



SPEED
WEEK
SURFERS PARADISE



AUGUST, 12th to 22nd, 1966

OFFICIAL PROGRAMME

50c

Where the race is really won



In the pits, before the race, is where it's really won. You need more than your fair share of luck to make a successful career out of motor racing. You need the right car—the right mechanics, and the best equipment. That is why the world's leading drivers insist on Lucas Auto Electrics. Watch the pit teams at work today, demanding perfection from an engine tuned to work at maximum stress. They know Lucas Auto Electrics are designed to work together perfectly under the most exacting conditions. For satisfaction on or off the track you need Lucas under the bonnet.

Joseph Lucas (Australia) Pty. Ltd., Victoria, N.S.W., Queensland,
South Australia, Western Australia.



LA2B-65RC

SURFERS PARADISE—1966

SPEED WEEK

AND

THE ROTHMANS 12-HOUR

**PROMOTED BY SURFERS PARADISE INTERNATIONAL MOTOR CIRCUIT PTY. LTD.
P.O. Box 255, Surfers Paradise. Telephone 9 4359. Telegrams GRANDPRIX**

CONTENTS

| | <i>page</i> |
|---|-------------|
| Welcome to Speed Week - - - - - | 3 |
| Why We Are Here: Rothmans and Motor Sport - - - - - | 3 |
| Awards - - - - - | 5 |
| Officials of the Meeting - - - - - | 5 |
| Programme of Events - - - - - | 7 |
| Just Twice Twelve—Le Mans! - - - - - | 8 |
| Just Twice Twelve—Le Mans! (continued) - - - - - | 9 |
| The Last Time Out - - - - - | 11 |
| Romsey Quints says - - - - - | 13 |
| Romsey Quints says (continued) - - - - - | 14 |
| The Cars and the Men - - - - - | 18 |
| The Cars and the Men (continued) - - - - - | 19 |
| Concours d'Elegance - - - - - | 20 |
| Map of Circuit - - - - - | 25 |
| The Cars and the Men (continued) - - - - - | 26 |
| The Cars and the Men (continued) - - - - - | 27 |
| The End of the Beginning - - - - - | 31 |
| The End of the Beginning (continued) - - - - - | 32 |
| The Instant Quarter Mile - - - - - | 34 |
| Perchance to Dream - - - - - | 36 |
| Perchance to Dream (continued) - - - - - | 37 |
| Up on Two Wheels - - - - - | 38 |
| The Australian Sidecar Grand Prix - - - - - | 38 |
| Speedboat Racing - - - - - | 40 |
| Surfers Paradise Automobile Racing Club - - - - - | 42 |
| Important Notices and Acknowledgements - - - - - | 42 |
| Surfers Paradise Circuit Lap Speed Tables and Lap Records - - - - - | 44 |
| International Flag Signals - - - - - | 44 |

All race meetings during the week will be held under the International Sporting Code of the F.I.A., the National Competition Rules of the Confederation of Australian Motor Sport and the Supplementary Regulations issued by the Surfers Paradise International Motor Circuit Pty. Ltd. C.A.M.S. Permit No.: Surfers Paradise Trophy Meeting, No. A66/12; Rothmans 12-Hour, No. A66/11.

FIRESTONE TIRES WIN INDIANAPOLIS 500-MILE RACE FOR 43rd CONSECUTIVE TIME



GRAHAM HILL

1966 winner at 144.317 m.p.h.
(232.206 k.p.h.) says:

*"I chose Firestones because I knew they'd
come through for me!"*

This year's win marks Firestone's 43rd consecutive victory in the Indianapolis 500-Mile Race — a remarkable unbroken streak that dates back to 1920. In this world-famous racing event cars run 200 laps on the 2½-mile asphalt oval track at speeds up to 180 miles per hour. Only the strongest and safest tires in the world can survive this tire-torturing test.

Out of this unparalleled racing experience Firestone has developed safer tires for your car. The same Sup-R-Tuf miracle rubber and tough Super-Weld body construction that are used in race tires are built into Firestone passenger car tires to give extra mileage and extra safety.

