

OFFICIAL PROGRAMME 2/6

R.A.C. INTERNATIONAL
TOURIST TROPHY RACE

WITH THE SENIOR SERVICE TROPHY

OULTON PARK CHESHIRE

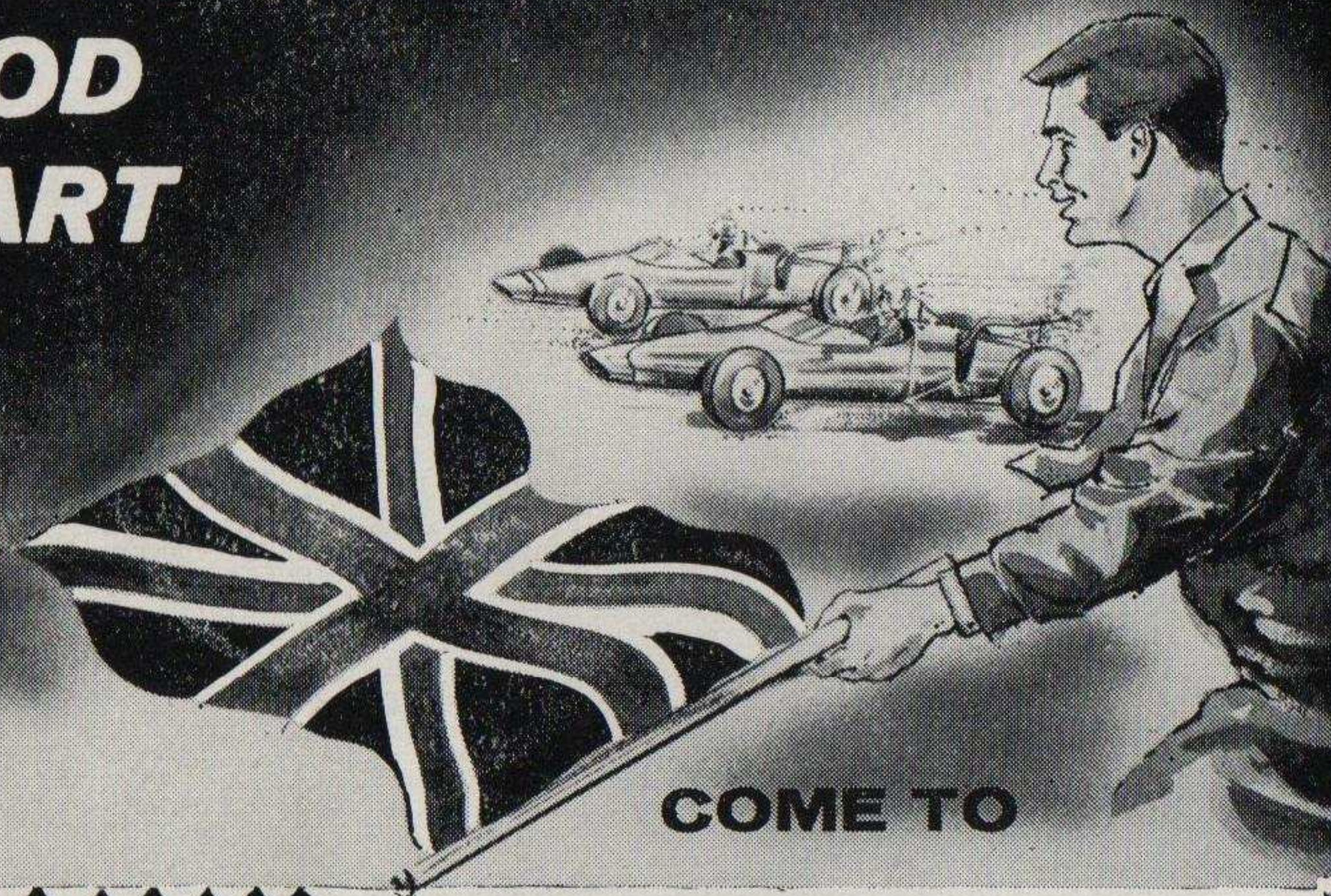
Saturday 1 May 1965



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The R.A.C. Tourist Trophy Race is held under the International Sporting Code of the Federation Internationale de l'Automobile (hereinafter called F.I.A.); the General Competition Rules of the Royal Automobile Club; the following Supplementary Regulations and such further Instructions as may be issued by the Organisers, the British Automobile Racing Club Ltd. R.A.C. Permit No. RS/1329.

OULTON PARK

Near **TARPORLEY, CHESHIRE.**

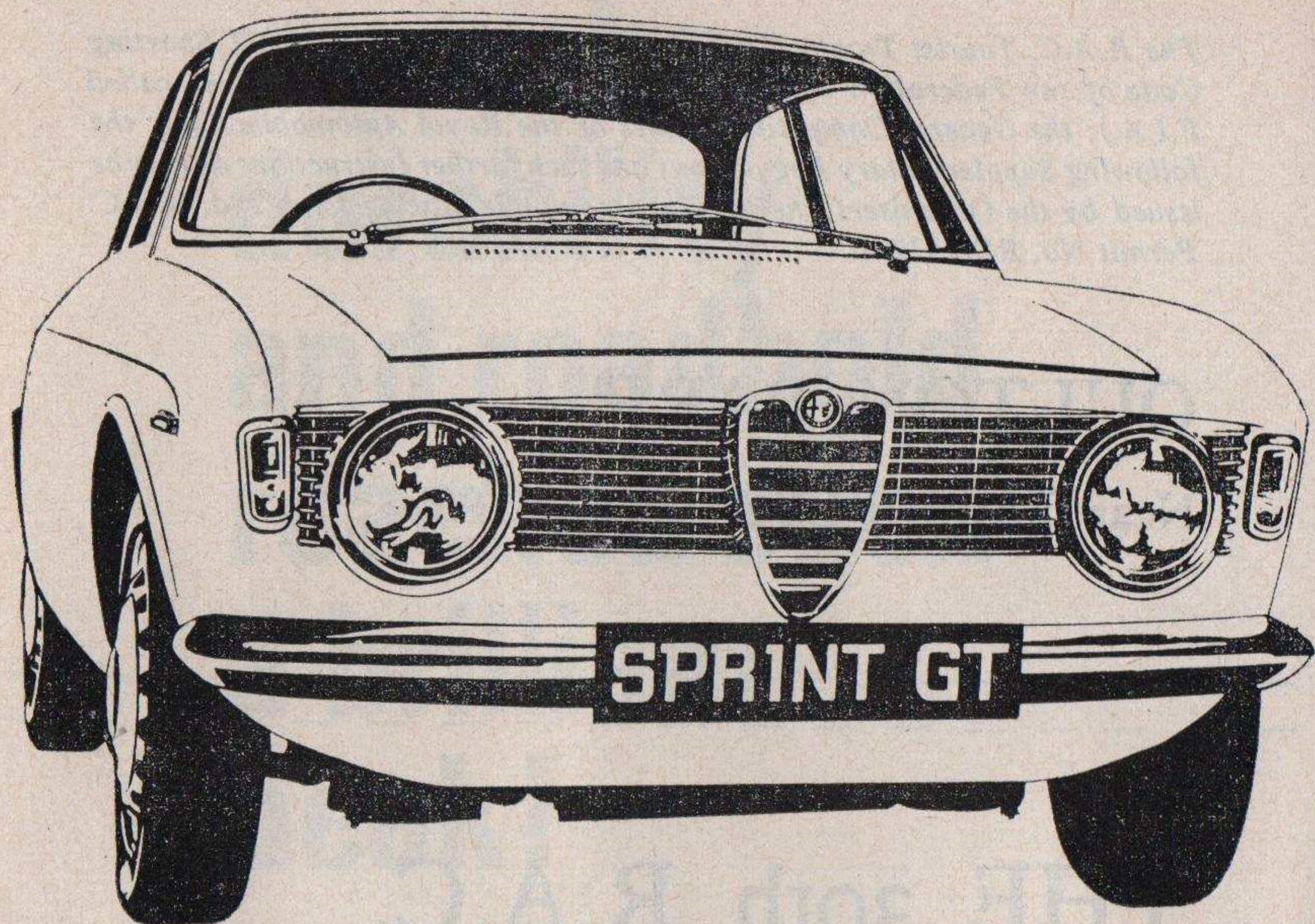
**THE 30th R.A.C.
TOURIST TROPHY
RACE**
**WITH THE
SENIOR SERVICE TROPHY**

Saturday, 1st May, 1965

Racing organised by

BRITISH AUTOMOBILE RACING CLUB, LTD., Sutherland House, Argyll Street, London, W.1, and CHESHIRE CAR CIRCUIT LTD., 29 Eastgate Row North, Chester.

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MOTOR RACING IS DANGEROUS

You are present at this Meeting entirely at your own risk and it is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the Meeting, including the owners of the land and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability in respect of personal injury (whether fatal or otherwise) to you or damage to your property howsoever caused.

DOGS

In the interest of safety, dogs are not admitted to the course.

MESSAGES

The organisers regret that announcements to assist spectators cannot be made over the public address system except in cases of genuine emergency.

ANTI-LITTER

Please help keep Oulton Park tidy.

PROGRAMME COPYRIGHT

All literary matter in this programme, including the list of competitors and their racing numbers, is Copyright, and any person found making illegal use thereof will be prosecuted.

The Club accepts entries and drivers' nominations in good faith. Every effort is made to adhere to the printed programme of competitors, but the promoters cannot accept responsibility for the failure of any driver or car to appear.

Although every endeavour is made to avoid inaccuracies in the description of competing cars, the Club accepts no responsibility for any that may occur.

The Club reserves the right to postpone, abandon, or cancel the meeting or any part thereof.

When driving to and from a race meeting, please drive with care and consideration through the towns and villages en route.



The 30th Tourist Trophy Race of the Royal Automobile Club



Mr. E. J. Foord, C.B.E.
Managing Director,
Gallaher Group of Companies

TODAY'S race which is open to Sports and Grand Touring cars of unlimited capacity, should attract many of the new and big engined sports cars and provide an exciting day of motor racing.

The "big noises" will be competing in Britain's oldest motor race in this new look T.T. which will be run in two two-hour heats allowing work on the cars during the interval.

This will be the first time that the R.A.C. Tourist Trophy will have been held at Oulton Park and the Gallaher Group of Companies, under the Senior Service banner, is pleased to have helped in the sponsorship and to be associated with the R.A.C. and the B.A.R.C.

I hope you will all have an enjoyable day's racing.

E. J. Foord



TODAY sees another landmark in the long history of the Tourist Trophy, the oldest car race on the international calendar. For the first time, it is being held at Oulton Park, which I always think is one of the most interesting and delightful circuits in the country.

Moreover, it provides a better opportunity for enthusiasts in the North of England and in Wales to see one of the 'classics' of motor sport.

The 30th R.A.C. Tourist Trophy Race could well be the most exciting of the series. It is not always realised that the high-powered sports racing cars we are seeing today are the world's fastest, some of them being capable of 200 miles per hour.

These cars will tax the resources of their drivers to the utmost on such a winding circuit as Oulton Park, but with men of the calibre of world champions John Surtees, Jim Clark and Graham Hill at the wheel, we can be sure of a stern battle for honours.

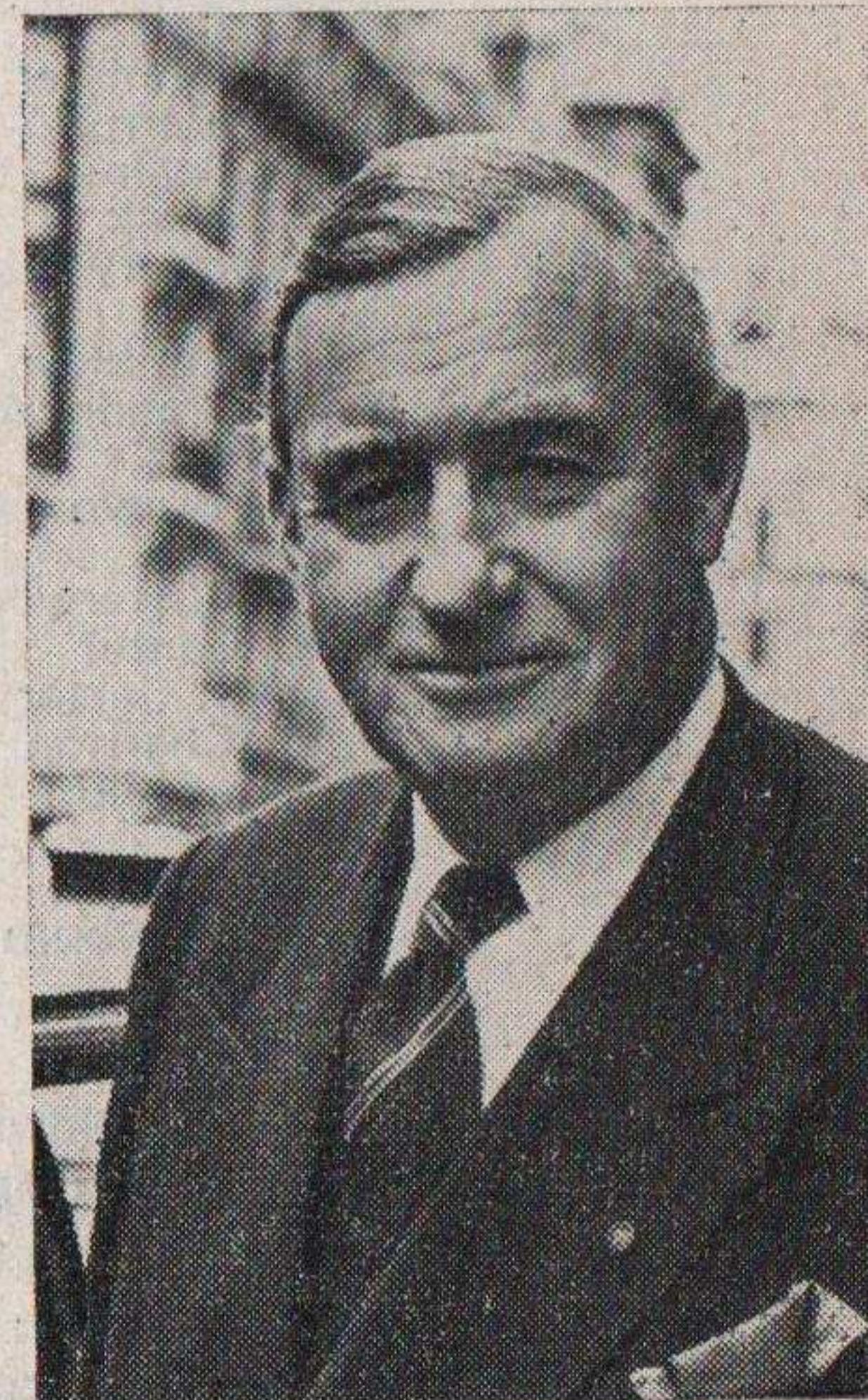
Although the venue of the race has been changed, the R.A.C. is glad that the British Automobile Racing Club has been able to continue a now-long association by once again undertaking the organisation; and that Gallaher's continue to demonstrate their support for motor-racing in practical form by again sponsoring the meeting.

We welcome too, a 'new boy' to the T.T. but not, of course, to motor racing—Mr. Rex Foster, who directs the affairs of the Oulton Park circuit.

The R.A.C. values the ever-willing co-operation of Mr. Foster which has, in the past, extended outside the realm of racing to such events as the R.A.C. International Rally of Great Britain.

Our thanks to all these good people and to you, the public, for coming along. May the race justify our highest hopes.

Wilfrid Andrews



Mr. Wilfrid Andrews,
Chairman of the
Royal Automobile Club

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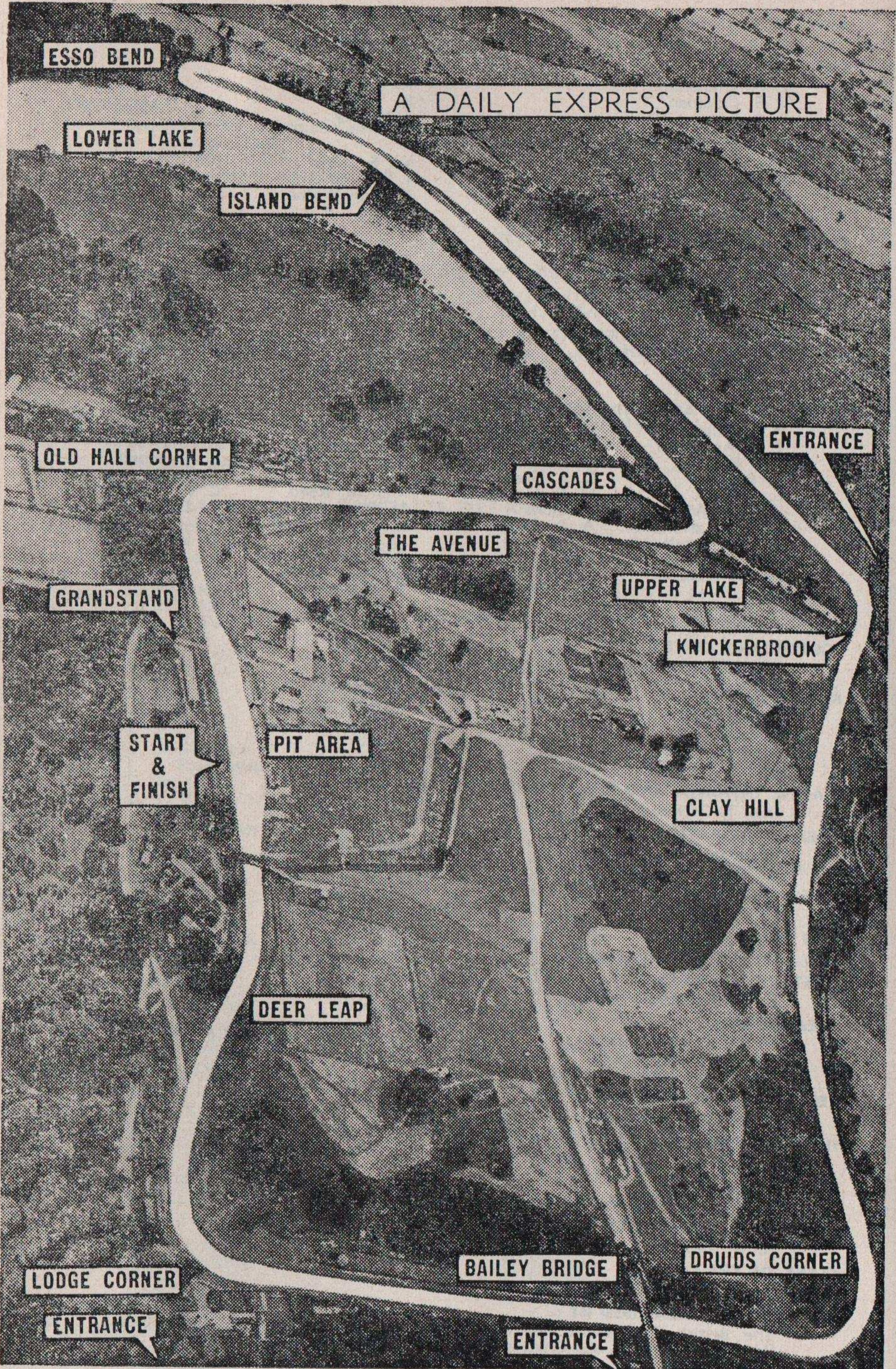
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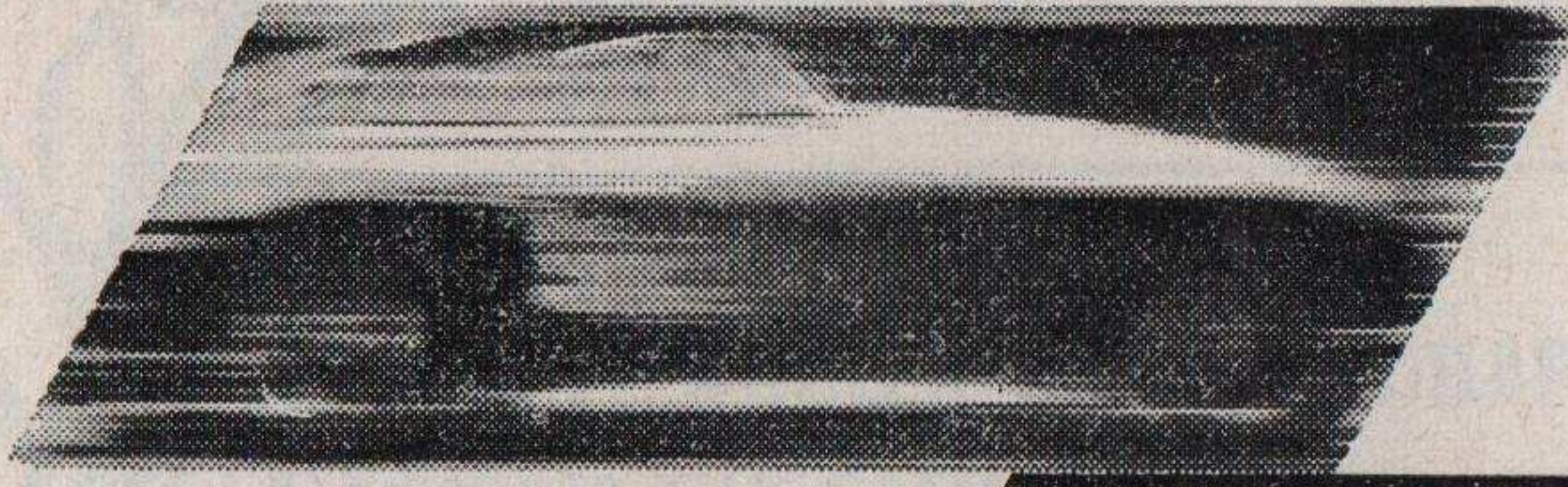
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THE SENIOR SERVICE TROPHY

Trophies and Awards

The winner will receive the Tourist Trophy and Senior Service Trophy.

