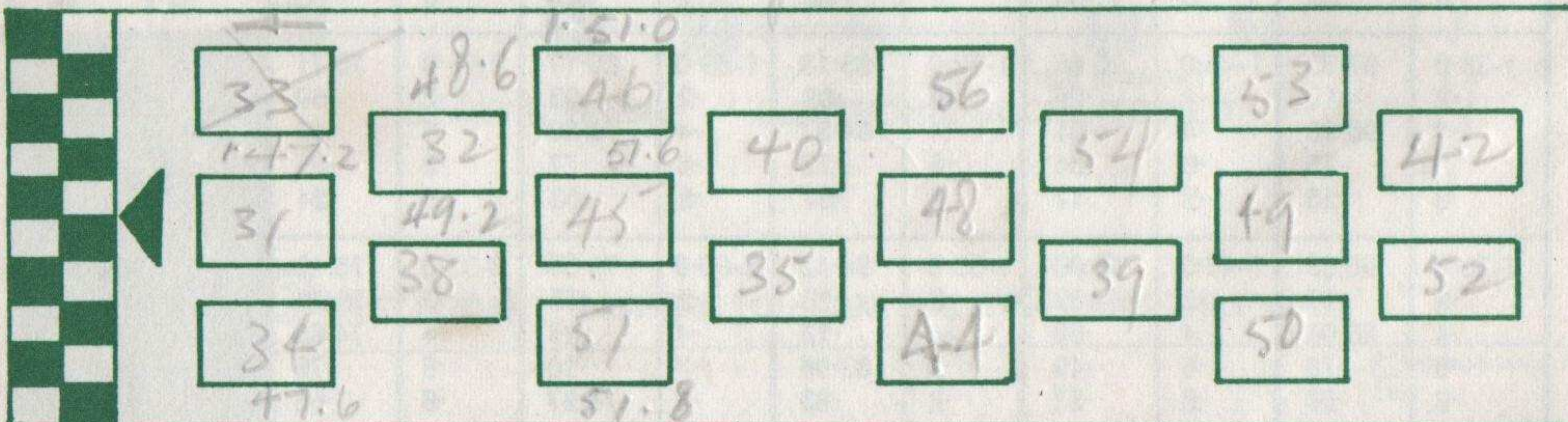
### ENTRIES

| No.                              | Entrant and Driver                                      | Car               | c.c.  |
|----------------------------------|---|-------------------|-------|
| <b>Class I—Over 2,000 c.c.</b>   |   |                   |       |
| 31                               | C. T. Atkins (Dvr: R. Salvadori)                        | A. C. Cobra       | 4,727 |
| 32                               | John Willment Automobiles Ltd. (Dvr: J. Sears)          | A. C. Cobra       | 4,727 |
| 33                               | John Willment Automobiles Ltd. (Dvr: J. R. Olthoff)     | A.C. Cobra        | 4,727 |
| 34                               | John Coombs (Dvr: J. Stewart)                           | Jaguar 'E' Type   | 3,781 |
| 35                               | R. Jane   | Jaguar 'E' Type   | 3,781 |
| 36                               | P. H. Sutcliffe   | Jaguar 'E' Type   | 3,781 |
| 37                               | Maranello Concessionaires (Dvr: M. J. Parkes)           | Ferrari 250 GTO   | 2,953 |
| 38                               | D. Piper (Dvr: Entrant)                                 | Ferrari 250 GTO   | 2,953 |
| <b>Class II—Up to 2,000 c.c.</b> |   |                   |       |
| 39                               | Sprinzell Lawrenctune Racing Ltd. (Dvr: C. J. Lawrence) | Morgan Plus Four  | 1,991 |
| 40                               | J. R. Stoop   | Porsche 904 GTS   | 1,966 |
| 41                               | Everest Racing (Dvr: R. Burnard)                        | Simca Abarth 2000 | 1,946 |
| 42                               | Gregor Grant (Dvr: W. Nicholson)                        | M.G.B.            | 1,798 |
| 43                               | British Zagato Limited (Dvr: E. P. Sadler)              | Alfa Romeo GTZ    | 1,570 |
| 44                               | The Chequered Flag (Dvr: J. Y. Stewart or G. A. Warner) | Lotus Elan        | 1,594 |
| 45                               | The Chequered Flag (Dvr: M. H. Spence or G. A. Warner)  | Lotus Elan        | 1,594 |
| 46                               | Ian Walker (Dvr: J. H. D. Whitmore)                     | Lotus Elan        | 1,594 |
| 47                               | Ian Walker (Dvr: A. V. Hegbourne)                       | Lotus Elan        | 1,594 |
| 48                               | Chris. Barber (Dvr: M. Beckwith)                        | Lotus Elan        | 1,594 |
| 49                               | R. W. Jacobs (Dvr: A. P. Hedges)                        | M.G. Midget       | 1,139 |
| 50                               | R. W. Jacobs (Dvr: A. T. Foster)                        | M.G. Midget       | 1,139 |
| <b>Reserves</b>                  |   |                   |       |
| 51                               | R. C. Mac   | Jaguar 'E' Type   | 3,781 |
| 52                               | Protheroe Cars Ltd. (Dvr: E. R. Protheroe)              | Jaguar 'E' Type   | 3,781 |
| 53                               | Team Elite ('62) Ltd. (Dvr: C. Hunt)                    | Lotus Elan        | 1,594 |