The next time you need tires, get Firestone, the tires that are speedway-proved for your highway safety. See your Firestone distributor or tire dealer.

FREE We have an enlargement of the winners of the Indianapolis 500-Mile Race on Firestone tires which we will send you upon request. Write to Firestone International Company, Akron, Ohio, U.S.A.

**DELUXE
CHAMPION**

Sup-R-Tuf-
Firestone TM



WHEREVER WHEELS ROLL...



Firestone

IS YOUR SYMBOL OF
QUALITY AND SERVICE

SEE YOUR INDEPENDENT TYRE DEALER

Or contact

AKRON TYRE SERVICE—MELBOURNE

M. S. McLEOD LTD.—BRISBANE & ADELAIDE

TYRE SERVICES—PERTH.

WESTCOTT HAZELL—SYDNEY

SURFERS PARADISE—1966

SPEED WEEK

AND

THE ROTHMANS 12-HOUR

PROMOTED BY ROTHMANS

Welcome to Speed Week



On behalf of the Directors and Shareholders of Surfers Paradise International Motor Circuit I would like to extend a very warm and sincere welcome to the many competitors, guests and spectators who have travelled to the Gold Coast and who, by their very presence, will assure the success of this, our first **SPEED WEEK** in Surfers Paradise. In this our first year we are fortunate indeed to have with us from the United Kingdom and the U.S.A. such colourful and famous personalities as Jack Brabham, Jackie Stewart, David Piper, Richard Attwood, Peter Sutcliffe, Jackie Epstein, Paul Hawkins and dragster drivers Bob Mayer and Bill Demarest. Our neighbour country from across the Tasman is well represented with Jim Palmer, Roley Levis, Graham Harvey, Ivan Sedgin, John Riley, Feo Stanton and Andy Buchanan.

On the local scene I feel confident in saying that every well known Australian driver will be taking part in at least one of **SPEED WEEK's** many events and this wholehearted support and participation is the most pleasing facet of Speed Week to us, the organisers. On the power boat scene, the BP-sponsored Moreton Bay Marathon and the short course speed boat racing have likewise attracted entries from all corners of Australia and it is our desire in future years that these events will become of such importance as to encourage international competition.

In this our first year we have endeavoured to provide a variety of entertainment both sporting and social but we do envisage that in future years the scope of Speed Week—Surfers Paradise will be widened to include horse racing, rallies and trials, light aircraft races, cycling, swimming and any other competitive events which will be in keeping with the general Speed Week theme.

To all who attend this Speed Week—Surfers Paradise in 1966 we again wish you welcome and trust that you will return from year to year and thus assist the growth of what we are sure will become Australia's most spectacular festival.

KEITH WILLIAMS
Managing Director

Why We are Here

Rothmans of Pall Mall is a company with deep interest in the future of Australia and its participation in international sport. We are, therefore, very proud of our association with Speed Week generally and with the 12-hour race in particular. We extend our warmest congratulations to the Surfers Paradise International Motor Circuit Pty. Ltd. for its courage and foresight in organising and promoting this great event.

There can be no doubt that this is a great event. From a country of relatively small stature in motor racing, Australia has risen to a position where great international names appear at race meetings throughout the year. Speed Week can be judged as a measure of that achievement.

There is every reason to hope that this festival of speed sports will become the classic event of the Australian motor sport calendar. As it serves the cause of advancing motor sport in Australia, so our participation in this endeavour will have served its true purpose.

We wish the organisers, spectators and competitors the finest motor racing possible.

DAVID N. ENGELA
Managing Director, Rothmans of Pall Mall



CORTINA GT



The world's most winning car in motor sport

and everybody's favourite.

She'll purr you quietly through suburbia . . . quiet, smooth and docile—with careful regard to economy.

But push her—just a little—and she's off to prove she can tear strips off competition, regardless of size, breed or reputation.

Up front you've got pure Ford fire, neatly packed into the race-bred, oversquare engine, carefully modified to put out 83.5 horsepower all day at 5200 rpm.