The Tourist Trophy is a challenge trophy and is not retained.

The Senior Service Trophy is an outright award and will be retained by the winner.

The following cash awards will be made for the first half of the race, the second half of the race and for positions in the race as a whole.

These cash awards are cumulative,

- 1st—£250
- 2nd—£200
- 3rd—£150
- 4th—£100
- 5th—£75
- 6th—£50
- 7th—£35
- 8th, 9th, 10th, 11th
and 12th all £20

In addition, the following cash awards will be made to the first three Grand Touring cars in the first half, second half and overall placings, cumulatively :

- 1st—£75
- 2nd—£50
- 3rd—£25

All these awards are cumulative, i.e. in the event of a Grand Touring car winning each half of the race and thus also being first overall, the entrant would receive £975.



THE R.A.C. TOURIST TROPHY
held by the winner
for one year

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3 HOUR SALOON CAR RACE

1ST LOTUS CORTINA JIM CLARK

2nd LOTUS CORTINA JACK SEARS

12 HOUR RACE

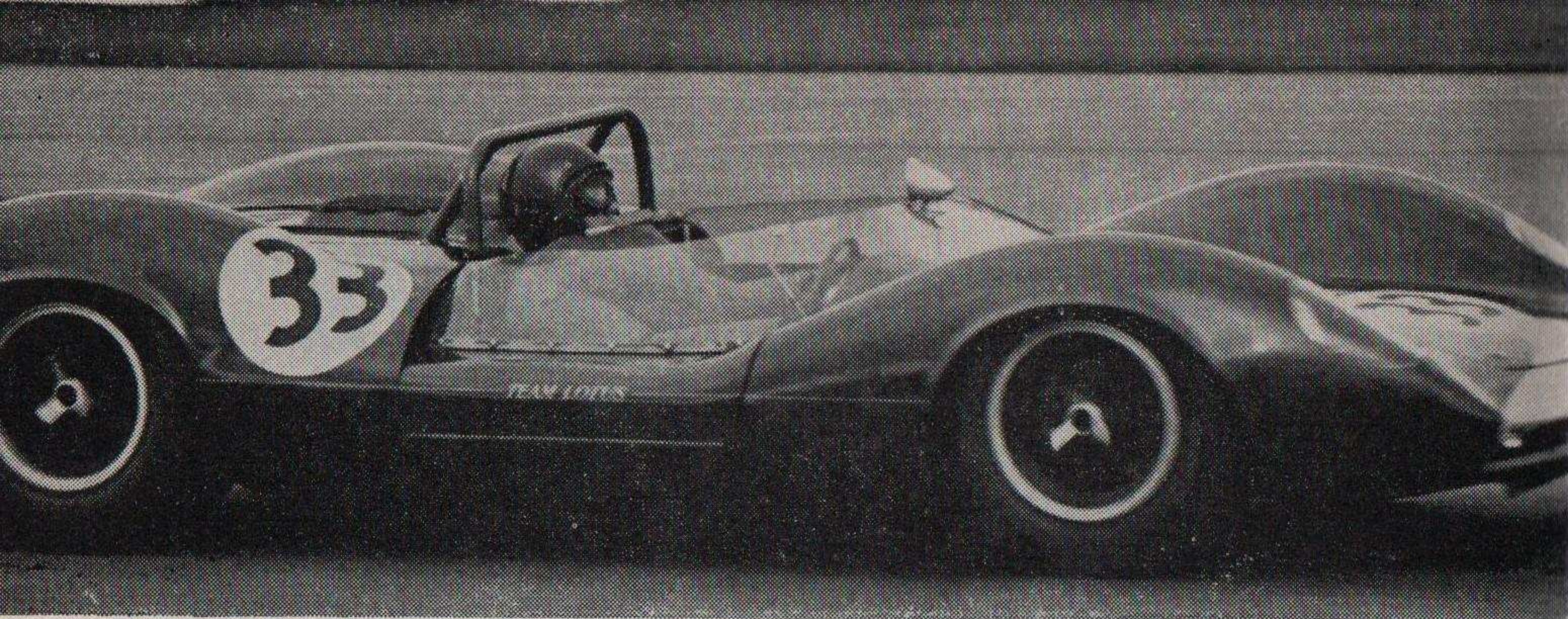
OUTRIGHT WINNER and | **CHAPARRAL**
1ST SPORTS CAR CATEGORY | (JIM HALL & HAP SHARP)

1ST PROTOTYPE CATEGORY | **FORD GT 40**
(McLAREN & MILES)

1ST GT CATEGORY | **AC COBRA**
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**All these winning cars were
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THE BEST BRAKES IN THE WORLD**



Most successful "big banger" of 1965—the Lotus 30, driven by Jim Clark

THE BIG BANGERS

By John Blunsden, Editor of 'Sports Car'

THE change of venue of the R.A.C. Tourist Trophy coincides with the emergence of a whole new breed of large-capacity sports-racing cars. These are the machines which, during the past weeks, have been pulverising sports car and even outright lap records during unofficial—and often very private—test and development sessions.

The modern formula for a race-winning sports car seems to be a lightweight chassis, powered by a rear-mounted American V8 engine, which drives the rear wheels through a heavy-duty transaxle, or combined gearbox and final drive unit. No fewer than 11 of the 14 sports cars accepted for today's Tourist Trophy conform to this specification, the exceptions being two Ferraris and a Climax-engined Repco Brabham.

But although the 'formula' is almost universal, its interpretation is anything but. The main example of divergent thought by manufacturers concerns chassis design. Colin Chapman chose a backbone method of construction for his Lotus 30 which, having been rid of the braking troubles which plagued it last year, is now a most formidable sports-racing car.

Bruce McLaren, the latest racing driver to set up as a designer-manufacturer of racing machinery, has plumped for a conventional tubular chassis, while this form of construction is also used on the King Cobra—the American name for the Cooper Monaco when modified to take a Ford V8 engine.

A third approach has been chosen by Eric Broadley in the design of his most intriguing Lola 70. This is built up on semi-monocoque principles from a mixture of aluminium and steel panels with tubular sub-frames to augment the monocoque unit.

Ford v. General Motors

The choice of power unit for these cars has so far rested between Ford and General Motors V8 engines in roughly the 5 litre class. The Lotus 30, the King Cobra and the first Lola 70s were seen with the ubiquitous 4.7 litre Ford V8, as fitted by Carroll Shelby to his Cobras. But John Surtees has led a breakaway from this theme by installing a Traco-modified 5.4 litre Chevrolet engine in his new Team Surtees Lola. Traco are also responsible for the Oldsmobile engines which Bruce McLaren has been using and marketing for the McLaren-Elva (Elva have now taken over the manufacture of this car, leaving McLaren free to concentrate on design, development and test work). Originally a 3½ litre, the Oldsmobile has been increased progressively in size through 4, 4.2 and 4.5 litre versions, and larger units still can be expected in due course.

In Transatlantic parlance, 5 litres means a medium-size engine, whereas a large power unit is usually one between 6 and 7 litres. In America, several attempts have been made to install these huge 500-plus horsepower V8s in comparatively lightweight chassis, but generally with only moderate success. Even with between 350 and 425 horsepower, which the 'middleweights' are turning out, drivers and chassis designers are already finding that one of the biggest problems is getting the available power through to the road.

The tyre war heats up

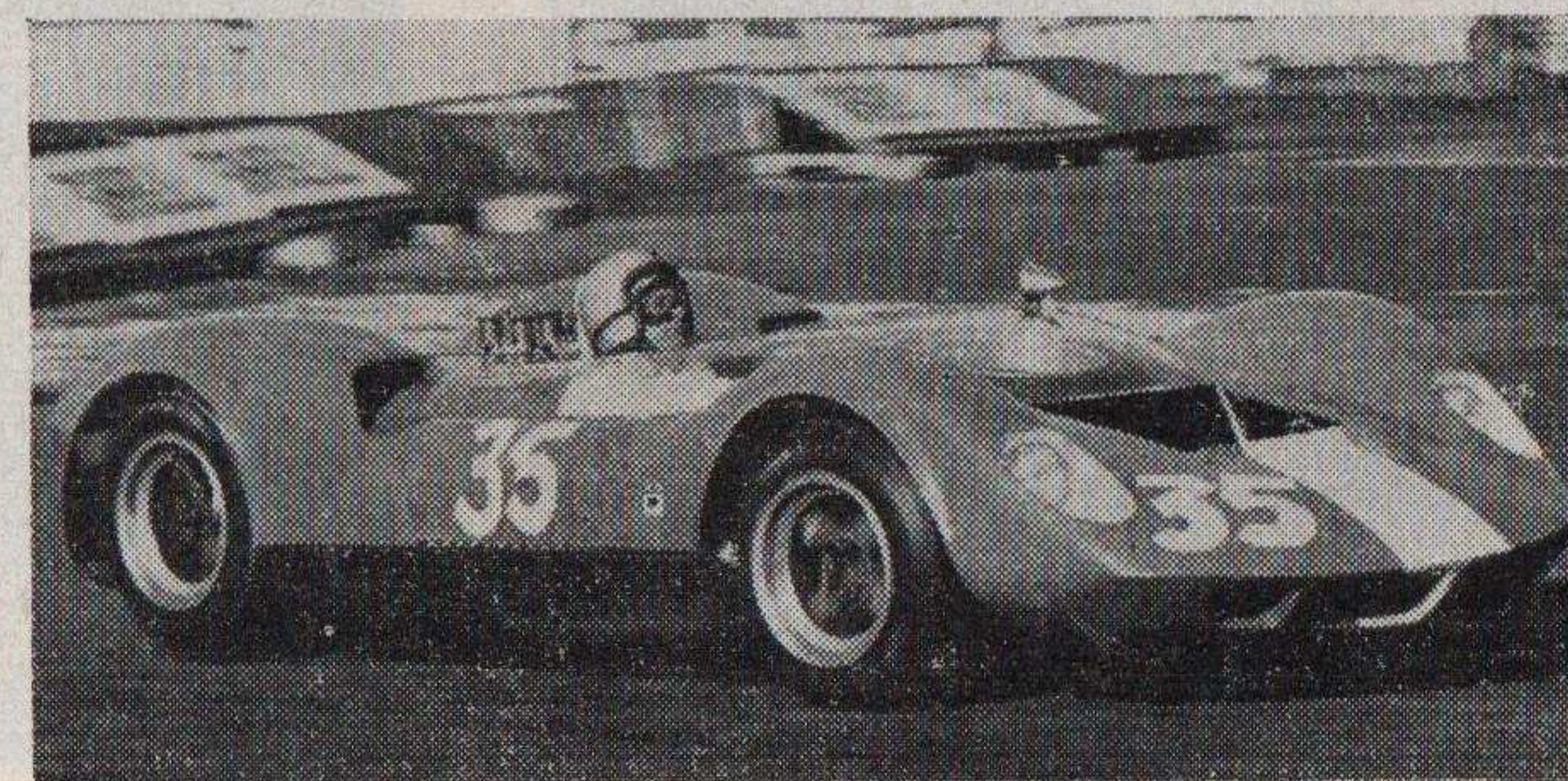
During the past year, tremendous strides have been made in racing tyres, and as teams have played with more and more power, the tyre technicians have come along with wider and wider treads, so as to increase the rubber contact area. 1965 is seeing a real battle between the tyre giants as Firestone and Goodyear have crossed the Atlantic to challenge Dunlop's domination of European motor racing. As a result we are seeing more new tread patterns and rubber compounds than ever before, as all three companies strive to keep at least one jump ahead of the other two. This, of course, is great stuff, adding considerably to the technical interest of motor racing, while being of obvious advantage to racing teams and drivers.

So 'fluid' is the tyre situation at present, that the main contenders in today's T.T. may not know exactly which tyres they will be using until an hour or two before the race. And the choice between one tyre company and another may well be influenced by the weather, and the state of the circuit. If it is wet, spare a thought for the drivers of the most powerful cars, whose tyres—because of their great width—will be the first to aquaplane across the puddles, and whose available power will be far more than can possibly be used in safety. That day of saturation at Silverstone, on March 20, was an indication of just how unmanageable are these hairy lightweights when conditions get really bad.

Ferrari challenge

But in the dry, this new breed of Anglo-American sports-racing cars, accompanied by an exciting new Ferrari—the latest P2, but fitted with a 4.4 litre single-cam engine designated the 365—David Piper's very successful 275LM, and the aforementioned Repco Brabham-Climax of Denny Hulme, who won the F2 race last month, will surely give us the most exciting T.T. of a decade, and the most open battle since the days of Ferrari, Maserati, Mercedes-Benz, Jaguar and Aston Martin.

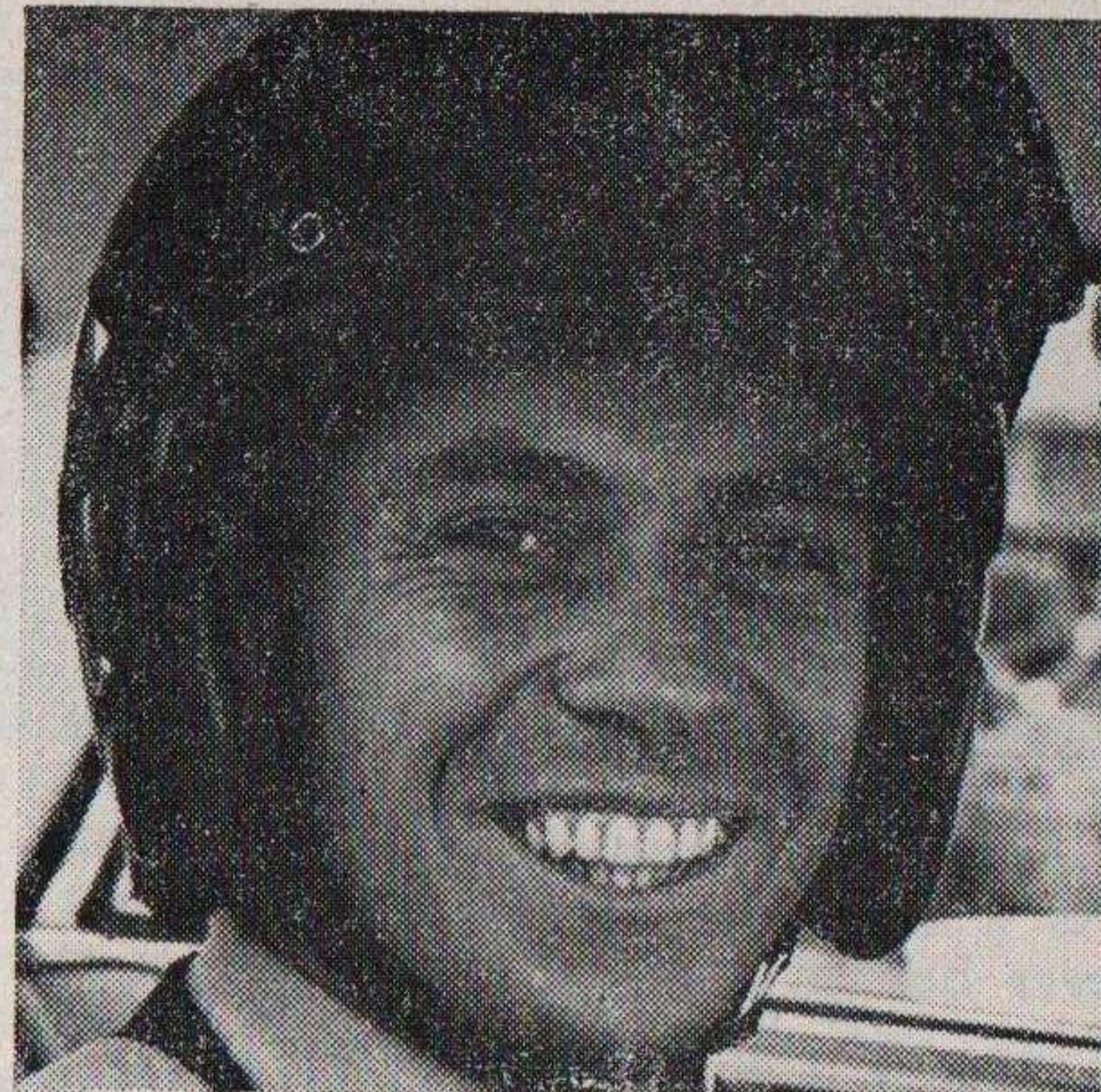
Last year, our appetite was whetted at Goodwood by the early scrap between Bruce McLaren in the Cooper-Oldsmobile and Jim Clark in the Lotus 30, and after their retirement by the majestic progress of Graham Hill in the Ferrari 330P. This year, Hill has the new 365P2 with which to attempt to prolong his ownership of the magnificent Tourist Trophy. But the opposition is a great deal hotter than in 1964. We should have a really tremendous two-part race, and given a dry track, if we don't finish up with a new outright lap record in practice, and something pretty close to it in the race, then we'll have to buy the timekeepers a new set of watches.



Bruce McLaren, the driver/constructor in his McLaren Elva with Traco-Oldsmobile engine.