| 54                               | Surbiton Motors Ltd. (Dvr: B. A. Wood)                  | Lotus Elan        | 1,594 |
| 55                               | A. Chambers   | Lotus Elan        | 1,594 |
| 56                               | D. R. Fabrications (Dvr: J. Oliver)                     | Lotus Elan        | 1,594 |

### EXISTING LAP RECORDS GRAND TOURING CARS

**Under 2000 c.c.** J. H. D. Whitmore 1594 c.c. Lotus Elan 1 min. 54.0 secs. 83.68 m.p.h. 5/8/63  
**Over 2000 c.c.** M. J. Parkes 2953 c.c. Ferrari 250 GTO 1 min. 47.0 secs. 89.16 m.p.h. 5/8/63

### GRID POSITIONS



**Winners Monte Carlo Rally 1964 Mini-Cooper 'S' relied on Lucas Electrical Equipment.**

## EVENT TWO

| POS. | LAPS |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
|------|------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|
|      | 1    | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 1    |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 2    |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 3    |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 4    |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 5    |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 6    |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 7    |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 8    |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 9    |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 10   |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 11   |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 12   |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 13   |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 14   |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 15   |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 16   |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 17   |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 18   |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 19   |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| 20   |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |

### FINAL RESULTS

**OVERALL WINNER** Car No. 32 SPEED 87.99 m.p.h. TIME 1:48.4  
**2nd No.** 34 STEWART SPEED \_\_\_\_\_ m.p.h. TIME \_\_\_\_\_  
**3rd No.** 31 SALVADORI SPEED \_\_\_\_\_ m.p.h. TIME \_\_\_\_\_  
**4th No.** 38 PIPER TIME \_\_\_\_\_ **5th No.** \_\_\_\_\_ TIME \_\_\_\_\_ **6th No.** \_\_\_\_\_ TIME \_\_\_\_\_  
**CLASS 1** 1st No. As above SPEED \_\_\_\_\_ m.p.h. TIME \_\_\_\_\_  
**CLASS 2** 1st No. 45, 46, 56 SPEED 85.95 m.p.h. TIME 1:49.8  
**FASTEST LAP CAR** No. 32 SPEED 87.54 m.p.h. TIME 1:49.6



# LUCAS

Dutch G.P. Jim Clark - Lotus Climax  
relied on Lucas Petrol Injection,  
Alternator and Electronic Ignition  
Equipment. **EVENT FOUR**

## EVENT FOUR

### THE GUARDS INTERNATIONAL TROPHY RACE

For Sports Cars complying with Appendix 'C' of the F.I.A. International Sporting Code in two classes of up to 2,000 c.c. (Class II) and over 2,000 c.c. (Class I).