Thrust has been lifted to 97 lbs/ft of torque at 3200 rpm. The speed is 100 plus with 0-60 in less than 13.0 seconds. If you think a red-hot performance car should ride like a dragster, forget it. The ride's firm—but it's velvety firm. Controlled, but supple. The specially lowered suspension incorporates enough shock dampening and spring stiffness to give you a degree of comfort unmatched by the plushiest aristo-cart. Inside, everything's laid on for complete driver and passenger comfort. Niceties

include fully-fitted carpeting, armrests on all four doors, dash padding, Aero-flow ventilation and beautifully resilient Glove Grain upholsteries. But full instrumentation, bucket seats, and sports shift equip the cockpit for action. And there you have it. Compact, yet spacious. Fast, but quiet and docile. Completely equipped and superbly appointed. The result? A very sophisticated form of transportation with loads of potential. And a name that's built on success.



FORD OF AUSTRALIA

PC 981

AWARDS SURFERS PARADISE TROPHY MEETING

Saturday, 13th August:

- Event 1—Touring Car Race up to 1500 c.c.**
 Outright: 1st \$40, 2nd \$25, 3rd \$15, 4th \$10
 Classes: Up to 1100 c.c., 1100 to 1500 c.c.
 Each Class: 1st \$20, 2nd \$10. Total \$150
- Event 2—Sports Car Race—Division 1**
 1st \$60, 2nd \$40, 3rd \$25, 4th \$15, 5th \$10.. Total \$150
- Event 3—Touring Car Race—Over 1500 c.c.**
 Outright: 1st \$40, 2nd \$25, 3rd \$15, 4th \$10
 Classes: 1500 to 2000 c.c., over 2000 c.c.
 Each Class: 1st \$20, 2nd \$10. Total \$150
- Event 4—Sports Car Race—Division 2**
 1st \$55, 2nd \$35, 3rd \$25, 4th \$15, 5th \$10, 6th \$10. Total \$150

Sunday, 14th August:

- Event 1—Touring Car Race up to 1500 c.c.**
 Outright: 1st \$50, 2nd \$30, 3rd \$20, 4th \$10
 Classes: Up to 1100 c.c., 1100 to 1500 c.c.
 Each Class: 1st \$25, 2nd \$10, 3rd \$5. Total \$190
- Event 2—Sports Car Race—Division 2**
 1st \$70, 2nd \$40, 3rd \$30, 4th \$20, 5th \$10, 6th \$10. Total \$180
- Event 3—Touring Car Race over 1500 c.c.**
 Outright: 1st \$50, 2nd \$30, 3rd \$20, 4th \$10
 Classes: 1500-2000 c.c., over 2000 c.c.
 Each Class: 1st \$25, 2nd \$10, 3rd \$5. Total \$190
- Event 4—Racing Car Race**
 Outright: 1st \$60, 2nd \$40, 3rd \$20

Aust. 1½-litre Formula: 1st \$45, 2nd \$25, 3rd \$10. Total \$200
 Shirts presented by COUNTRY CLUB will be awarded to the first three placegetters.

- Event 5—Surfers Paradise Speed Week Trophy for Touring Cars**
 Outright: 1st \$50, 2nd \$40, 3rd \$30, 4th \$20, 5th \$10
 Classes: Up to 1500 c.c., 1500 to 2000 c.c., 2000 to 3000 c.c., over 3000 c.c.
 Each Class: 1st \$15, 2nd \$10. Total \$250
- Event 6—Sports Car Race—Division 1**
 1st \$80, 2nd \$50, 3rd \$30, 4th \$20, 5th \$10, 6th \$10. Total \$200
- Event 7—Surfers Paradise Speed Week Trophy for Racing Cars**
 Outright: 1st \$400, 2nd \$270, 3rd \$200, 4th \$140, 5th \$70, 6th \$40
 Aust. 1½-litre Class: 1st \$130, 2nd \$90, 3rd \$60, 4th \$50, 5th \$20. Total \$1500
- Event 8—Touring Car Race**
 Outright: 1st \$50, 2nd \$30, 3rd \$20
 Classes: Up to 1100 c.c., 1100 to 1500 c.c., over 1500 c.c.
 Each Class: 1st \$20, 2nd \$10. Total \$190
- Event 9—Surfers Paradise Speed Week Trophy for Sports Cars**
 Outright: 1st \$50, 2nd \$40, 3rd \$30, 4th \$20, 5th \$10
 Classes: Up to 1100 c.c., 1100 to 1500 c.c., 1500 to 2000 c.c., over 2000 c.c.
 Each Class: 1st \$15, 2nd \$10. Total \$250
GRAND TOTAL for the Meeting: \$3750