John Surtees—Lola



Jim Clark—Lotus

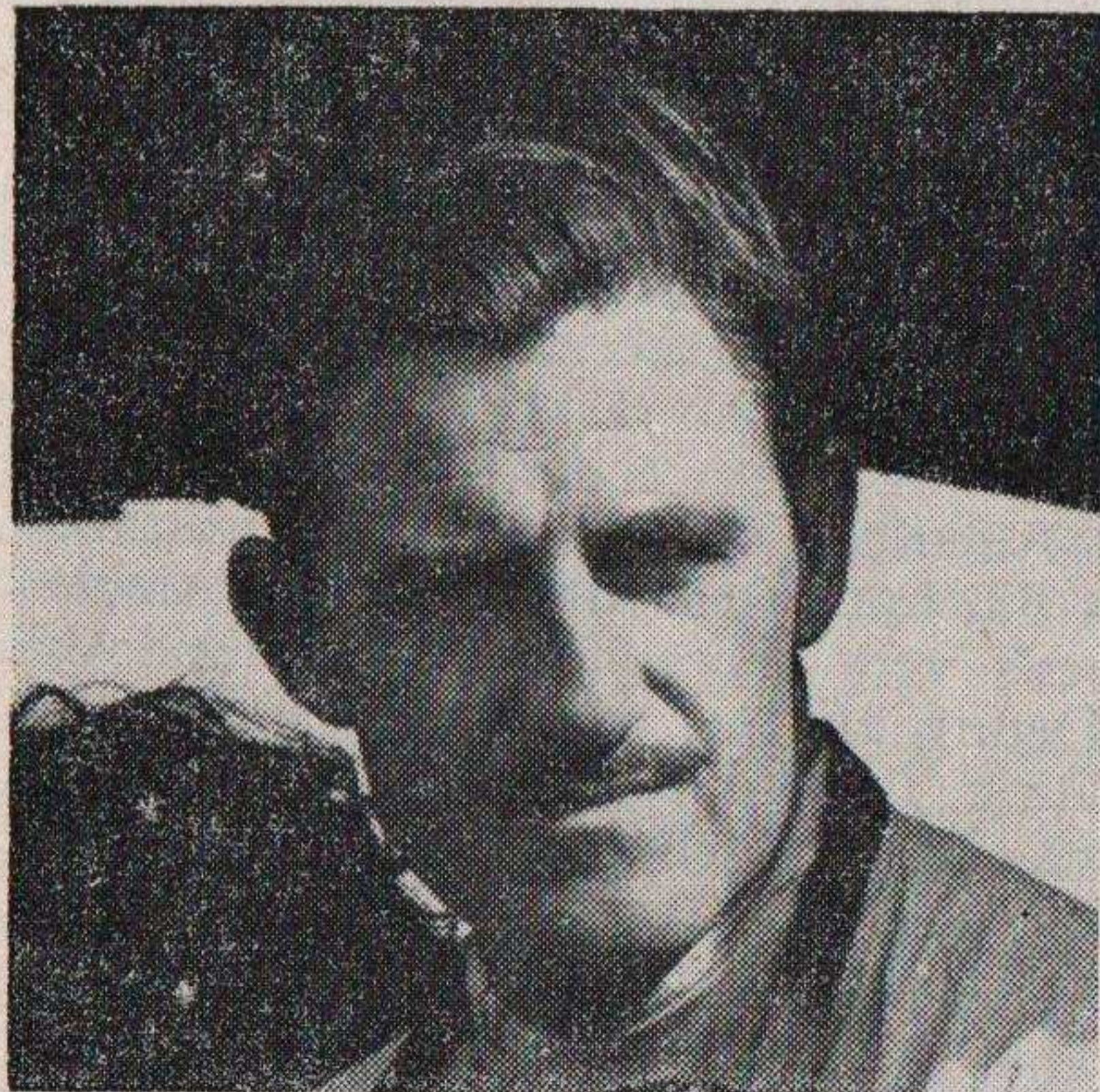


Hugh Dibley—Lola

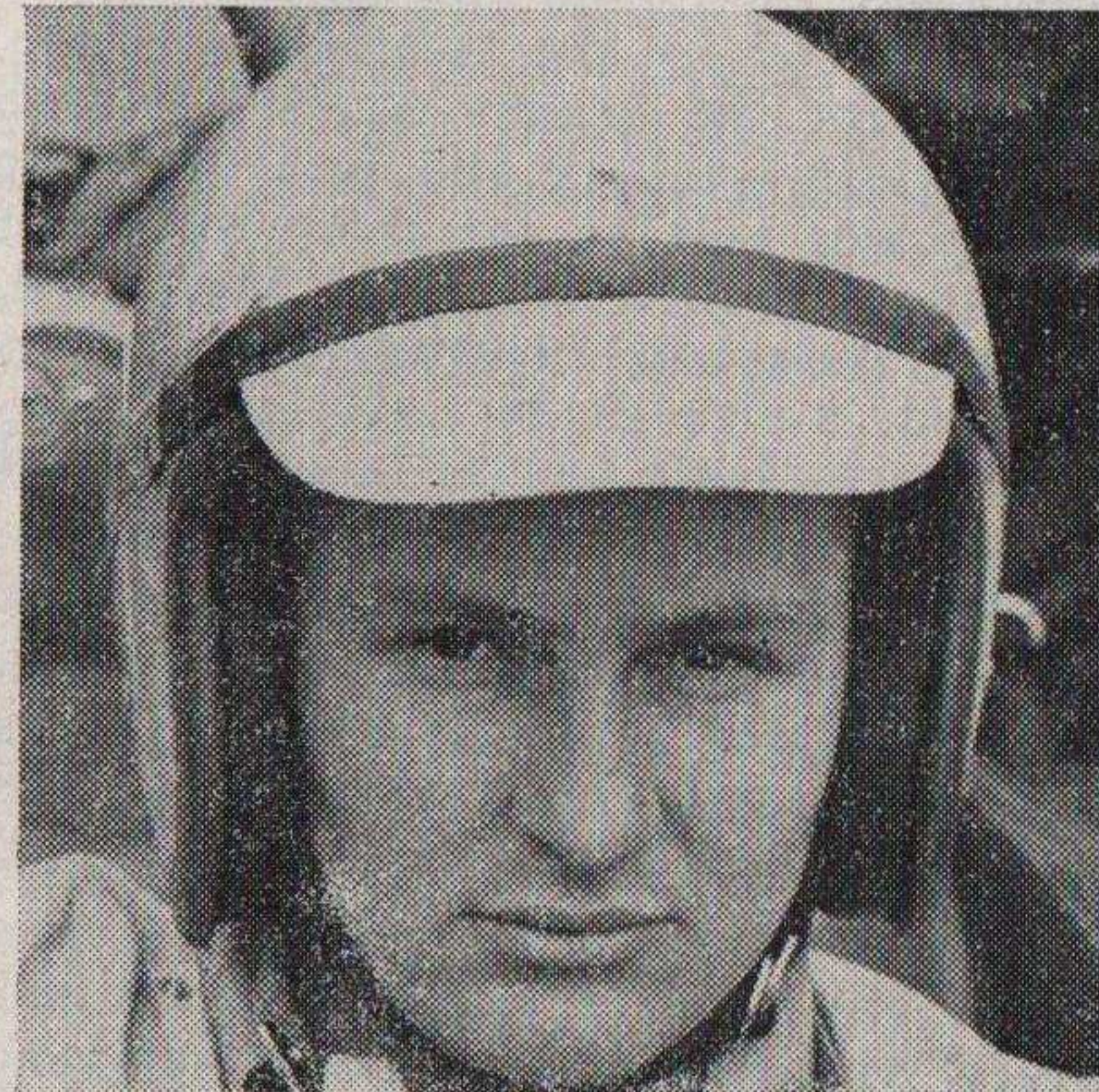


Sir John Whitmore—Cobra

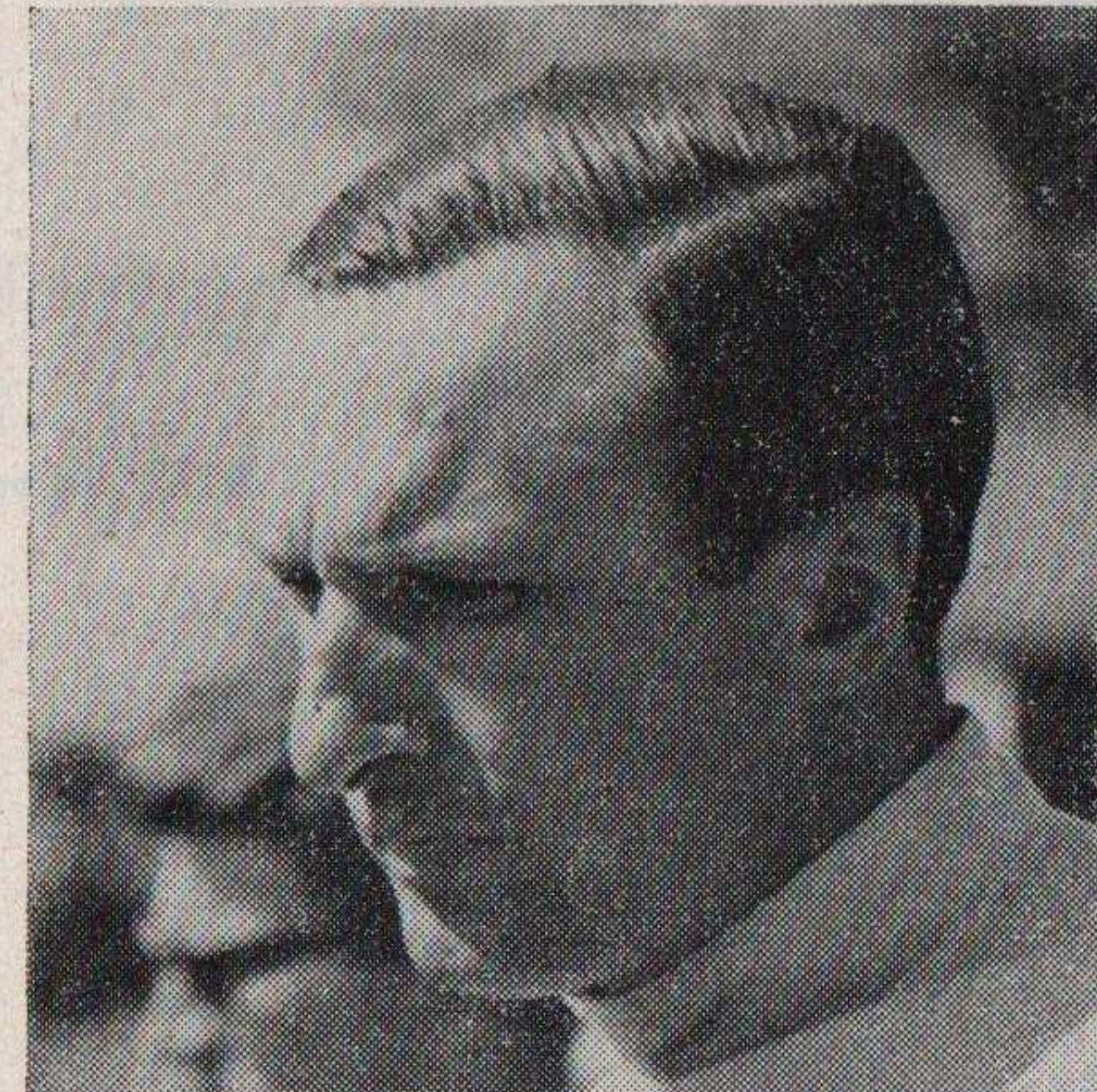
Drivers in today's race



Graham Hill—Ferrari



Bruce McLaren—McLaren Elva



Jack Sears—Cobra



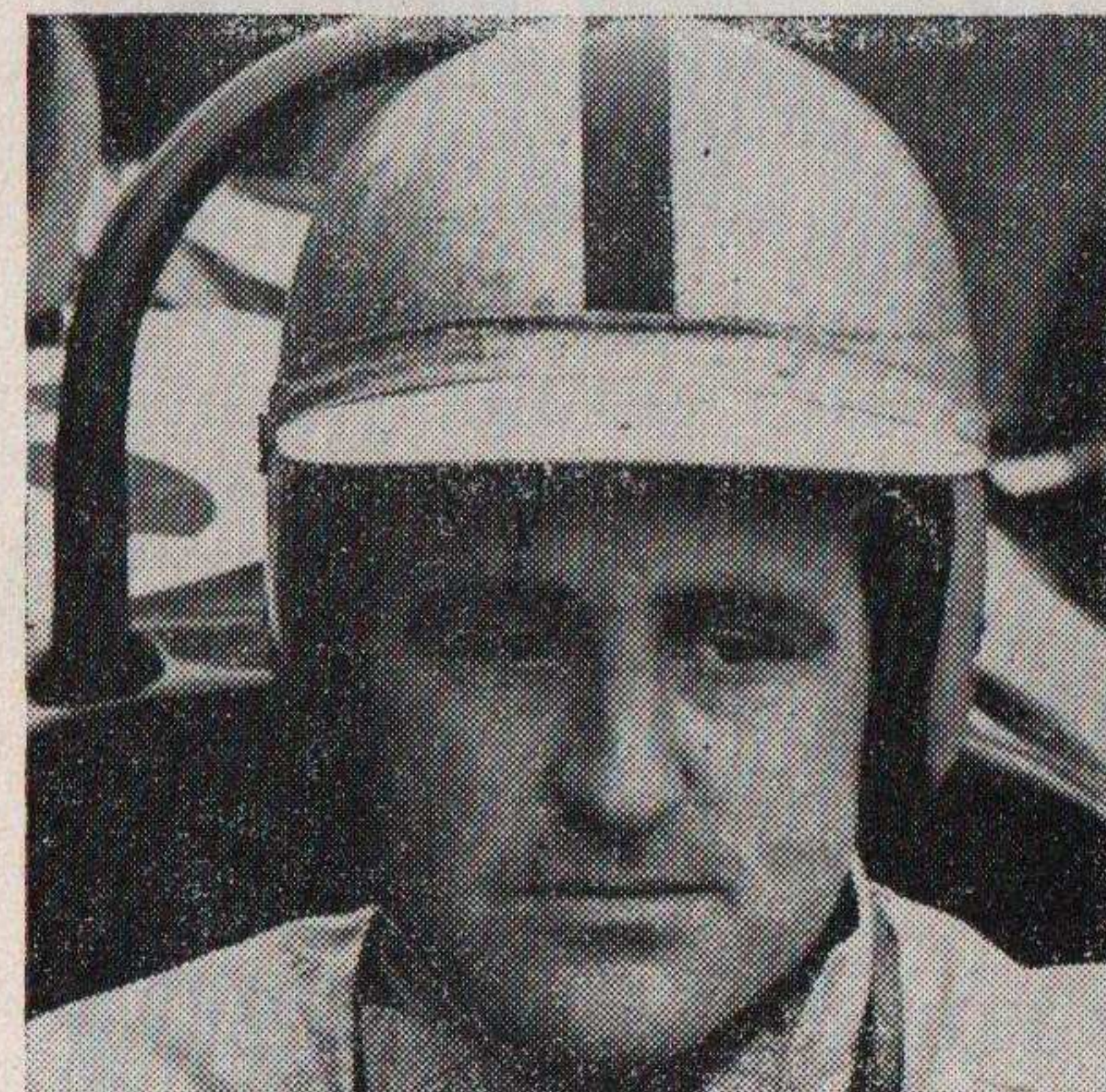
David Piper—Ferrari



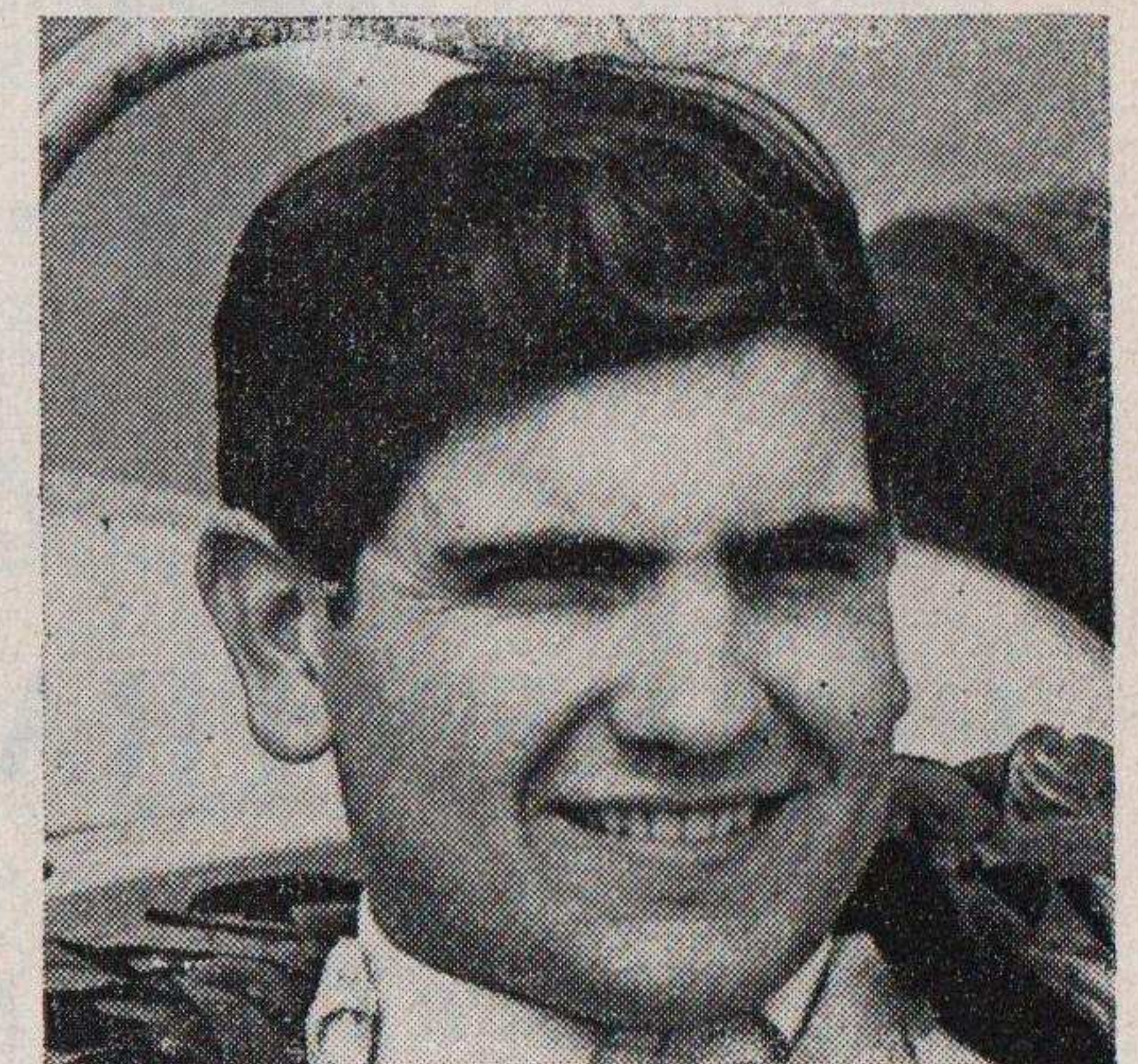
Roy Salvadori—Cooper



David Hobbs—Lola

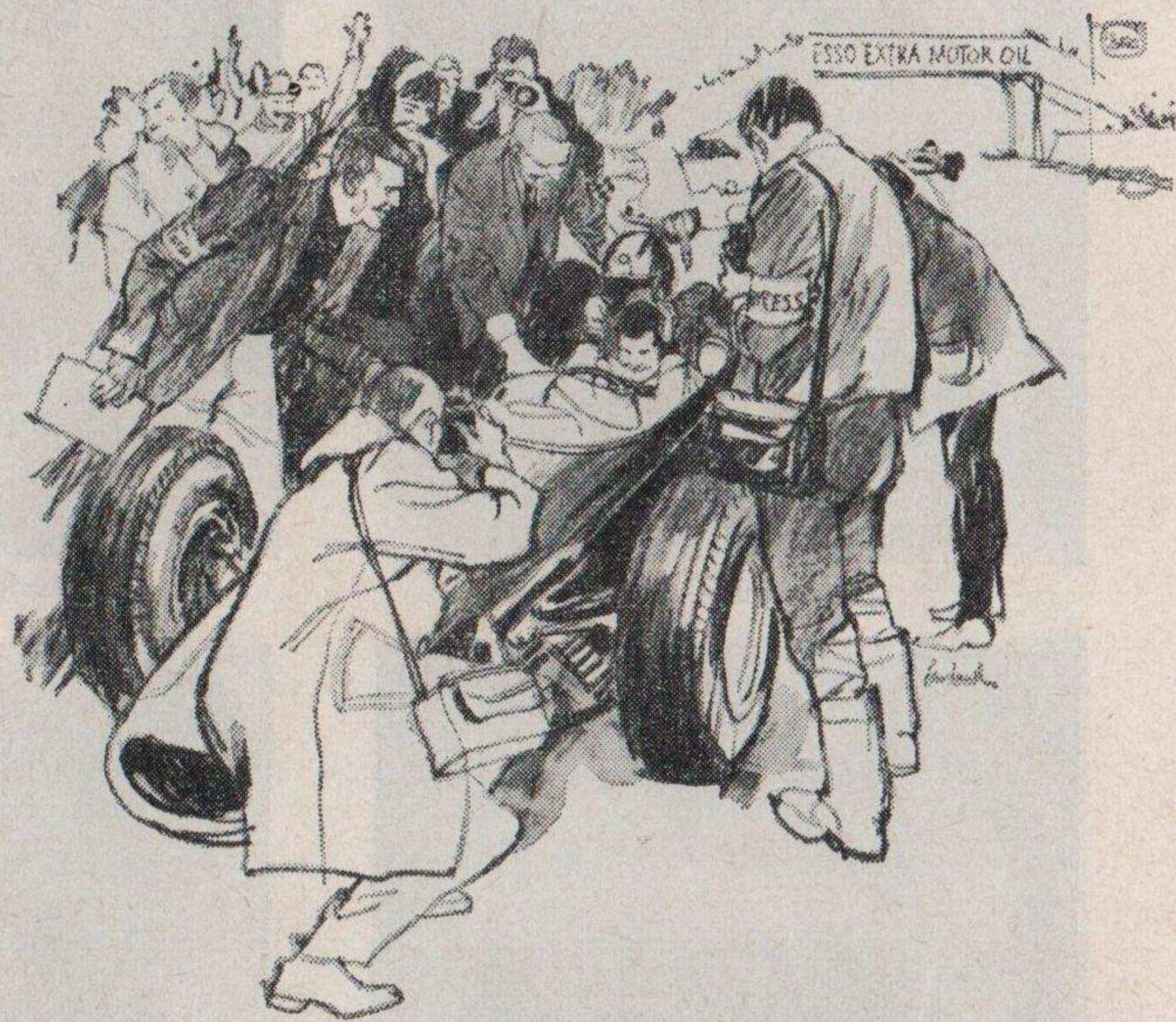


Dennis Hulme—Brabham



Roger Mac—Cobra

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30th R.A.C. TOURIST TROPHY

*Prophet Wansbrough Wilson
 Sears Clark Amon Williams
 Salmon Lanfranchi McLaren*

THE ENTRIES

QUICK REFERENCE LIST

No.	Car	Driver	Reserve Driver
Sports Cars and Prototypes with engine capacity over 1600 c.c.			
1	Lola 70 Traco	J. Surtees	J. Stewart
2	Lola 70 Ford	D. Hobbs	
3	Lola 70 Chevrolet	H. P. K. Dibley	
4	Lotus 30 Ford	J. Clark	
5	Lotus 30 Ford	T. Taylor	
6	Lotus 30 Ford	D. Prophet	
7	Lotus 30 Ford	V. Wilson	
8	Lotus Brabham B.M.W.	C. M. M. Williams	
9	McLaren Elva Traco Oldsmobile	B. McLaren	
10	Elva B.M.W.	C. Amon	
11	McLaren Elva Traco Oldsmobile	J. O. Coundley	
12	Ferrari 365 P2	G. Hill	M. Parkes
14	Ferrari 250 LM	D. Piper	
15	Brabham BT8 Oldsmobile	R. Nathan	
16	Brabham BT8 Coventry Climax	D. Hulme	S. Taylor
17	Brabham BT8 Coventry Climax	T. Hitchcock	
18	Attila Chevrolet	J. Sutton	
19	Attila Ford	T. Lanfranchi	R. Pierpoint
20	Cooper Cobra	R. Salvadori	
Grand Touring Cars with engine capacity over 2000 c.c.			
21	Shelby American Cobra	Sir John Whitmore	
22	Shelby American Cobra	J. Sears	
23	Shelby American Cobra	F. Gardner	
24	Shelby American Cobra	R. Mac	
25	Shelby American Cobra	J. M. Sparrow	N. Dangerfield
26	Shelby American Cobra	C. McLaren	H. B. Digby
27	Ferrari 250 GTO	M. Salmon	
28	Ferrari 250 GTO	P. Sutcliffe	
30	Jaguar E	D. Wansbrough	D. Protheroe
31	Jaguar E	R. Bond	

OULTON PARK 1965

Public Meetings

MOTOR CAR RACING

June 19th—VINTAGE SPORTS CAR MEETING organised by V.S.C.C.
Start 1.0 p.m.

September 18th—INTERNATIONAL GOLD CUP MEETING organised
by Mid-Cheshire M.C. for Formula I or II Racing Cars.
Sponsored by the Daily Express. Start 2.0 p.m.

MOTOR CYCLE RACING

Whit Monday, June 7th—A.C.U. CLUBMANS TROPHY RACES organ-
ised by Cheshire Centre A.C.U. Start 1.30 p.m.

**August Monday, August 30th—A.C.U. INTERNATIONAL BRITISH
CHAMPIONSHIPS** organised by Cheshire Centre A.C.U. Spon-
sored by the Daily Express. Start 11.0 a.m.

October 2nd—NATIONAL AUTUMN MEETING. Start 1.0 p.m.

KART MEETING

Whit Saturday, June 5th—NATIONAL KART MEETING organised by
Blackpool and Fylde Kart Club. Start 1.0 p.m.

Club Meetings

CAR RACING

May 22nd, B.R.S.C.C.; May 29th, B.A.R.C.; June 12th, Mid-Cheshire M.C.;
July 17th, B.R.S.C.C.; July 31st, Lancs. and Ches. C.C.; August 14th,
750 M.C.; August 21st, B.A.R.C.; September 4th, M.G. Car Club; Septem-
ber 25th, Lancs. and Ches. C.C.

MOTOR CYCLE RACING

May 8th, Nantwich M.C.; May 15th, Wirral 100; July 3rd, C.M.C.R.R.C.;
July 24th, Wirral 100; September 11th, C.M.C.R.R.C.

All Club meetings start at 2 p.m.



BRITAIN'S OUTSTANDING CIGARETTES

LAP RECORDS

as at 1st May, 1965 and applicable to to-day's meeting

OUTRIGHT—JIM CLARK

Lotus 25 Climax 1500. 1m. 39.2s. 100.20 m.p.h. 21/9/63.

SPORTS CARS 2501—3000 c.c.—ROY SALVADORI

Cooper Monaco 2700. 1m. 43.8s. 95.76 m.p.h. 21/9/63.

GRAND TOURING CARS 2501—3000 c.c.—INNES IRELAND

Ferrari 250, 2953. 1m. 53.0s. 87.96 m.p.h.

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TOURIST TROPHY RACE

Start times : 12 noon and 3.30 p.m. Duration : Each part 2 hours