**START 5.30 p.m.**

**20 LAPS**

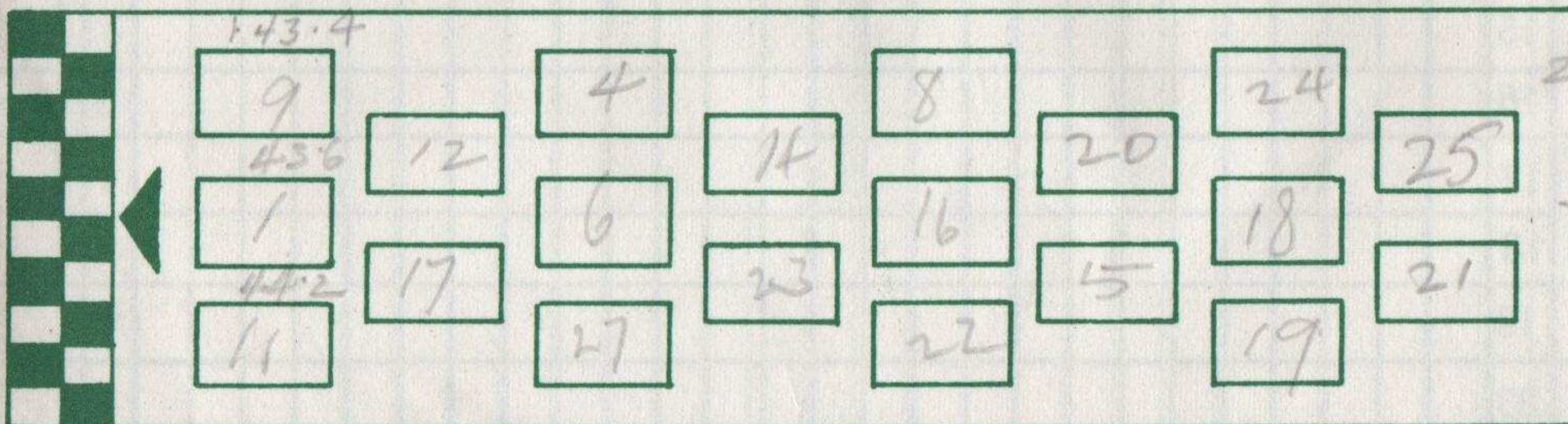
### ENTRIES

| No.                              | Entrant and Driver                                     | Car                      | c.c.  |
|----------------------------------|--|--------------------------|-------|
| <b>Class I—Over 2,000 c.c.</b>   |  |                          |       |
| 1                                | C. T. Atkins (Dvr: R. Salvadori)                       | Cooper Monaco Maserati   | 4,968 |
| 2                                | John Fisher (Dvr: B. Halford)                          | Lotus '30' Ford          | 4,727 |
| 3                                | Ian Walker—Team Lotus (Dvr: M. Beckwith)               | Lotus '30' Ford          | 4,727 |
| 4                                | Harold Young Ltd. (Dvr: D. Hobbs)                      | Lotus '30' Ford          | 4,727 |
| 5                                | R. F. Pierpoint  | Attila '3' Ford          | 4,727 |
| 6                                | Ecurie Ecosse (Dvr: J. Stewart)                        | Tojeiro EE Ford          | 4,727 |
| 7                                | Entwistle and Walker Ltd. (Dvr: G. Pitt)               | Lotus '19' Climax        | 2,751 |
| 8                                | John Coundley Racing Partnership (Dvr: J. O. Coundley) | Lotus '19' Climax        | 2,751 |
| 9                                | Stirling Moss Auto. Racing Team (Dvr: H. P. K. Dibley) | Repco Brabham BT8 Climax | 2,496 |
| 10                               | Brabham Racing Organisation Ltd. (Dvr: B. Stitwell)    | Repco Brabham Climax     | 2,496 |
| <b>Class II—Up to 2,000 c.c.</b> |  |                          |       |
| 11                               | Team Elite ('62) Ltd. (Dvr: J. H. D. Whitmore)         | Repco Brabham BT8 Climax | 1,999 |
| 12                               | Roger Nathan Racing (Dvr: R. Nathan)                   | Repco Brabham BT8 Climax | 1,999 |
| 14                               | Elva Cars (1961) Ltd. (Dvr: A. Lanfranchi)             | Elva '7' B.M.W.          | 1,991 |
| 15                               | Mill Garages (Sunderland) Ltd. (Dvr: J. Sutton)        | Lotus '23' Ford          | 1,594 |
| 16                               | G. H. Breakell   | Lotus '23' Ford          | 1,594 |
| 17                               | Chris. Williams Ltd. (Dvr: C. M. M. Williams)          | Lotus '23' Ford          | 1,594 |
| 18                               | Team Crossle (Dvr: T. D. Reid)                         | Crossle Ford             | 1,594 |
| 19                               | Dr. E. H. M. Paul                                      | Elva '7' Climax          | 1,148 |
| 20                               | Neal Davis Racing (Dvr: S. A. Fox)                     | Lotus '23' Ford          | 1,098 |