“ROTHMANS” 12-HOUR” \$3,000

Overall Winner

CLASS A (cars complying with Group 7 (Two-Seater Racing Cars), Appendix J, F.I.A. and Group A Appendix “C” N.C.R.). Sections Over and Under 2000 c.c.

| | | | |
|------------------|-------------|-------------|-------|
| In each Section: | First | \$750 | |
| Second | \$300 | Third | \$200 |
| Fourth | \$150 | Fifth | \$100 |

CLASS B (cars complying with Group B, Appendix C, N.C.R.). Sections Over and Under 2000 c.c.

| | | | |
|------------------|-------------|-------------|-------|
| In each Section: | First | \$750 | |
| Second | \$300 | Third | \$200 |
| Fourth | \$150 | Fifth | \$100 |

CLASS C (cars complying with Group D, Appendix C, N.C.R.). Sections Over and Under 2000 c.c.

| | | | |
|------------------|-------------|-------------|-------|
| In each Section: | First | \$750 | |
| Second | \$300 | Third | \$200 |
| Fourth | \$150 | Fifth | \$100 |

TOTAL PRIZE MONEY \$12,000

To every finisher not qualifying for any of the above Awards—\$25.

OFFICIALS OF THE MEETING

| | | |
|---|---|--------------------------------------|
| STEWARDS: O. Grahame L. D. Stewart W. L. Pitt F. S. Dyke | JUDGES: H. A. Crawford A. R. Wood B. Shaw | SCRUTINEER: R. Vieritz |
| CLERK OF THE COURSE: R. W. Pickett | TIMEKEEPER: J. T. Peters | STARTER: L. Quaife |
| ASSISTANT: R. H. Knowles | FLAG MARSHAL: K. West | SAFETY MARSHAL: V. Appleby |
| | PIT MARSHAL: I. N. Robertson | PADDOCK MARSHAL: M. Teall |

SURFERS PARADISE TROPHY MEETING

| | |
|--|--|
| PRESS DIRECTORS: P. Higgins I. Fraser | SECRETARY: R. W. Pickett |
| RACE HEADQUARTERS: C. Somers | ANNOUNCERS: J. Crawford D. Greenwood J. Peel |
| FIRE CREW: Qld. Fire Fighters Club | K. A. Peters W. Hagon W. P. Tuckey D. Langridge |
| RACE INFORMATION: N. Davis R. A. Sawyer | |

OFFICIALS OF THE MEETING

| | | |
|---|---|--------------------------------------|
| STEWARDS: O. Grahame L. D. Stewart W. L. Pitt M. J. Hobson | JUDGES: H. A. Crawford A. R. Wood B. Shaw | SCRUTINEER: R. Vieritz |
| CLERK OF THE COURSE: R. W. Pickett | TIMEKEEPER: J. T. Peters | STARTER: L. Quaife |
| ASSISTANT: R. H. Knowles | FLAG MARSHALS: I. Peters K. West | SAFETY MARSHAL: V. Appleby |
| | PIT MARSHAL: I. N. Robertson | PADDOCK MARSHAL: M. Teall |

“ROTHMANS 12-HOUR”

| | |
|--|--|
| PRESS DIRECTORS: P. Higgins I. Fraser | SECRETARY: R. W. Pickett |
| RACE HEADQUARTERS: C. Somers | ANNOUNCERS: J. Crawford D. Greenwood J. Peel |
| FIRE CREW: Qld. Fire Fighters Club | K. A. Peters W. Hagon W. P. Tuckey D. Langridge M. Stahl |
| RACE INFORMATION: N. Davis R. A. Sawyer | |



Men who drive hard
- Specify



ARMSTRONG

SHOCK ABSORBERS

AVAILABLE AT ALL GOOD GARAGES



THE NEPTUNE RACING TEAM
demonstrates the power of TOLUOL

Toluol—the power-booster in Neptune gasoline—has taken the Neptune Racing Team to success after success, smashing touring car records on major tracks all over Australia. The leaders in Australian touring car racing—Norm Beechey, Peter Manton and Jim McKeown use Neptune gasoline and Neptune motor oils exclusively.