COMPETITION NUMBERS, ENTRANTS, CARS, ENGINE DATA AND DRIVERS

No.	Entrant	Car	Colour	No. of Cyls.	c.c.	Driver	Reserve Driver
SPORTS CARS AND PROTOTYPES WITH ENGINE CAPACITY OVER 1600 c.c.							
1	Team Surtees Ltd.	Lola 70 Traco	Red/Green	8	5300	J. Surtees (G.B.)	J. Stewart (G.B.)
2	Harold Young Ltd.	Lola 70 Ford	Blue	8	4762	D. Hobbs (G.B.)	
3	H. P. K. Dibley	Lola 70 Chevrolet	Green	8	5960	Entrant (G.B.)	
4	Team Lotus Ltd.	Lotus 30 Ford	Green	8	5300	J. Clark (G.B.)	
5	J. C. B. (Research) Ltd.	Lotus 30 Ford	Yellow	8	4727	T. Taylor (G.B.)	
6	David Prophet (Racing) Ltd.	Lotus 30 Ford	White	8	4727	D. Prophet (G.B.)	
9	Bruce McLaren Motor Racing Ltd.	McLaren Elva Traco Oldsmobile	Red	8	4500	B. McLaren (N.Z.)	
11	John Coundley Racing Partnership	McLaren Elva Traco Oldsmobile	Green	8	4450	J. O. Coundley (G.B.)	
12	Maranello Concessionaires Ltd.	Ferrari 365 P2	Red	12	4400	G. Hill (G.B.)	M. Parkes (G.B.)
14	David Piper (Auto Racing) Ltd.	Ferrari 250 LM	Green	12	3286	D. Piper (G.B.)	
15	Roger Nathan (Racing)	Brabham BT8 Oldsmobile	Blue	8	4500	R. Nathan (G.B.)	
16	Sidney Taylor Racing	Brabham BT8 Coventry Climax	White/Green	4	2160	D. Hulme (N.Z.)	S. Taylor (I.)
18	Mill Garages (Sunderland) Ltd.	Attila Chevrolet	Blue	8	5700	J. Sutton (G.B.)	
19	Weybridge Eng. Co. Ltd.	Attila Ford	Red	8	4727	T. Lanfranchi (G.B.)	R. Pierpoint (G.B.)
20	Ford Advanced Vehicles Ltd.	Cooper Cobra	Blue	8	4728	R. Salvadori (G.B.)	

GRAND TOURING CARS WITH ENGINE CAPACITY OVER 2000 c.c.

21	Alan Mann Racing Ltd.	Shelby American Cobra	Blue/White	8	4727	Sir John Whitmore (G.B.)	
22	Alan Mann Racing Ltd.	Shelby American Cobra	Blue/White	8	4727	J. Sears (G.B.)	
23	Race Proved by Willment	Shelby American Cobra	Red/White	8	4727	F. Gardner (Aus.)	
24	The Chequered Flag Ltd.	Shelby American Cobra	Black/White	8	4727	R. Mac (G.B.)	
25	Radford Racing	Shelby American Cobra	Blue	8	4727	J. M. Sparrow (G.B.)	N. Dangerfield (G.B.)
26	Radford Racing	Shelby American Cobra	Blue	8	4727	C. McLaren (G.B.)	H. B. Digby (G.B.)
27	Dawnay Racing	Ferrari 250 GTO	Red	12	2953	M. Salmon (G.B.)	
28	P. Sutcliffe	Ferrari 250 GTO	Green	12	2953	Entrant (G.B.)	
30	D. Protheroe Ltd.	Jaguar E	Grey/Blue	6	3785	D. Wansbrough (G.B.)	D. Protheroe (G.B.)

Reserves

SPORTS CARS

10	Bruce McLaren Motor Racing Ltd. (1st Reserve)	Elva B.M.W.	Grey	4	2000	C. Amon (N.Z.)	
7	Team Chamaco-Collect (2nd Reserve)	Lotus 30 Ford	Green	8	4727	V. Wilson (G.B.)	
17	Celerity Inc. (3rd Reserve)	Brabham BT8 Coventry Climax	Green	4	1942	T. Hitchcock (U.S.A.)	
8	Chris. Williams Ltd (4th Reserve)	Lotus Brabham B.M.W.	Yellow/Black	4	1991	C. M. M. Williams (G.B.)	

GRAND TOURING CARS

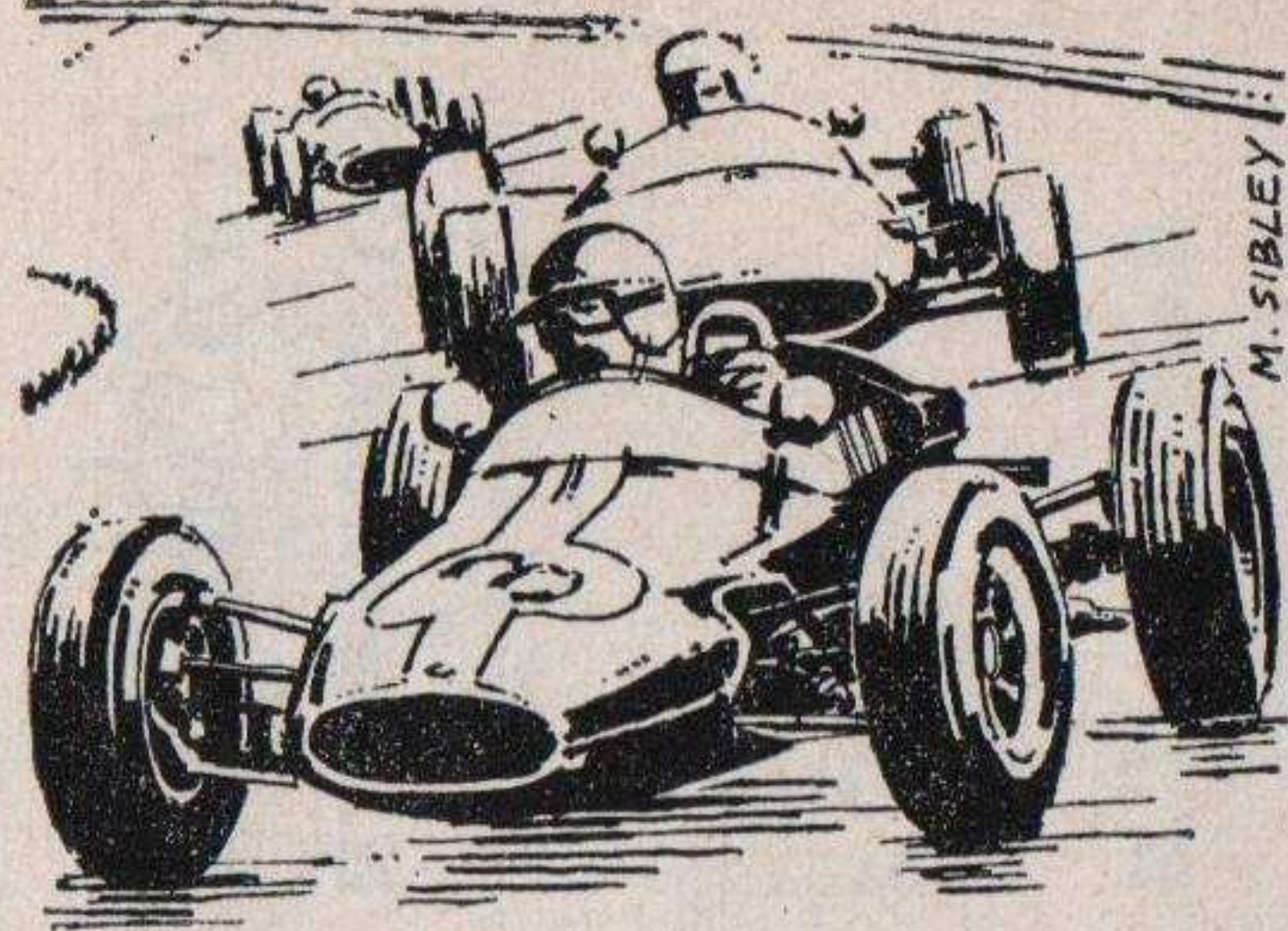
31	Red Rose Motors (5th Reserve)	Jaguar E	Green	6	3781	R. Bond (G.B.)	
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Note : Nationalities of drivers shown after their names are as follows

G.B. Great Britain Aus. Australia
 N.Z. New Zealand U.S.A. United States of America
 I. Ireland

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TOURIST TROPHY RACE—1st PART

Race positions to be announced throughout the race

	1st	2nd	3rd	4th	5th	6th
At 20 mins.
At 40 mins.
At 60 mins.
At 80 mins.
At 100 mins.
At 120 mins.

'MOTOR' LAP POSITION CHART

TOURIST TROPHY RACE

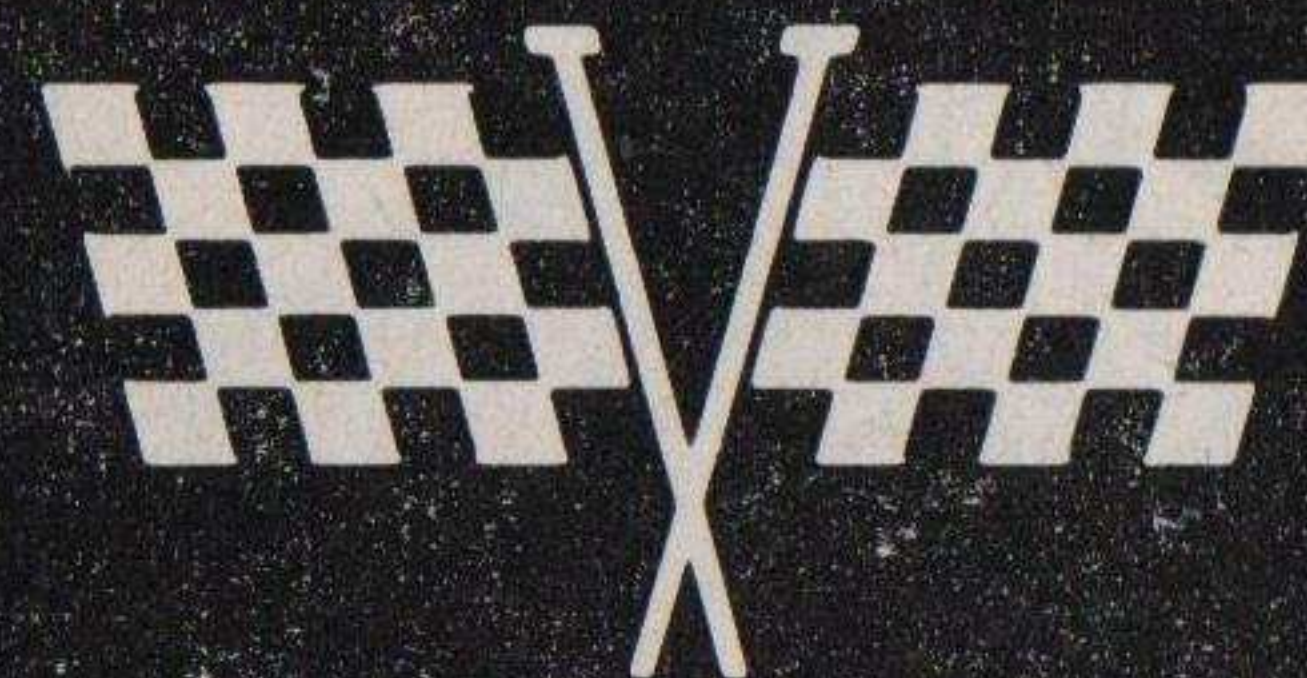
GRID POSITIONS

1st Part

2nd Part

1	2 9	↑	3 2	4 16
	5 4		6 17	7 10
8 8	9 11	10 6	11 14	
	12 15	13 22	14 19	
15 27	16 21	17 28	18	
	19 23	20 7	21 30	
22 25	23 26	24 3	25	
	26	27	28	

1 16	2 2	↑	3 11	4 14
	5 17		6 28	7 23
8 21	9 25	10 31	11 26	
	12 6	13 30	14 7	
15 22	16 4	17 10	18 8	
	19 27	20 19	21 9	
22	23	24	25	
	26	27	28	