| 21                               | John Willment Automobiles Ltd. (Dvr: P. Hawkins)       | Lotus '23' Ford          | 1,098 |
| <b>Reserves</b>                  |  |                          |       |
| 22                               | Team Walpres (Dvr: N. Nunn)                            | Lotus '23' Ford          | 1,594 |
| 23                               | Ilford Service Station Ltd. (Dvr: B. W. R. Hart)       | Lotus '23' Ford          | 1,594 |
| 24                               | J. F. Morley   | Lola Climax              | 1,148 |
| 25                               | J. S. Paterson   | Lola Climax              | 1,148 |
| 26                               | Merlyn Racing (Dvr: P. W. J. Deal)                     | Merlyn '6' Ford          | 1,148 |
| 27                               | John Willment Automobiles Ltd. (Dvr: F. Gardner)       | Elva '7' B.M.W.          | 1,991 |

### EXISTING LAP RECORDS FOR SPORTS CARS

Under 2000 c.c. F. Gardner 1594 c.c. Brabham Ford 1 min. '44'0 secs. 91'73 m.p.h. 5/8/63  
Over 2000 c.c. R. Salvadori 2750 c.c. Cooper Monaco 1 min. '44'0 secs. 91'73 m.p.h. 5/8/63

### GRID POSITIONS



| POS | LAPS |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |  |
|-----|------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|--|
|     | 1    | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |  |
| 1   |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |  |
| 2   |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |  |
| 3   |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |  |
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| 16  |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |  |
| 17  |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |  |
| 18  |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |  |
| 19  |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |  |
| 20  |      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |  |

### FINAL RESULTS

**OVERALL WINNER** Car No. Dunlop SPEED 89.81 m.p.h. TIME 35-24.4  
**2nd No.** Humble SPEED \_\_\_\_\_ m.p.h. TIME \_\_\_\_\_  
**3rd No.** Woods SPEED \_\_\_\_\_ m.p.h. TIME \_\_\_\_\_  
**4th No.** Barton TIME \_\_\_\_\_ **5th No.** 27 TIME \_\_\_\_\_ **6th No.** Williams TIME \_\_\_\_\_  
**CLASS 1 1st No.** 11 SPEED \_\_\_\_\_ m.p.h. TIME \_\_\_\_\_  
**CLASS 2 1st No.** Humble SPEED \_\_\_\_\_ m.p.h. TIME \_\_\_\_\_  
**FASTEST LAP CAR No.** \_\_\_\_\_ SPEED \_\_\_\_\_ m.p.h. TIME \_\_\_\_\_





**LUCAS**

wish you an enjoyable  
day's racing

**R.A.C.**  
**EUROPEAN GRAND PRIX**  
**Brands Hatch**

Saturday 11th July 1964

**LUCAS ELECTRICAL EQUIPMENT**

**LIGHTING · STARTING · IGNITION**

**BATTERIES · ACCESSORIES**

have been pre-eminent in design and  
performance since the earliest days of  
motoring









9 out of 10 1963 World Championship Races were won with Lucas Petrol Injection, Alternator and Electronic Ignition Equipment.