NE 2643/6



This week at Surfers Paradise
these drivers are racing on
BP fuels and lubricants.

GOLD STAR MEETING ENTRIES

| | |
|----------------|-------------------|
| John McDonald | Cooper Climax |
| Frank Matich | Elfin Traco-Olds. |
| Glynn Scott | Lotus 23 Sports |
| Lionel Ayers | M.R.C. Lotus |
| Max Volkers | Lotus Cortina |
| Garry Cooper | Elfin |
| Mel McEwin | Elfin |
| Greg McEwin | Morris Cooper S |
| Don O'Sullivan | Cooper Climax |
| Les Howard | Lotus 27 |

At this meeting there are many drivers who
are competing in the Rothmans 12-hour race.

ROTHMANS 12-HOUR ENTRIES

| | |
|-------------------------------|----------------------|
| David Piper/Richard Atwood | Ferrari P.2 |
| J. Epstein/P. Hawkins | Ferrari 275 L.M. |
| Peter Sutcliffe | Ford GT 40 |
| Ron Thorp/Tom Sulman | AC Cobra Coupe |
| K. Bartlett/D. Chivas | Alfa Romeo Coupe TZ2 |
| Kerry Grant/Barry Arentz | Alfa Romeo GTA |
| T. Osborne/M. Carter/R. Gibbs | Monaco Olds. |
| Alan Hamilton/Brian Reed | Porsche Spyder |
| Barry Tapsall/Bill Gates | Datsun SSS |
| Bryan Thomson | Jaguar Coupe E Type |
| C. G. Smith/B. Seaton | Morris Sports |

SPEED WEEK

SURFERS PARADISE

PROGRAMME OF EVENTS

SATURDAY 13th

WELCOME DINNER
Surfers Paradise Gardens, 8 p.m.

SATURDAY 13th

SURFERS PARADISE TROPHY
(Practice and Racing), 11 a.m. to 5 p.m.
MORETON BAY MARATHON
Starts Surfers Paradise Gardens, 10.30 a.m.
(50-Mile Power Boat Race Surfers Paradise to
Brisbane and return

SUNDAY 14th

SURFERS PARADISE TROPHY MEETING
Racing Cars — Touring Cars — Sports Cars
11.30 a.m. to 4.30 p.m.

WEDNESDAY 17th

INTERNATIONAL DRAG RACING
Commences 12 noon

THURSDAY 18th

CONCOURS D'ELEGANCE
Broadbeach Hotel, 7.30 p.m.

FRIDAY 19th

ROTHMANS 12-HOUR
International Sports Car Race (Practice),
3 p.m. to 8 p.m.

SATURDAY 20th

MOTOR CYCLE RACING
Australian Sidecar T.T., 12 noon to 4 p.m.
Rothmans 12-Hour (practice), 4.30 p.m. to 8 p.m.

SUNDAY 21st

ROTHMANS 12-HOUR
International Sports Car Race, 10 a.m. to 10 p.m.
SPEED BOAT RACING
Surfers Paradise Gardens, 12 noon to 4 p.m.

MONDAY 22nd

SPEED WEEK PRESENTATION BALL
Chevron Hotel, 8 p.m.

and GENERAL INFORMATION
RESERVED SEAT BOOKINGS

From:—

**Surfers Paradise
International Motor Circuit
Pty. Ltd.**

SURFERS PARADISE, QUEENSLAND, AUSTRALIA

P.O. Box 255

JUST TWICE TWELVE Le Mans!