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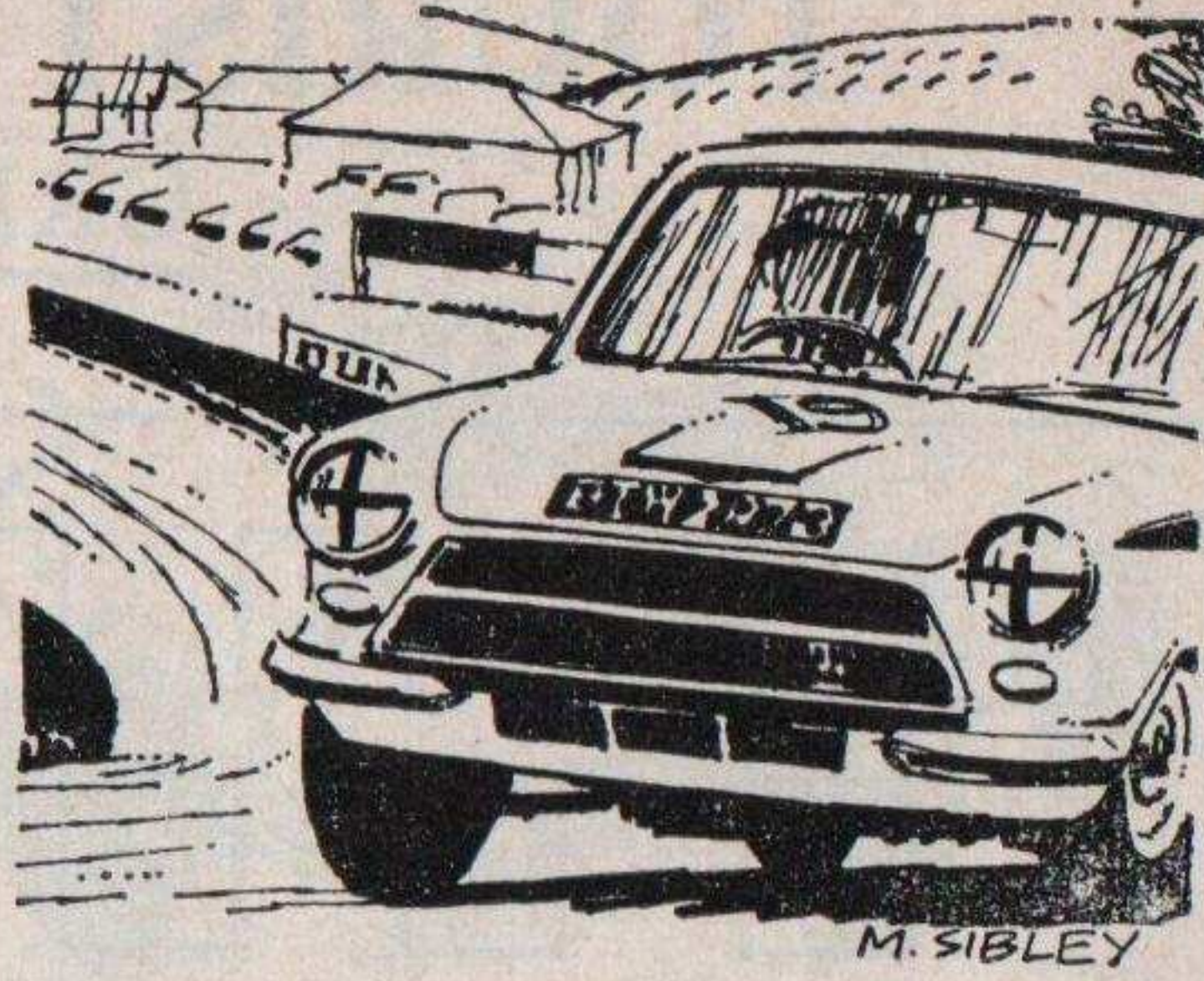
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TOURIST TROPHY RACE—2nd PART

Race positions to be announced throughout the race

	1st	2nd	3rd	4th	5th	6th
At 20 mins.
At 40 mins.
At 60 mins.
At 80 mins.
At 100 mins.
FINISH

'MOTOR' LAP POSITION CHART

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TOURIST TROPHY RACE

RESULTS

Final overall positions, Part 1 and 2 combined

Overall Placings :

1st.....	Speed.....m.p.h.	4th.....	Speed.....m.p.h.
2nd.....	Speed.....m.p.h.	5th.....	Speed.....m.p.h.
3rd.....	Speed.....m.p.h.	6th.....	Speed.....m.p.h.

Class Placings :

Grand Touring Cars over 2000 c.c.

1st.....	Speed.....m.p.h.	4th.....	Speed.....m.p.h.
2nd.....	Speed.....m.p.h.	5th.....	Speed.....m.p.h.
3rd.....	Speed.....m.p.h.	6th.....	Speed.....m.p.h.

Sports Cars and Prototypes over 1600 c.c.

1st.....	Speed.....m.p.h.	4th.....	Speed.....m.p.h.
2nd.....	Speed.....m.p.h.	5th.....	Speed.....m.p.h.
3rd.....	Speed.....m.p.h.	6th.....	Speed.....m.p.h.

Fastest Lap, Part 1. Car No..... Time..... Speed.....m.p.h.

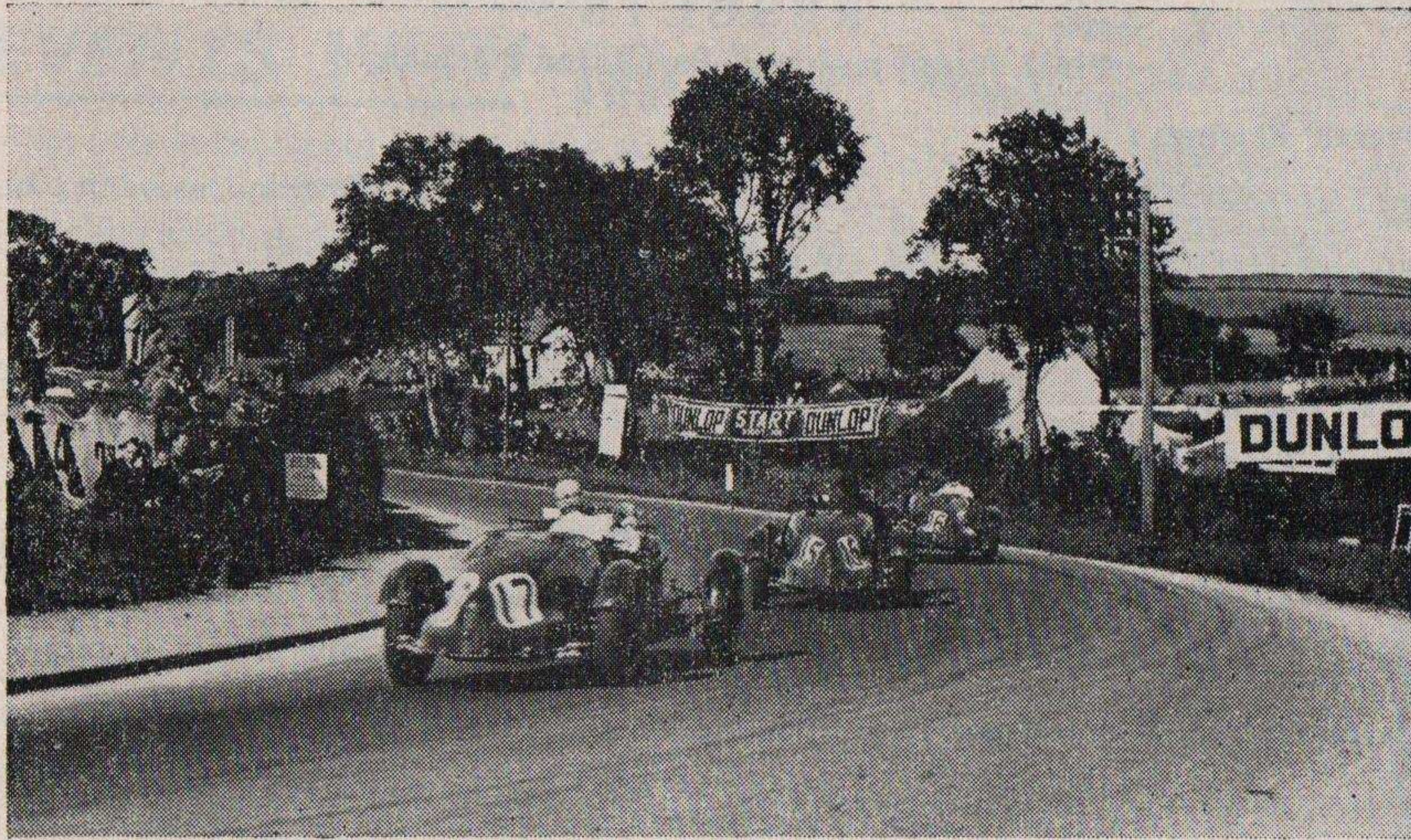
Fastest Lap, Part 2. Car No..... Time..... Speed.....m.p.h.



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Thirty years ago and 30 years after the start of the Tourist Trophy Race, the competing cars looked like this. Above are the three 1½-litre Aston Martins of Charles Brackenbury, Charles Martin and Clifton Pen-Hughes storming through a corner during the 1935 Ulster T.T., when they won the team prize. Twenty-four years later, Aston Martin were to clinch the World Sports Car Championship, also at the T.T. Photograph by courtesy of "Motor"

60 YEARS OF THE T.T.

By Cyril Posthumus of "Motor"

TO MANY people, "Tourist Trophy" means a motor cycle race in the Isle of Man but in fact the motor cycle T.T., venerable though it is, began as a copy of the already well established car event and today's Tourist Trophy Race, the 30th in the series, is the oldest motor race still being run, although there have been lengthy gaps so that several other annual races have been held more often. The T.T. was first held in 1905, whereas Sicily's Targa Florio, begun a year later, has been staged 48 times, and the French Grand Prix, also born in 1906, 42 times. Yet in its best years our T.T. has produced magnificent racing, vying with the best the Continent could produce.

Racing on a Thursday

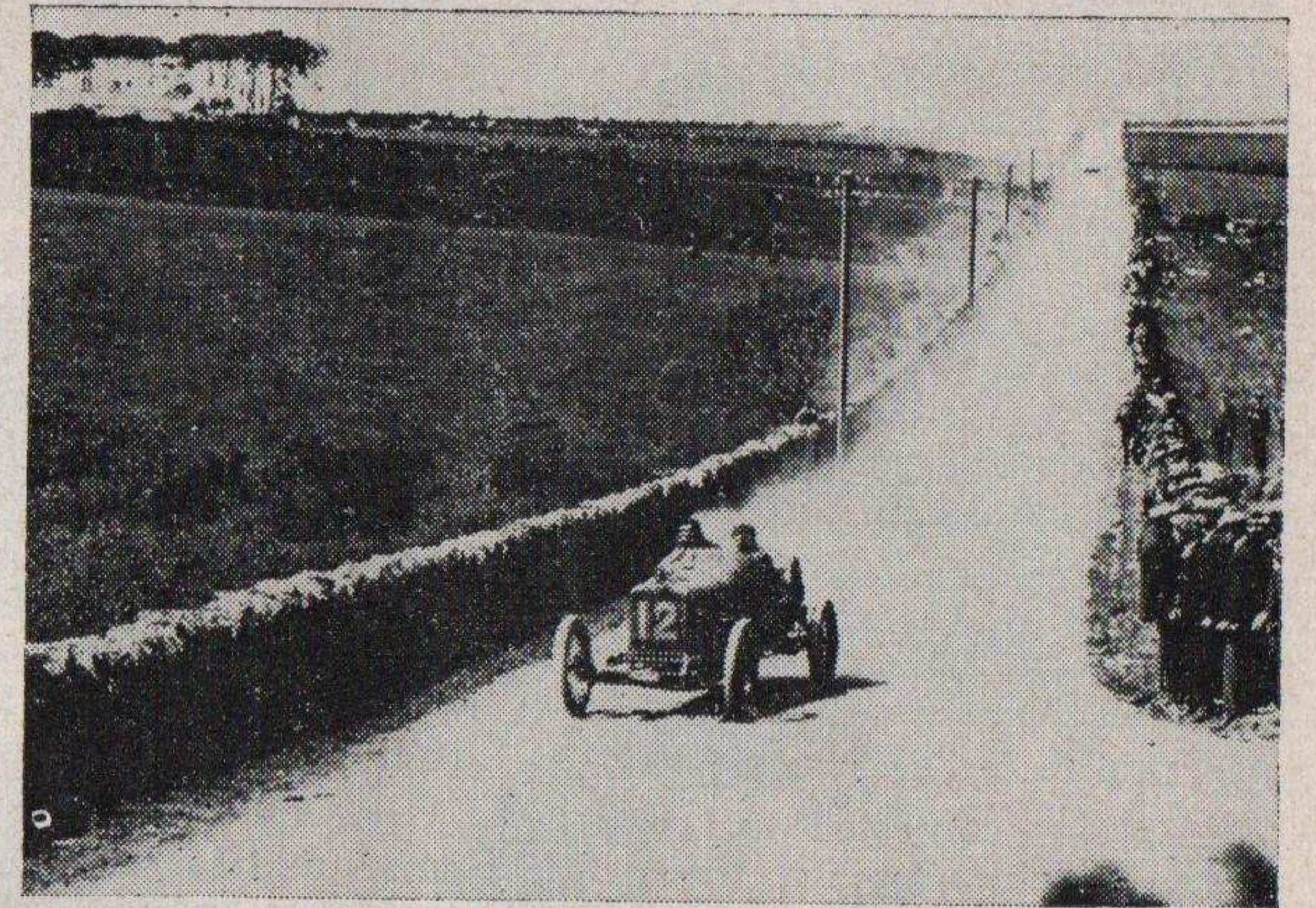
The first T.T. of all took place on September 14th, 1905, which was a Thursday—the weekend "gate" was a matter of indifference then! It took place over the very long, narrow, hilly and picturesque 52 mile circuit in the Isle of Man. Regulations to ensure that the cars were genuine touring machines were complex, there was a fuel consumption limit, and four-seater bodies were obligatory.

A Scotsman, John Napier, in a Scottish car, an Arrol-Johnston, became the winner at 33.96 m.p.h. after a hard fight with Percy Northey in a Rolls-Royce. Third was a Vinot, fourth another Arrol-Johnston, and fifth a Rover.

Still with the race accent strongly on **Tourist Trophy** in 1906, the course was shortened somewhat to 40.4 miles, the requisite four laps making a distance of 161½ miles. This time a 20 h.p. six-cylinder Rolls-Royce, driven by the Hon. Charles Rolls himself, won at 39.8 m.p.h. by over 22 minutes from a Berliet. Rolls was lucky to win, finishing with barely a tenth of a gallon of petrol in his tank, though his car, he said, "ran as sweet as a poem".

For 1907, the T.T. included a special class for what were termed "Heavy Cars", these unfortunate vehicles being obliged to carry "built in headwinds" in the form

The first Tourist Trophy races were in the Isle of Man. Early road conditions are typified by the dust screen created by Leon Molon's sleeve-valve Minerva in the 1914 event.



of vast screens, 5ft. 3in. wide and 8ft. from the ground, erected behind the driver and passenger, to represent the frontal area of a typical limousine!

The Trophy race itself was much as before, although now extended to six laps (241.5 miles) and it fell to E. Courtis driving a 20 h.p. four-cylinder Rover at the modest rate of 28.8 m.p.h. The first "Heavy" home was the Beeston-Humber of G. P. Mills at 28.7 m.p.h.

By now the rigid rules and irksome fuel restrictions had become decidedly unpopular, so the R.A.C. boldly scrapped them, and the 1908 T.T. became what might well be termed this country's first Grand Prix type race, were it not for one restriction. This was on engine size, cars being permitted a cylinder bore not exceeding 4 inches.

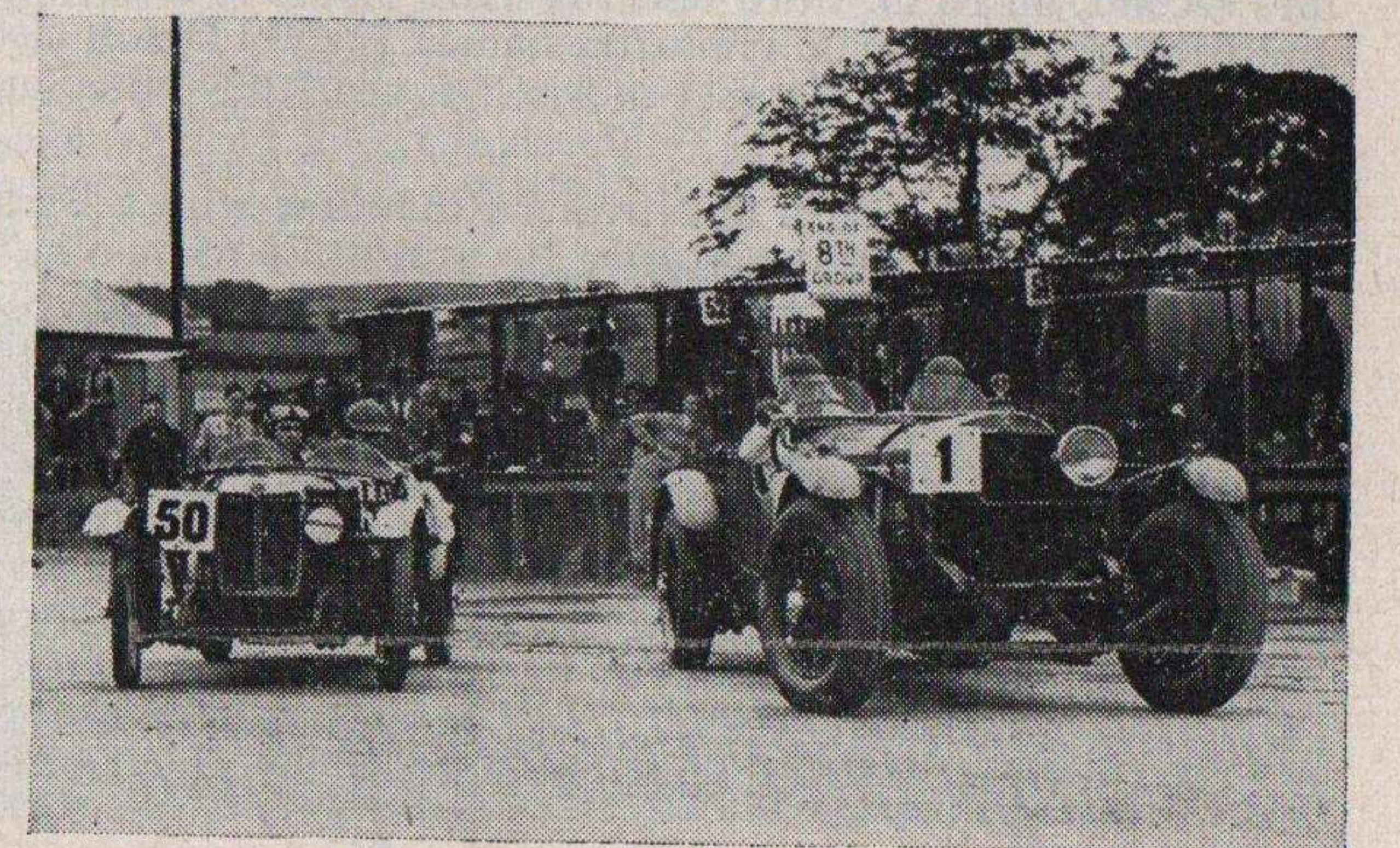
So the "Four Inch" race, they called it, and a fine, fast affair it proved to be, winner W. Watson averaging a healthy 50.25 m.p.h. over nine laps of the 37½ mile I.O.M. circuit, in a four-cylinder Hutton. Again the victor was lucky, for A. E. George's Darracq was leading on the last lap, only to catch fire, losing seven minutes, and dropping to third place.