EVENT THREE

| LAPS |   |
|------|---|
| POS  | 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 |
| 1    |   |
| 2    |   |
| 3    |   |
| 4    |   |
| 5    |   |
| 6    |   |
| 7    |   |
| 8    |   |
| 9    |   |
| 10   |   |
| 11   |   |
| 12   |   |
| 13   |   |
| 14   |   |
| 15   |   |
| 16   |   |
| 17   |   |
| 18   |   |
| 19   |   |
| 20   |   |



Lotus Climax 1963 World Constructors Championship relied on Lucas.

EVENT THREE

| LAPS |  |
|------|--|
| POS  | 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 |
| 1    |  |
| 2    |  |
| 3    |  |
| 4    |  |
| 5    |  |
| 6    |  |
| 7    |  |
| 8    |  |
| 9    |  |
| 10   |  |
| 11   |  |
| 12   |  |
| 13   |  |
| 14   |  |
| 15   |  |
| 16   |  |
| 17   |  |
| 18   |  |
| 19   |  |
| 20   |  |



# FINAL RESULTS

**WINNER** Car No. CLARK SPEED 94.17 m.p.h. TIME 2.15.7.0  
 2nd Car No. HILL SPEED \_\_\_\_\_ m.p.h. TIME 2.  
 3rd Car No. SURTER SPEED \_\_\_\_\_ m.p.h. TIME \_\_\_\_\_  
 4th Car No. BEAMAN TIME \_\_\_\_\_  
 5th Car No. BANDINI TIME \_\_\_\_\_  
 6th Car No. P. HILL TIME \_\_\_\_\_  
**FASTEST LAP** Car No. CLARK SPEED 96.58 m.p.h. TIME 1.38.8