The dramatic Le Mans start. This is the ill-fated 1955 race, and the three works Mercedes (Nos. 19, 20 and 21) are just leaving. After the disaster the crowd area in the foreground was moved back 50 yards, a deep ditch built and the straight widened.

The Rothmans 12-Hour is the world's newest endurance race for sports cars in a long tradition of long-distance events. The most famous — and certainly one of the most difficult of all such races has always been Les Vingt-Quatre Heures Du Mans, the 24-Hours of Le Mans. It is run over an 8.634 mile public road circuit on the outskirts of Sarthe, where speed trials were first run in 1896 and where the Wright Brothers made their first European flights in their wonderful new heavier-than-air machine. The Germans used the Mulsanne Straight as an airstrip during World War II, and it was at Le Mans, in 1955, that the world's worst modern road racing disaster happened when Pierre Levegh's Mercedes-Benz 300SLR cannoned of into the crowd killing 81 and injuring many more.

But despite misfortune, Le Mans remains as the supreme international speed test for car and driver. A Le Mans win brings immense prestige not only to the drivers and manufacturer, but also to the makers of components used in the car. While it is no longer true that only competition improves the breed, comments like disc brakes, quartz-iodine lamps and gas-turbine engines were first proved out on the Circuit de la Sarthe.

The first motor race ever was run from Paris to Rouen in 1894 over 79 miles, and was won by Count de Dion in a steam car, at an average of 11.6 mph. Between then and 1906 several famous races came into being, including the Gordon Bennett races, the Ardennes Circuit, the Targa Florio and the French Grand Prix. By the time of the first Le Mans in 1923 there was a 2-litre capacity limit and 1433 lbs. minimum weight limit for formula racing, and Fiat, Sunbeam, Bugatti and Alfa-Romeo were in the thick of it, using six and eight-cylinder engines producing more than 130 bhp. The 1923 French Grand Prix was won by Henry Segrave in a Sunbeam, at an average of 75.23 mph. The first Le Mans 24-Hour race that year was to be won at 57.20 mph, which emphasised both the difference between Grand Prix cars and touring cars of that time and the necessity for a race that would entice the manufacturers back into the sport as a proving ground for their products.

The Sarthe circuit today is smooth, fairly flat, and blindingly fast, with a lap record of over 140 mph and a straight—Mulsanne—which staggered John Surtees when he first saw the circuit ("it seems to go on for ever", he said). In 1923 the 10.7 mile circuit, most of which is still incorporated in the present track, was surfaced with

very poor and dusty bitumen that broke up quickly, lined with trees, and terribly narrow. A line of wooden pits and a small temporary stand provided the amenities.

For that first race 35 cars were entered — 16 French, one Belgian, one British. For drivers embarrassed by their lighting systems, the corners were lit by Army searchlights and acetylene lights. The race started in torrential rain, which lasted for four hours, and the drivers were blinded by mud and slush. Only three cars failed to finish; the winner was Lagache and Leonard's Chenard et Walcker 3-litre. The British Bentley, in the hands of Duff-Clement, finished fifth, a faint echo of what was to come.

For the next year Duff won with the same 3-litre Bentley, but it was not until 1925 that the race gained its traditional international character. The 49 starters included entries from America, Italy and

Then, in 1927, Bentley started its Le Mans tradition. The works team of three cars comprises one 4.5 litre and two 3-litre cars for Clement-Callingham, Benjafield-Davis and Duller-d'Erlanger. There was hardly any opposition in the small field of 22, except for the 3-litre Aries. Then came the famous White House corner incident. Not four hours after the start, Tabourin in a Schneider, skidded off the road, came back on again, and Callingham rolled the 4½ Bentley in dodging him. Duller in the second Bentley dodged the Schneider but piled into his team-mate. A second Schneider rammed the first car, and then S.C.H. ("Sammy") Davis in the third Bentley hit the back of the 4½. The only Bentley running, the Davis-Benjafield "Old No. 7" was repaired at the pits and sent back into the race with a bent front axle, buckled frame, only one headlight and one mudguard, and hardly any running boards. It won.