The First Break

Then came the first break in the T.T. series, when racing as a whole struck a lean patch. The French Grand Prix itself folded for four years, but the T.T. took six years before coming to life again. The 1914 race, the first and last two-day T.T., was again for racing cars, this time of 3310 c.c. maximum capacity. Cars covered eight laps on the first day, were locked away overnight, then repeated the distance the following day—a gruelling total of 600 miles. Fastest in the race were the twin-overhead camshaft Sunbeams, Kenelm Lee Guinness winning masterfully from two Belgian Minervas.

T.T. races in Ulster were frequently run on a handicap basis. Here a Mercedes and an M.G. Midget move off together in the 1931 race, won by another Midget driven by Norman Black.

Photograph by courtesy of "Motor"



Then the Great War intervened, and it was 1922 before the T.T. was again promoted. Again it was a racing car event, but as the obsolete 1921 Formula for 3-litre cars was retained, there were no foreign challengers—only three Sunbeams, three Vauxhalls and three Bentleys, although a subsidiary 1½-litre race helped to make the number up.

It was a miserable race, run in mist and pouring rain, the French driver of a Sunbeam, Jean Chassagne, emerging as winner ahead of Frank Clement's Bentley, a Vauxhall and two more Bentleys. The latter marque won the team award, a large silver cup originally destined for the best beast in a Ramsey agricultural show, but hastily acquired for donation to Bentleys!

That dreary affair through the rain in 1922 was the last T.T. to take place in Manxland, and was also, alas, the last T.T. for six long years. Then, thanks largely to Ulsterman Harry Ferguson, later the "tractor millionaire", a magnificent 13.6 mile road course outside Belfast, known as the Ards circuit, was brought into use, ushering in the memorable series of Ulster T.T.s in 1928.

In a race contested on a handicap system by 44 cars (compared with 9 in 1922) Kaye Don in a 1½-litre blown Lea-Francis and Leon Cushman in a 1½-litre blown, front wheel drive Alvis, battled desperately to the end, Don getting home first by 13 secs. after 410 miles. And the Alvis stopped 300 yards past the finishing line with a bone-dry tank!

For the 1929 race, several Continentals, including Rudi Caracciola in a huge white 7-litre supercharged Mercedes-Benz, came over to do battle. When it came on to rain, first with a thundery downpour, then intermittent showers, leaving half the circuit soaking and half treacherously dry, Rudi the **Regenmeister** came into his own, and took his great Mercedes out ahead, to win by over two minutes from Campari's Alfa Romeo and Captain Frazer-Nash's tiny Austin.

Having sampled the Ulster T.T., the Alfa Romeo team came again in 1930, this time with 1750 c.c. cars and a ferociously strong team in Nuvolari, Campari and Varzi. No rivals could live with them, and they finished in that order: 1st, 2nd and 3rd, chased hotly but hopelessly by a front-drive Alvis, an Austin, and two more Alvises.

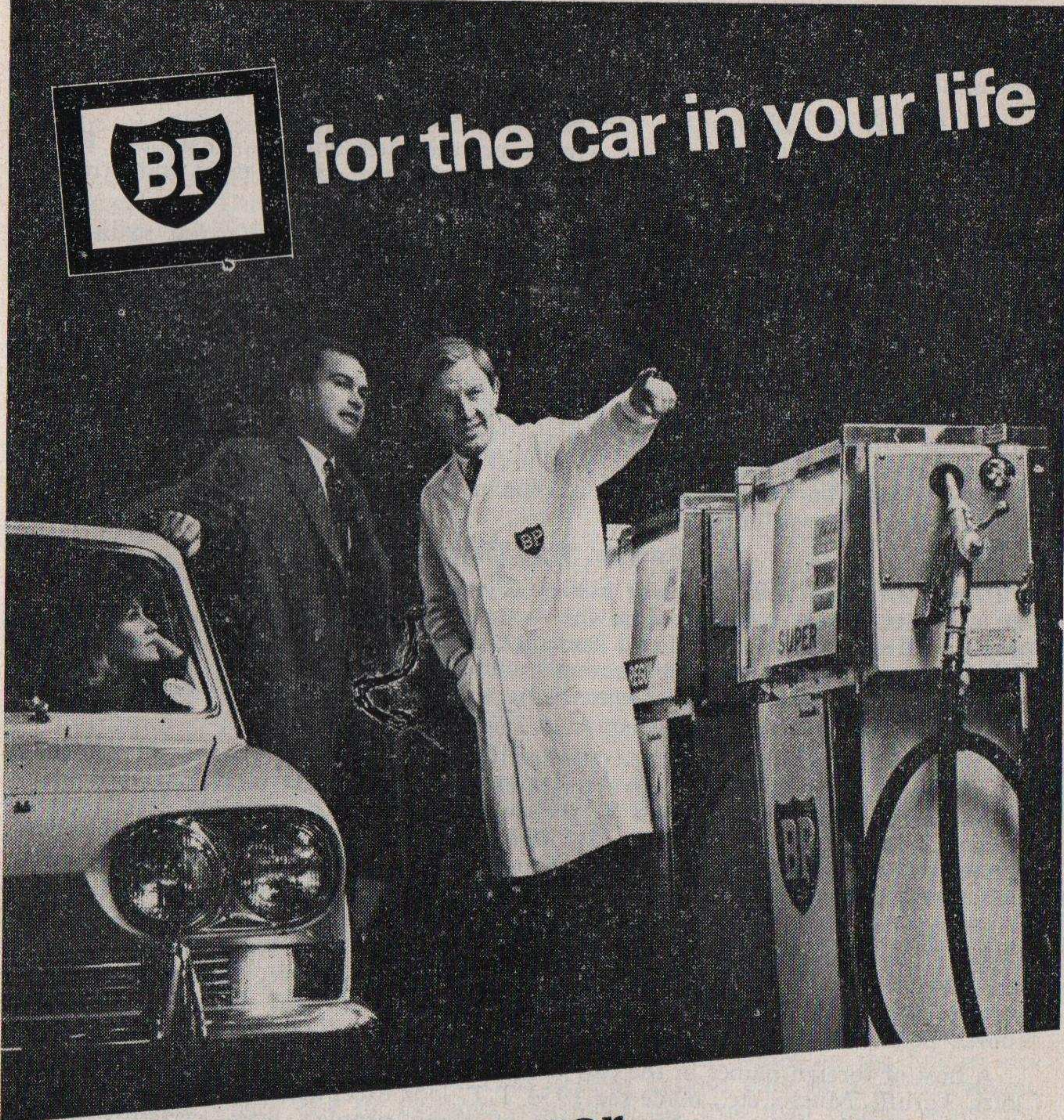
Hard Handicaps

The handicappers were more brutal in 1931, and after Nuvolari retired and Campari dropped back, Alfa's third man Baconin Borzacchini had to work desperately hard, lapping at 81.28 m.p.h.—nearly 4 m.p.h. quicker than Caracciola's 1929 lap record—and just scrabbling ahead of Crabtree's M.G. on the last corner, to snatch second place. The winner, a comfortable 1 min. 10 sec. ahead, was Norman Black in his tiny 747 c.c. M.G. Midget. Indicative of the economic depression was the halving of the victor's prize money from £1,000 to £500.

Perhaps the least interesting of the Ards series of T.T.s was that of 1932; there were no foreign entries, but hordes of British "tiddlers". Riley Nines were first and second, an M.G. third and two Alfa Romeos, the fastest cars in the race, fourth and fifth. A certain wild character named Freddy Dixon electrified the rather meagre crowd by his remarkable pace in a self-tuned Riley Nine, and by his final disappearance over a hedge!

1933 meant the return of Nuvolari, this time with a British car, a blown 1100 c.c. M.G. Magnette. In an epic drive he won at 78.65 m.p.h., after a dramatic struggle on handicap with Hugh Hamilton in an M.G. Midget. Superchargers were banned in 1934, when ex-racing motorcyclist Charlie Dodson won in a 1287 c.c. N Type Magnette, while Eddie Hall, in a vast Rolls-type Bentley strove mightily to catch him from scratch, missing his goal by a mere 17 sec.

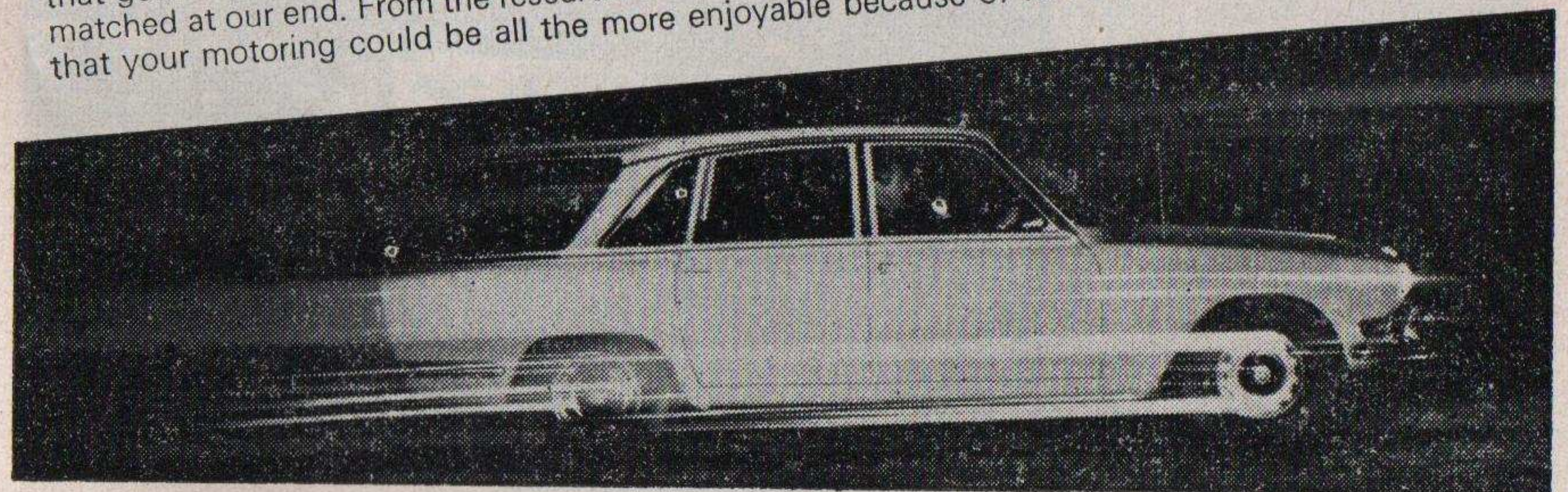
Hall was second again in 1935, when Freddy Dixon, his wildness now tempered by shrewd cunning, won the race with a 1½-litre Riley. Earl Howe in a Bugatti was third, followed by two Aston Martins, which make won the team prize. When he became runner-up yet again in 1936, Eddie Hall felt he had truly earned the nickname "the eternal second". He flogged his Bentley round desperately, but could not close the gap to less than one minute by the time Dodson, co-driving with Dixon,



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took the chequered flag. Incidentally, women drivers were admitted into the race for the first time that year, but the only one who entered was Mrs. T. H. Wisdom, wife of journalist Tommy Wisdom.

The End of Ards

That 1936 race was marred by a grim accident involving J. Chambers' Riley, which plunged into the crowd in a "no spectators" area, killing eight and bringing the splendid series of Ards T.T.s to an abrupt and sombre close.

Much in the same way that Oulton Park has taken on the race today, so in 1937 and 1938, Donington Park in Leicestershire staged the R.A.C. T.T. when Ards was denied it, bringing it to English soil for the first time. The ersatz T.T.'s lacked the spacious and carefree atmosphere of Northern Ireland, but the Donington people did their best by extending the lap length to just over three miles.

Driving a French 4-litre Talbot, the Italian Gianfranco Comotti won the 1937 T.T.—the sixteenth of the series; Lebegue (Talbot) was second, and a B.M.W. was third—no joy for Britain so far as the results went. 1938 was a little better, with a 2-litre Aston Martin driven by Jock Horsfall coming second to a 3-litre Delage, handled luridly but effectively by Frenchman Louis Gerard. His prize money for winning that year was only £200.

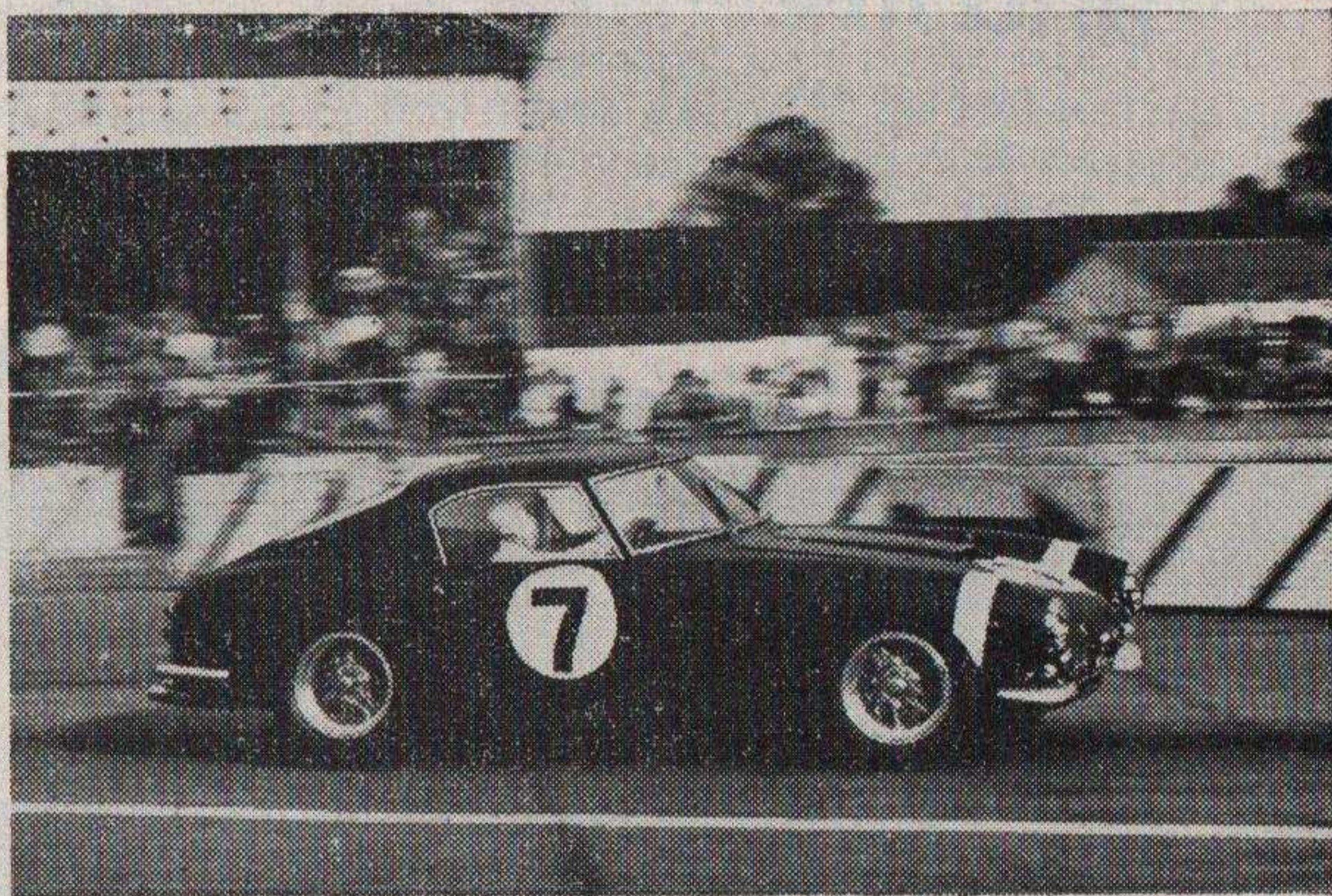
Another War-Time Break

Before the third T.T. could be held at Donington, the second World War broke out and eleven years passed before the race came back. When it did, it returned to Northern Ireland, not to the still lamented Ards circuit, but to a new one called Dundrod, seven and a half miles round and situated in the water catchment area outside Belfast. "Catchment" means rain, and rain Dundrod has had in plenty, never more than in the first T.T. there in 1950.

That was Stirling Moss's race, practically from start to finish, this youngster of 20 driving Tommy Wisdom's privately-entered XK120 Jaguar to victory on drenched roads, ahead of the late Peter Whitehead in another XK 120, and Bob Gerard's Frazer-Nash. Moss "did it" again the following September, this time with a works-entered XK 120C Jaguar. Following him home came Peter Walker (also Jaguar), Bob Gerard (Frazer-Nash) once again, and then the third works Jaguar.

In 1952 there was no race, but it returned with vigour the following year, when Jaguars met their match in the Aston-Martin DB3S team. The late Peter Collins won the race, with Pat Griffith sharing the nine-hour drive, another Aston was second, then came a Frazer-Nash, while Moss (Jaguar) had to rest content with fourth position.

A host of foreign names in the entry list, such as Ascari, Villoresi, Fangio, Castellotti, Taruffi, Musso, etc., made the 1954 T.T. look exceptionally promising. Unfortunately, the handicap spoilt the race in many people's eyes—certainly in the



Seven times winner of the Tourist Trophy race (usually with his lucky number 7 on the car), Stirling Moss is seen here at Goodwood driving one of the Ferrari cars which were unbeaten in the three "G.T.-T.T.'s" of 1960—1962.

Photograph by courtesy of Castrol Ltd.

Italians'!—for a 750 c.c. D.B.-Panhard won technically, from the Hawthorn/Trintignant Ferrari, with Maserati, third, and Jaguar next in.

The End of Handicaps

The unsatisfactory handicap system was at last scrapped for the Golden Jubilee T.T. in 1955, the race being run instead on a scratch basis, in capacity classes. Mercedes-Benz fielded their formidable 3-litre, fuel-injection 300 SLR models, and that master of Dundrod, Stirling Moss, led them to a 1-2-3 triumph, though the late Mike Hawthorn and Desmond Titterton put up an unforgettable battle with a lone Jaguar.

But the day of the T.T.'s Golden Jubilee was marred for all by the grim column of smoke rising from Deers Leap, denoting the scene of a seven-car crash and the deaths of Jim Mayers and Bill Smith. A third crash later in the day cost the life of Richard Mainwaring, and Dundrod's days as a T.T. circuit were done.