## BRANDS HATCH LAP SPEED TABLE

| TIME M. S. | SPEED m.p.h. | TIME M. S. | SPEED m.p.h. | TIME M. S. | SPEED m.p.h. | TIME M. S. | SPEED m.p.h. | TIME M. S. | SPEED m.p.h. | TIME M. S.   | SPEED m.p.h. |
|------------|--------------|------------|--------------|------------|--------------|------------|--------------|------------|--------------|--|--------------|
| 1-33-0     | 102-58       | 1-40-0     | 95-40        | 1-47-0     | 89-16        | 1-54-0     | 83-68        | 2-01-0     | 78-84        | 2-08-0   | 74-53        |
| .2         | .36          | .2         | .21          | .2         | 88-99        | .2         | .54          | .2         | .71          | .2   | .41          |
| .4         | .14          | .4         | .02          | .4         | .83          | .4         | .39          | .4         | .58          | .4   | .30          |
| .6         | 101-92       | .6         | 94-83        | .6         | .66          | .6         | .25          | .6         | .45          | .6   | .18          |
| .8         | .71          | .8         | .64          | .8         | .50          | .8         | .10          | .8         | .33          | .8   | .07          |
| 1-34-0     | 101-49       | 1-41-0     | 94-45        | 1-48-0     | 88-33        | 1-55-0     | 82-96        | 2-02-0     | 78-20        | 2-09-0   | 73-95        |
| .2         | .27          | .2         | .27          | .2         | .17          | .2         | .81          | .2         | .07          | .2   | .84          |
| .4         | .06          | .4         | .08          | .4         | .01          | .4         | .67          | .4         | 77-94        | .4   | .72          |
| .6         | 100-85       | .6         | 93-90        | .6         | 87-84        | .6         | .53          | .6         | .81          | .6   | .61          |
| .8         | .63          | .8         | .71          | .8         | .68          | .8         | .38          | .8         | .69          | .8   | .50          |
| 1-35-0     | 100-42       | 1-42-0     | 93-53        | 1-49-0     | 87-52        | 1-56-0     | 82-24        | 2-03-0     | 77-56        | 2-10-0   | 73-38        |
| .2         | .21          | .2         | .35          | .2         | .36          | .2         | .10          | .2         | .43          | .2   | .27          |
| .4         | 100-00       | .4         | .16          | .4         | .20          | .4         | 81-96        | .4         | .31          | .4   | .16          |
| .6         | 99-79        | .6         | 92-98        | .6         | .04          | .6         | .82          | .6         | .18          | .6   | .05          |
| .8         | .58          | .8         | .80          | .8         | 86-88        | .8         | .68          | .8         | .06          | .8   | 72-94        |
| 1-36-0     | 99-37        | 1-43-0     | 92-62        | 1-50-0     | 86-73        | 1-57-0     | 81-54        | 2-04-0     | 76-93        | 2-11-0   | 72-82        |
| .2         | .17          | .2         | .44          | .2         | .57          | .2         | .40          | .2         | .81          | .2   | .71          |
| .4         | 98-96        | .4         | .26          | .4         | .41          | .4         | .26          | .4         | .69          | .4   | .60          |
| .6         | .76          | .6         | .08          | .6         | .26          | .6         | .12          | .6         | .56          | .6   | .49          |
| .8         | .55          | .8         | 91-91        | .8         | .10          | .8         | 80-98        | .8         | .44          | .8   | .38          |
| 1-37-0     | 98-35        | 1-44-0     | 91-73        | 1-51-0     | 85-95        | 1-58-0     | 80-84        | 2-05-0     | 76-52        | 2-12-0   | 72-27        |
| .2         | .15          | .2         | .55          | .2         | .79          | .2         | .71          | .2         | .20          | .2   | .16          |
| .4         | 97-95        | .4         | .38          | .4         | .64          | .4         | .57          | .4         | .08          | .4   | .05          |
| .6         | .75          | .6         | .20          | .6         | .48          | .6         | .44          | .6         | 75-96        | .6   | 71-95        |
| .8         | .55          | .8         | .03          | .8         | .33          | .8         | .30          | .8         | .83          | .8   | .84          |
| 1-38-0     | 97-35        | 1-45-0     | 90-86        | 1-52-0     | 85-18        | 1-59-0     | 80-17        | 2-06-0     | 75-71        | 1 lap = 2.65 miles<br>speed in m.p.h. =<br>265 x 3600 x No. of laps<br>TIME in seconds |              |
| .2         | .15          | .2         | .68          | .2         | .03          | .2         | .03          | .2         | .59          |  |              |
| .4         | 96-95        | .4         | .51          | .4         | 84-87        | .4         | 79-90        | .4         | .47          |  |              |
| .6         | .75          | .6         | .34          | .6         | .72          | .6         | .77          | .6         | .35          |  |              |
| .8         | .56          | .8         | .17          | .8         | .57          | .8         | .63          | .8         | .24          |  |              |
| 1-39-0     | 96-36        | 1-46-0     | 90-00        | 1-53-0     | 84-42        | 2-00-0     | 79-50        | 2-07-0     | 75-12        |  |              |
| .2         | .17          | .2         | 89-83        | .2         | .28          | .2         | .37          | .2         | 75-00        |  |              |
| .4         | 95-98        | .4         | .66          | .4         | .13          | .4         | .24          | .4         | 74-88        |  |              |
| .6         | .78          | .6         | .49          | .6         | 83-98        | .6         | .10          | .6         | .76          |  |              |
| .8         | .59          | .8         | .33          | .8         | .83          | .8         | 78.97        | .8         | .65          |  |              |



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## BRANDS HATCH ROAD CIRCUIT