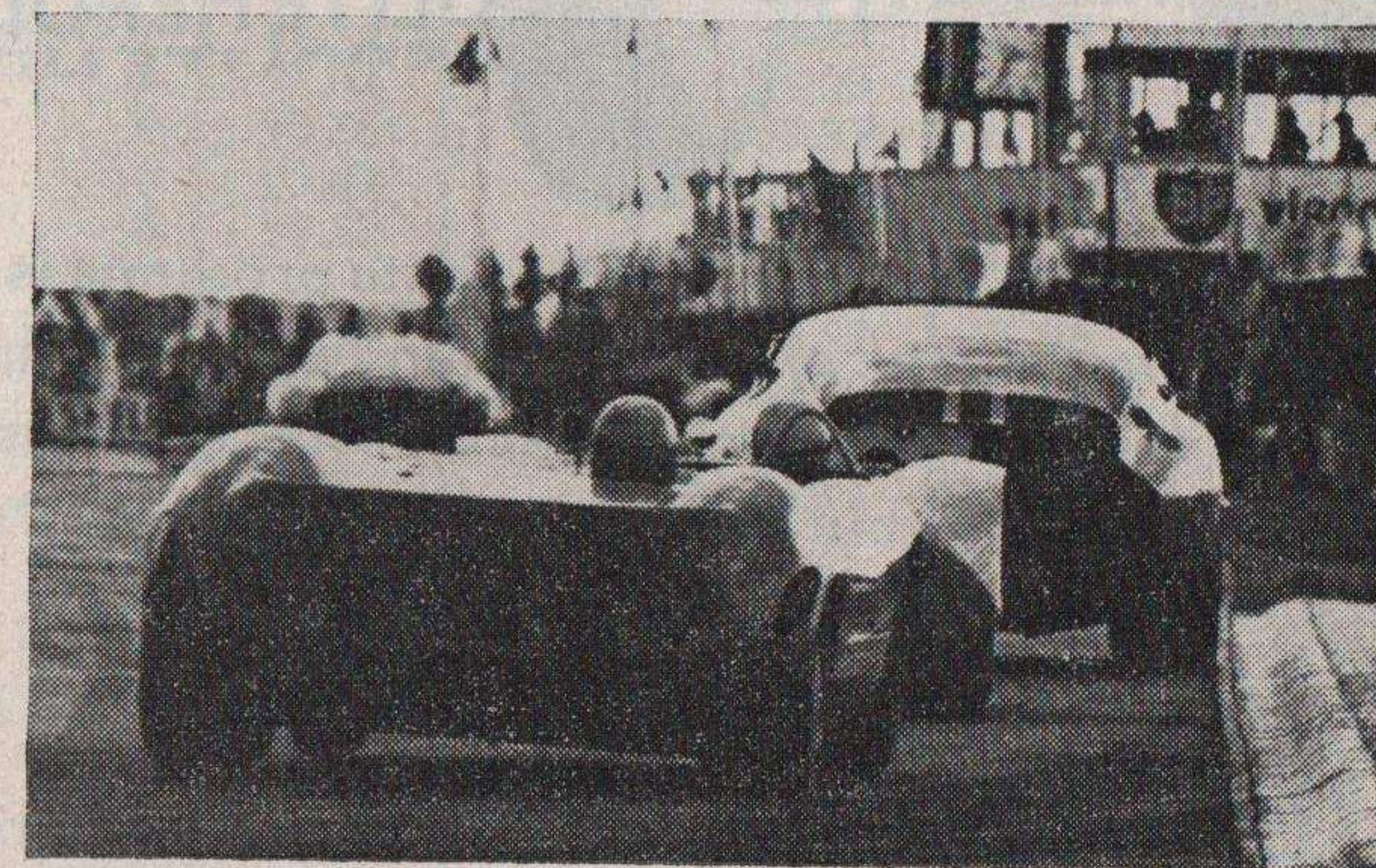
There were no races in 1956 or 1957 and had the race not been held in 1958, it would have disappeared from the international calendar, at least as a championship event, and the B.A.R.C. took on the organisation for the R.A.C.

Thus, 53 years after the race was born in the Isle of Man, the R.A.C. Tourist Trophy made its fifth change of venue, and went to Goodwood. The 1958 race was a triumph for Aston Martin who had the first three cars home, again with Moss as the winner with Tony Brooks as co-driver. There was a further Aston Martin win in 1959 in sensational circumstances when the car which Moss had put into a clear lead went up in flames just as co-driver Salvadori was vacating it at the pits. Moss took over the sister car of Carroll Shelby/Jack Fairman and blasted through the full "works" Ferrari and Porsche opposition to score yet another T.T. win—and with it the World Sports Car Championship for Aston Martin.

For 1960 and again in 1961, the race was for grand touring cars and the incredible Moss brought his score of T.T. wins to seven taking both year's races in Ferraris. For the next two years as well, Ferrari G.T. cars were dominant, the enormously successful 250 GTO model taking the 1962 and 1963 races in the capable hands of Innes Ireland and Graham Hill.

For 1964 there came another change, the race being opened to sports cars as well as G.T. machines, and for the first time T.T. cars were lapping at over 100 m.p.h. with Graham Hill in the 330P Ferrari sports-prototype coming out on top after an exciting tussle with Jim Clark in the Lotus 30 and Bruce McLaren's Cooper-Oldsmobile. But in the G.T. category, Ferraris were pushed aside by the Cobras.

Because of Goodwood's pre-occupation with an increased programme of horse-racing, the 1964 event was doomed to be the last of the series on the Sussex circuit and so today the famous old T.T. is here at Oulton Park on a circuit which, more than anywhere else in England, resembles the true road course which, by tradition, the race deserves. What excitements will the Tourist Trophy race bring forth in this, its Diamond Jubilee Year?



Last year the T.T. was for both sports and grand touring cars of large capacity. seen here accelerating away from Goodwood's chicane. The same formula is used today.

Photograph by courtesy of Geoffrey Goddard.

International Flag Signals

Red : Signal for complete and immediate stop.

Yellow (Waved) : Great danger, be prepared to stop.

Yellow (Steady) : Take care danger.

Yellow with Vertical Red Stripes : Take care, oil has been spilled somewhere on the road.

Green : Danger previously indicated by Yellow or Yellow/Red flags no longer exists.

Blue (Waved) : Another competitor is trying to overtake you.

Blue (Steady) : Another competitor is following you very closely.

White : An ambulance or service car is on the circuit.

Black (with Competitor's Number) : Signal for the competitor to stop at his pit next time round and report to the Clerk of the Course.

Black and White Chequered : Signal for the winner and end of the race. All competitors to return to the pits next time round.

The Union Jack will be used for starting the races.

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Oulton Park Speed Table

1 lap=2.761 miles

LAP TIME	SPEED	LAP TIME	SPEED	LAP TIME	SPEED	LAP TIME	SPEED
M. S.	M.P.H.	M. S.	M.P.H.	M. S.	M.P.H.	M. S.	M.P.H.
1 34	105.74	1 43	96.50	1 52	88.75	2 01	82.15
.2	105.52	.2	96.31	.2	88.59	.2	82.01
.4	105.29	.4	96.13	.4	88.43	.4	81.87
.6	105.07	.6	95.94	.6	88.27	.6	81.74
.8	104.85	.8	95.76	.8	88.12	.8	81.61
1 35	104.63	1 44	95.57	1 53	87.96	2 02	81.47
.2	104.41	.2	95.39	.2	87.80	.2	81.34
.4	104.19	.4	95.21	.4	87.65	.4	81.21
.6	103.97	.6	95.02	.6	87.50	.6	81.07
.8	103.75	.8	94.84	.8	87.34	.8	80.94
1 36	103.54	1 45	94.66	1 54	87.19	2 03	80.81
.2	103.32	.2	94.48	.2	87.04	.2	80.68
.4	103.11	.4	94.30	.4	86.88	.4	80.55
.6	102.89	.6	94.13	.6	86.73	.6	80.42
.8	102.68	.8	93.95	.8	86.58	.8	80.29
1 37	102.47	1 46	93.77	1 55	86.43	2 04	80.16
.2	102.26	.2	93.59	.2	86.28	.2	80.03
.4	102.05	.4	93.42	.4	86.13	.4	79.90
.6	101.84	.6	93.24	.6	85.98	.6	79.77
.8	101.63	.8	93.06	.8	85.83	.8	79.64
1 38	101.42	1 47	92.89	1 56	85.69	2 05	79.52
.2	101.22	.2	92.72	.2	85.54	.2	79.39
.4	101.01	.4	92.55	.4	85.39	.4	79.26
.6	100.81	.6	92.38	.6	85.25	.6	79.14
.8	100.60	.8	92.20	.8	85.10	.8	79.01
1 39	100.40	1 48	92.03	1 57	84.95	2 06	78.89
.2	100.20	.2	91.86	.2	84.81	.2	78.76
.4	100.00	.4	91.69	.4	84.66	.4	78.64
.6	99.80	.6	91.52	.6	84.52	.6	78.51
.8	99.60	.8	91.36	.8	84.38	.8	78.39
1 40	99.40	1 49	91.19	1 58	84.23	2 07	78.26
.2	99.20	.2	91.02	.2	84.09	.2	78.14
.4	99.00	.4	90.86	.4	83.95	.4	78.02
.6	98.80	.6	90.69	.6	83.81	.6	77.90
.8	98.61	.8	90.52	.8	83.67	.8	77.77
1 41	98.41	1 50	90.36	1 59	83.53	2 08	77.65
.2	98.22	.2	90.20	.2	83.39	.2	77.53
.4	98.02	.4	90.03	.4	83.25	.4	77.41
.6	97.83	.6	89.87	.6	83.11	.6	77.29
.8	97.64	.8	89.71	.8	82.97	.8	77.17
1 42	97.45	1 51	89.55	2 00	82.83	2 09	77.05
.2	97.26	.2	89.38	.2	82.69	.2	76.93
.4	97.07	.4	89.22	.4	82.55	.4	76.81
.6	96.88	.6	89.06	.6	82.42	.6	76.69
.8	96.69	.8	88.91	.8	82.28	.8	76.58

OULTON PARK SPEED TABLE—cont.

LAP TIME	SPEED	LAP TIME	SPEED	LAP TIME	SPEED	LAP TIME	SPEED
M. S.	M.P.H.	M. S.	M.P.H.	M. S.	M.P.H.	M. S.	M.P.H.
2 10	76.46	2 19	71.51	2 28	67.16	2 37	63.31
.2	76.34	.2	71.41	.2	67.07	.2	63.23
.4	76.22	.4	71.30	.4	66.98	.4	63.15
.6	76.11	.6	71.20	.6	66.89	.6	63.07
.8	75.99	.8	71.10	.8	66.80	.8	62.99
2 11	75.88	2 20	71.00	2 29	66.71	2 38	62.91
.2	75.76	.2	70.90	.2	66.62	.2	62.83
.4	75.64	.4	70.79	.4	66.53	.4	62.75
.6	75.53	.6	70.69	.6	66.44	.6	62.67
.8	75.41	.8	70.59	.8	66.35	.8	62.59
2 12	75.30	2 21	70.49	2 30	66.26	2 39	62.51
.2	75.19	.2	70.39	.2	66.18	.2	62.43
.4	75.07	.4	70.29	.4	66.09	.4	62.36
.6	74.96	.6	70.19	.6	66.00	.6	62.28
.8	74.85	.8	70.10	.8	65.91	.8	62.20
2 13	74.73	2 22	70.00	2 31	65.83	2 40	62.12
.2	74.62	.2	69.90	.2	65.74	.2	62.04
.4	74.51	.4	69.80	.4	65.65	.4	61.97
.6	74.40	.6	69.70	.6	65.56	.6	61.89
.8	74.29	.8	69.61	.8	65.48	.8	61.81
2 14	74.18	2 23	69.51	2 32	65.39	2 41	61.74
.2	74.07	.2	69.41	.2	65.31	.2	61.66
.4	73.96	.4	69.31	.4	65.22	.4	61.58
.6	73.85	.6	69.22	.6	65.13	.6	61.51
.8	73.73	.8	69.12	.8	65.05	.7	61.43
2 15	73.63	2 24	69.03	2 33	64.96	2 42	61.36
.2	73.52	.2	68.93	.2	64.88	.2	61.28
.4	73.41	.4	68.83	.4	64.80	.4	61.20
.6	73.30	.6	68.74	.6	64.71	.6	61.13
.8	73.19	.8	68.64	.8	64.63	.8	61.05
2 16	73.09	2 25	68.55	2 34	64.54	2 43	60.98
.2	72.98	.2	68.45	.2	64.46	.2	60.90
.4	72.87	.4	68.36	.4	64.38	.4	60.83
.6	72.76	.6	68.27	.6	64.29	.6	60.76
.8	72.66	.8	68.17	.8	64.21	.8	60.68
2 17	72.55	2 26	68.08	2 35	64.13	2 44	60.61
.2	72.45	.2	67.99	.2	64.04	.2	60.53
.4	72.34	.4	67.89	.4	63.96	.4	60.47
.6	72.24	.6	67.80	.6	63.88	.6	60.39
.8	72.13	.8	67.71	.8	63.80	.8	60.31
2 18	72.03	2 27	67.62	2 36	63.72	2 45	60.24
.2	71.92	.2	67.52	.2	63.63	.2	60.17
.4	71.82	.4	67.43	.4	63.55	.4	60.09
.6	71.71	.6	67.34	.6	63.47	.6	60.02
.8	71.61	.8	67.25	.8	63.39	.8	59.95

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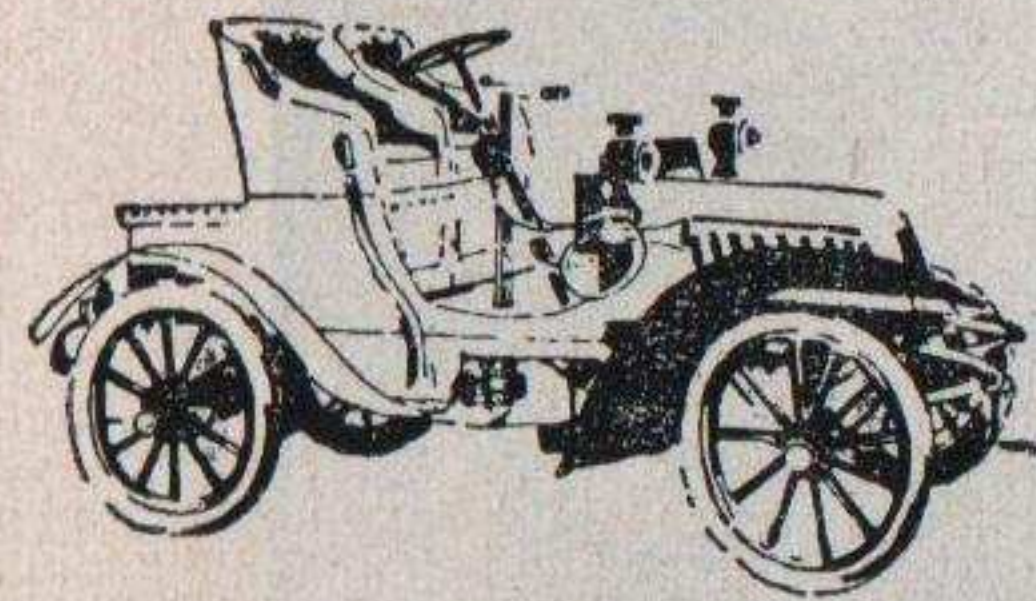


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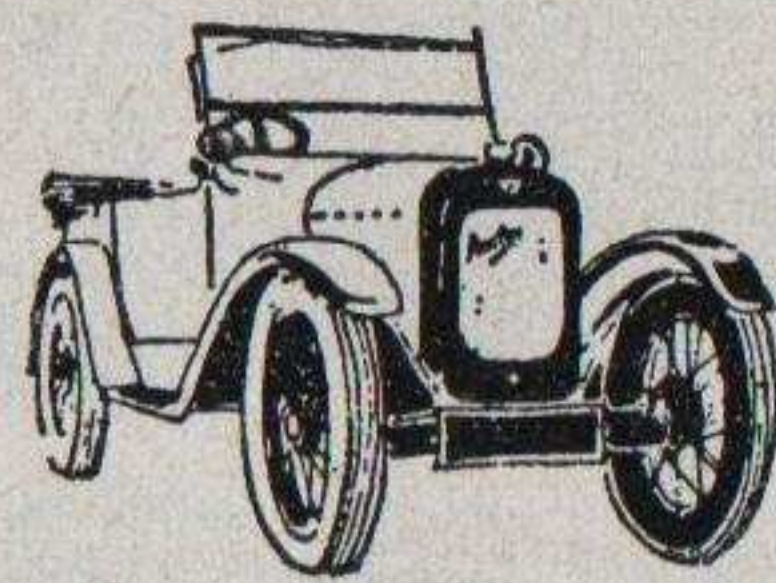
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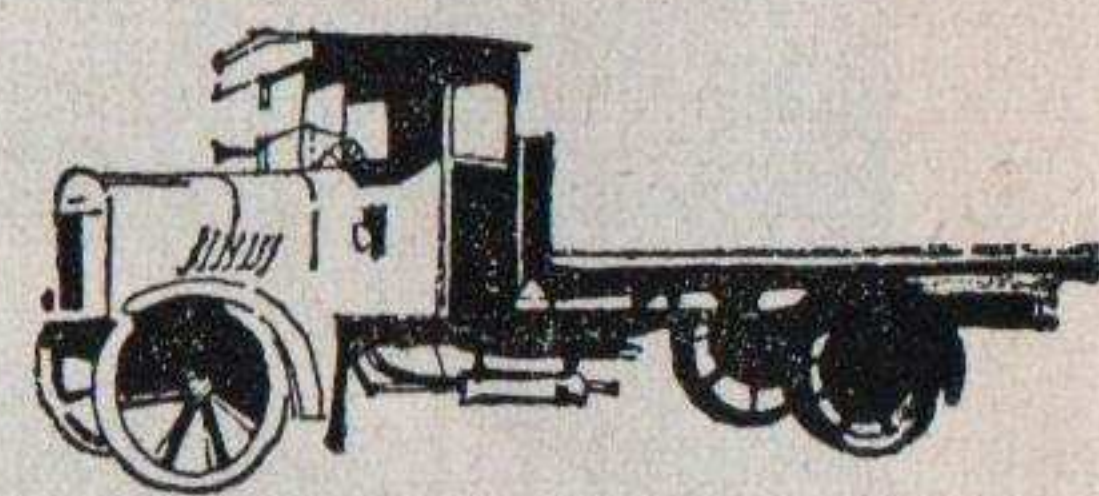
Over 60 years Some of the many FIRSTS for Ferodo



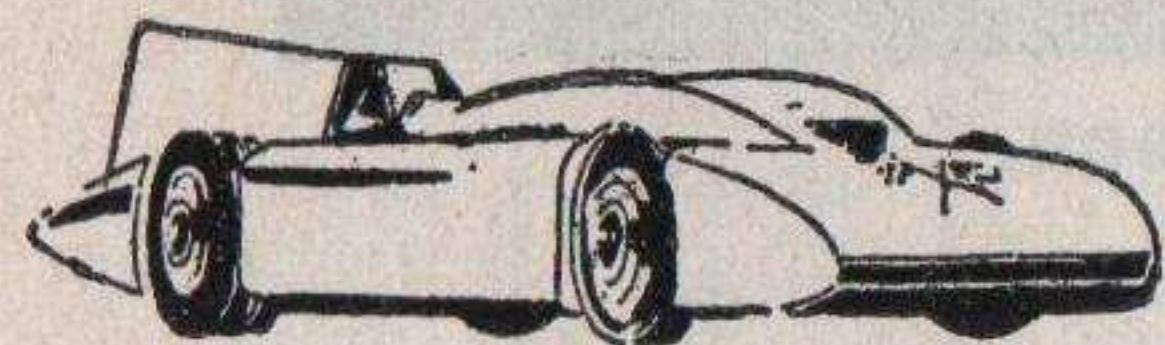
1904 FERODO FIRST with purpose-made brake linings for the first petrol-driven cars



1922 FERODO FIRST on Austin 7 – first popular car fitted with 4-wheel brakes



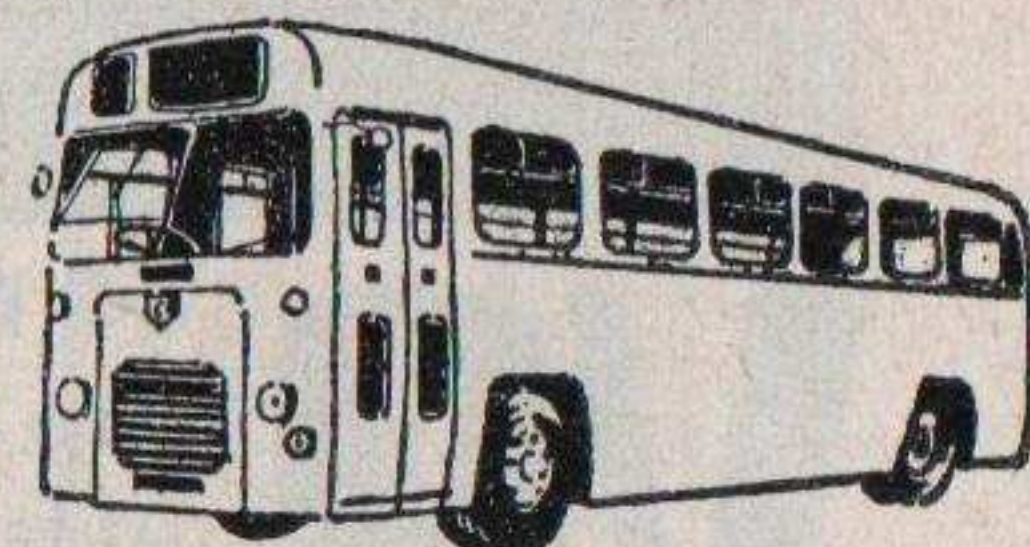
1929 FERODO FIRST with heavy-duty, non-metallic woven asbestos linings for commercial vehicles



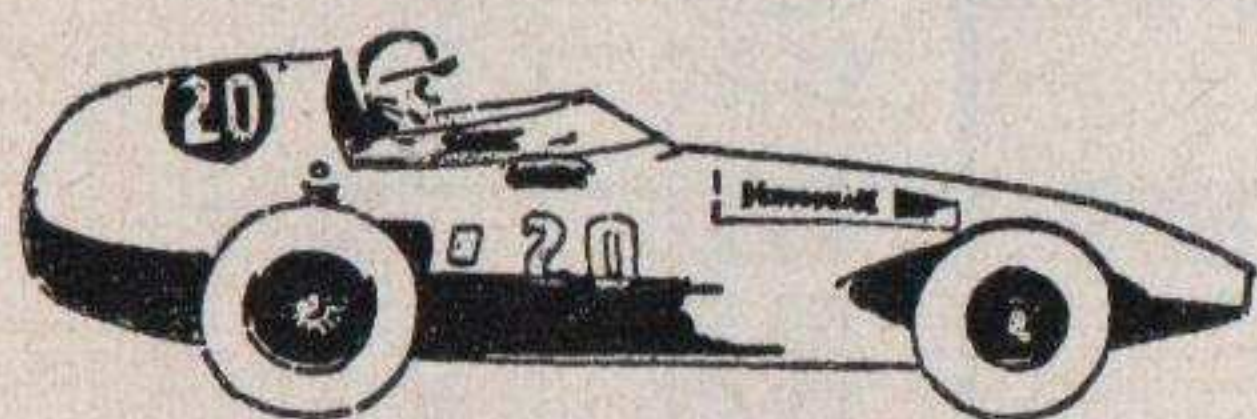
1935 FERODO FIRST on Bluebird – first car to exceed 300 m.p.h.



1944 FERODO FIRST with underwater brake linings for Bren gun carriers



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1957 FERODO FIRST on the Vanwall – first British racing car to win world championship honours



1957 FERODO FIRST on the Gilera which achieved the first-ever 100 m.p.h. T.T. lap



1963 FERODO FIRST on the Rover-B.R.M. turbine car at Le Mans

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Previous Winners of the Tourist Trophy

Year	Circuit	Drivers	Car	Speed m.p.h.
1905	Manx	J. S. Napier	18 h.p. Arrol-Johnston	33.9
1906	Manx	Hon. C. S. Rolls	Rolls-Royce	39.6
1907	Manx	E. Courtis	Rover	28.8
1908	Manx	W. Watson	5.8-litre Hutton	50.25
1909-13	No race			
1914	Manx	K. Lee Guinness	3.3-litre Sunbeam	56.44
1915-21	No race			
1922	Manx	J. Chassagne	3-litre Sunbeam	55.78
1928	Ards	Kaye Don	1½-litre Lea-Francis	64.06
1929	Ards	R. Caracciola	7-litre Mercedes	72.82
1930	Ards	T. Nuvolari	1750 c.c. Alfa-Romeo	70.88
1931	Ards	N. Black	750 c.c. M.G. Midget	67.90
1932	Ards	C. R. Whitcroft	1087 c.c. Riley	74.32
1933	Ards	T. Nuvolari	1087 c.c. M.G. Magnette	78.65
1934	Ards	C. J. P. Dodson	1267 c.c. M.G. Magnette	74.65
1935	Ards	F. W. Dixon	1½-litre Riley	76.90
1936	Ards	F. W. Dixon and C. J. P. Dodson	1½-litre Riley	78.01
1937	Donington	G. Comotti	4-litre Talbot Darracq	68.70
1938	Donington	L. Gerard	3-litre Delage	67.61
1939-49	No race			
1950	Dundrod	S. Moss	3.4-litre Jaguar XK 120	75.15
1951	Dundrod	S. Moss	3.4-litre Jaguar XK 120C	83.55
1952	No race			
1953	Dundrod	P. J. Collins and P. W. C. Griffith	3-litre Aston Martin DB3S	81.71
1954	Dundrod	G. Laureau and P. Armagnac	745 c.c. D.B. Panhard	68.75
1955	Dundrod	S. Moss and J. Fitch	3-litre Mercedes-Benz 300 SLR	88.32
1956-57	No race			
1958	Goodwood	S. Moss and C. A. S. Brooks	3-litre Aston Martin DBR1-300	88.33
1959	Goodwood	S. Moss, J. Fairman and C. Shelby	3-litre Aston Martin DBR1-300	89.41
1960	Goodwood	S. Moss	250 GT Ferrari	85.58
1961	Goodwood	S. Moss	250 GT Ferrari	86.62
1962	Goodwood	I. Ireland	250 GT Ferrari	94.05
1963	Goodwood	G. Hill	250 GT Ferrari	95.14
1964	Goodwood	G. Hill	Ferrari 330P	97.13



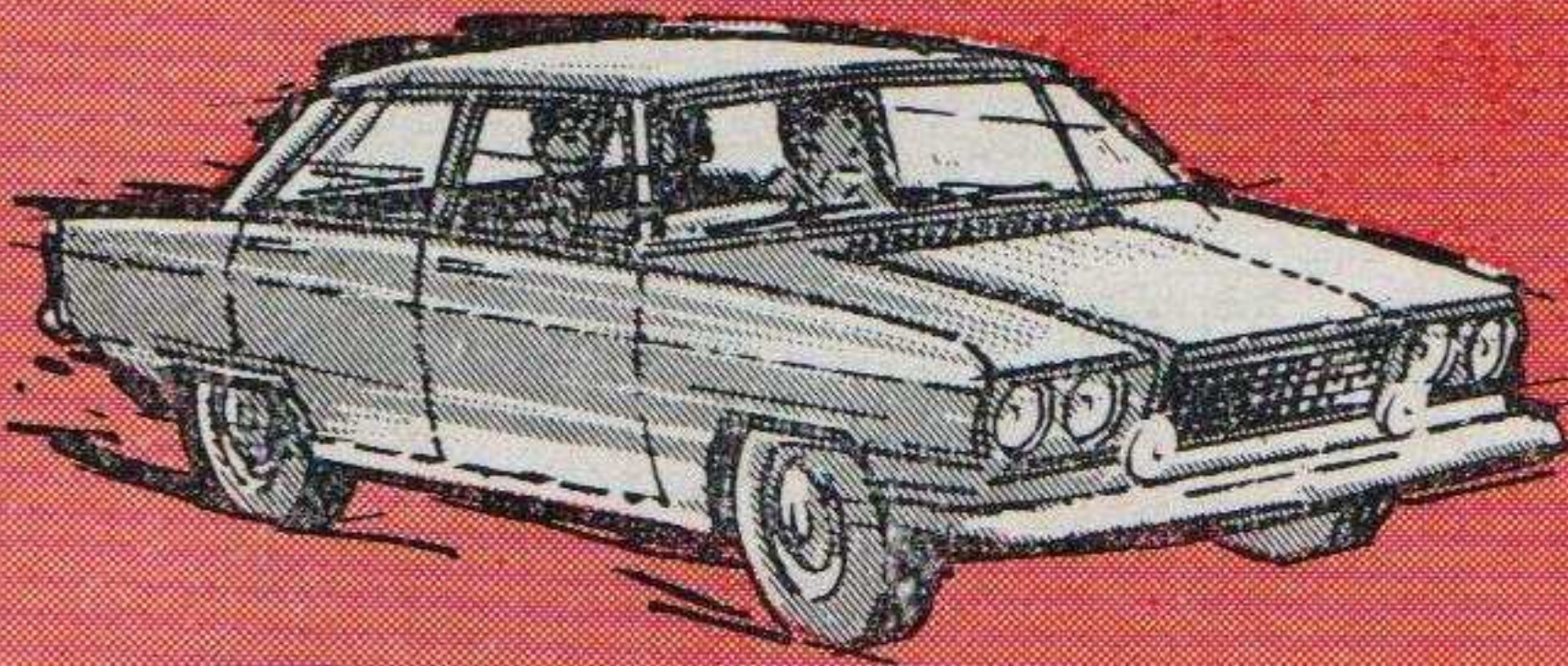
The House of Latham

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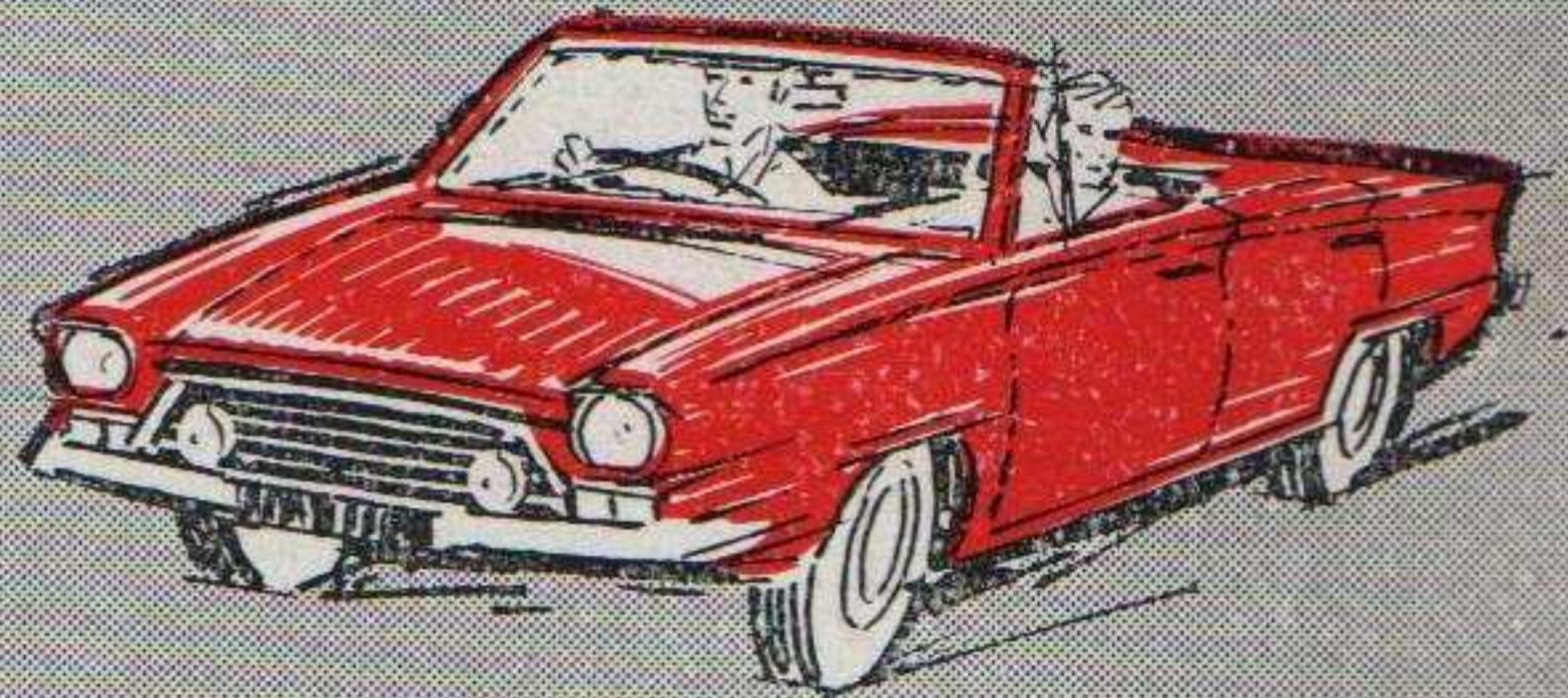
4 MARYBONE · LIVERPOOL 3 · TELEPHONE CENTRAL 1864



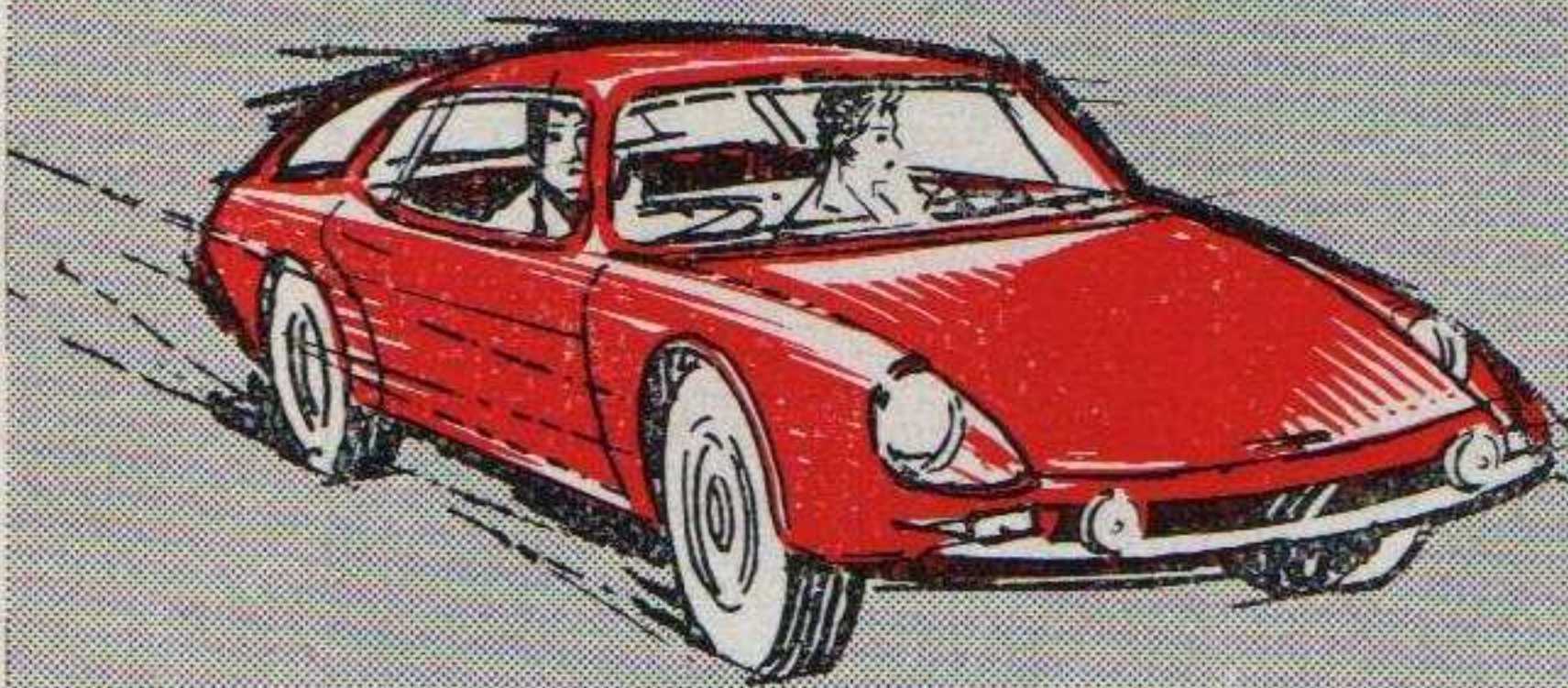
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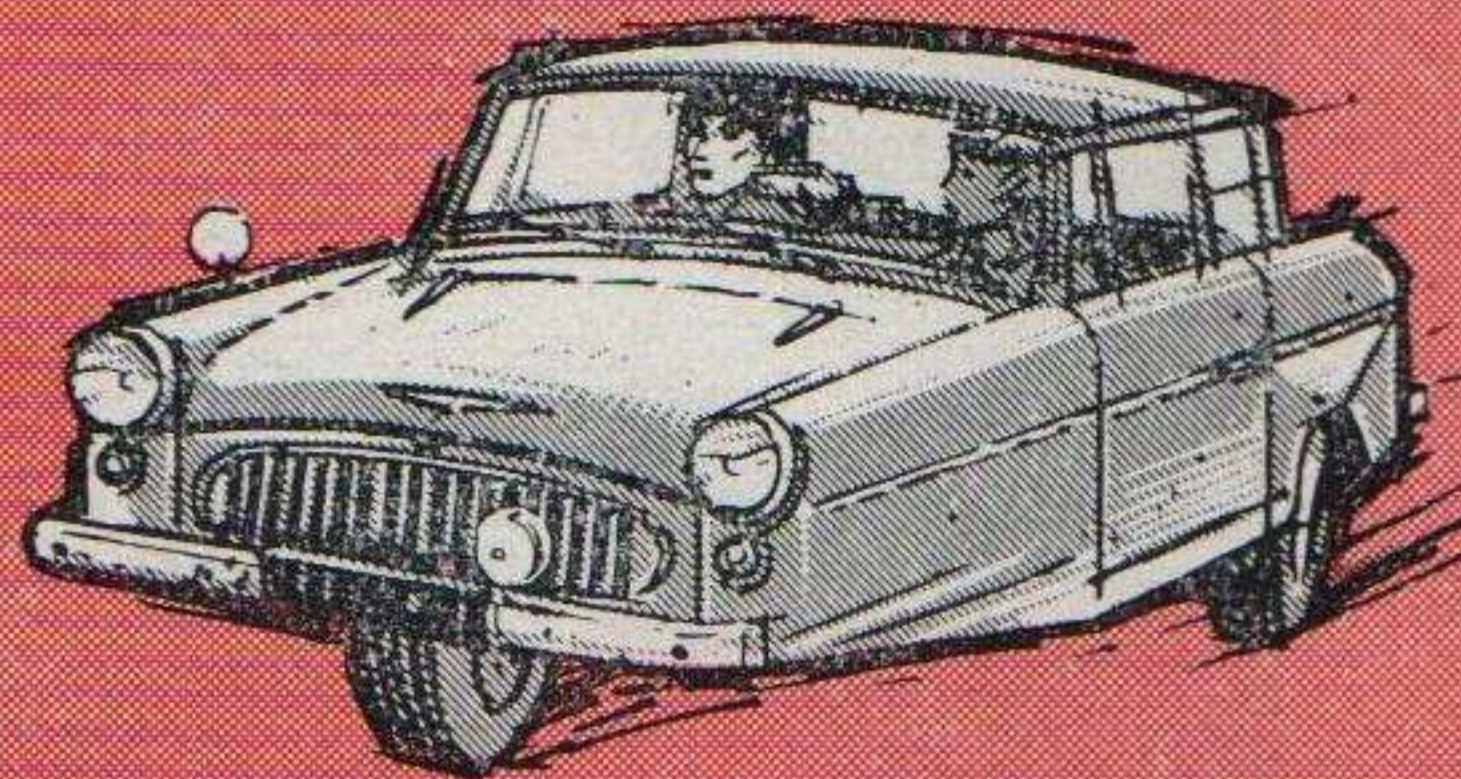
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a convertible?



a sports car?



a three wheeler?

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