Past the famous Hippodrome cafe at the start of the Mulsanne Straight. The Salvadori/Walker Aston Martin DB3S holds the Rolt-Hamilton D-Type Jaguar, with the Collins/Frere Aston behind them.

Britain. This race also introduced the Le Mans start, and drivers had to put up their hoods and side-screens before firing the engine. Two drivers Mestivier and Guilbert, were killed in the race, which was won by Rossignol-de Courcelles in a 3.5 Lorraine.

Bentley, Peugeot, Lorraine, O.M. and others entered teams for 1926, but Lorraine won again, driven by Bloch-Rossignol.

The Bentley team won again in 1928, this time with Wolf Barnato driving — the British businessman who did so much to put Bentley on the sales map.

Leading French firms continued to ignore the race in 1929, relying on their small firms chasing the Index of Performance—much the same as they do today. Barnato and Tim Birkin won in a Speed Six, but



The beginning of the end for Ferrari; the Ford GTs of Amon and McLaren boom away from the field in the opening laps of the 1965 race. It was eventually won by a Ferrari, but not until all works Fords and Ferraris had broken.

the four team Bentleys lined up to finish together at 4 p.m. in a 1-2-3-4 sweeping victory. The lap record (Birkin) was up to 82.984 mph.

By this time the race was attracting drivers of the standing of Birkin, Robert Benoist, the Earl Howe, George Eyston, and Louis Chiron. For 1930 the field was only 18, the smallest ever in the race, and it saw six mighty works Bentleys matched against a big, white 7.1 SS Mercedes-Benz in the hands of Rudi Carraciola and Christian Werner. The Mercedes led for most of the race (with famous Alfred Neubauer running the pit) and after fighting off successive Bentley attacks finally failed to restart with generator trouble and the Bentleys finished 1-2. It was the last win for the Bentley works team.

Aston-Martin, Alfa Romeo and Bugatti entered teams for 1931; Howe-Birkin won in a 2.3 Alfa-Romeo, but there were other interesting names in the also-ran list—like MG, Talbot, and Chrysler. In 1932 the race was run on the new 8.38 mile circuit, with 26 starters, mostly private entries. Raymond Sommer, in an epic 21-hour solo drive, won the race for the strong Alfa team of 2.3 litre cars. The 1933 race had everything—Nuvolari in an Alfa with Sommer, Rileys, Amilcars, Singer Nines, and a Duesenberg 6.9 Model J entered by Prince Nicholas of Rumania. Sommer-Nuvolari won, and the lap record had climbed to 90.96 mph.

In 1934 Louis Chinetti and Philip Etancelin won in a 2.3 Alfa, with a 1.5 Riley getting the Index of Performance. In 1935, British cars made up two-thirds of the field, but a surprise winner was Hindmarsh/Fontes in a 4.45 Lagonda.

France, by now out of Grand Prix racing, continued to emphasise sports cars, in 1936 and 1937 even running the French GP for sports cars. But it caused a stimulated interest in the 24-Hour race and while the 1936 race was cancelled because of nationwide strikes, the 1937 entry was strong; the marques included Bugatti (works), Delahaye, Alfa-Romeo, Talbot, Lagonda, Delage, Aston-Martin, BMW, Frazer-Nash, Peugeot, Adler, Chenard et Walcker, HRG, Riley, Singer, Simca-Fiat, MG, Austin, Fiat and Ford (a special). Wimille-Benoist won in a 3.3 Bugatti.

The 1938 race was poorly supported by the British, and was won by Chaboud-Tremoulet in a 3.6 Delahaye. But by now

some streamlining was starting to appear, mainly among the 1.7 litre Adler coupes. For 1939 it seemed the big French sports cars would again dominate the race, although Lagonda entered two Bentley-designed 4.5 V-12s. Wimille-Veyron won in a 3.3 Bugatti, but a feature of the race was a cracking performance by the three works BMW 328s—one of the nicest sports car designs ever.

The race was not run again until 1949, after concerted work had cleared up the ravages of Allied and German bombing of the airfield-cum-circuit. It got a big entry, and included a prototype category. This was probably the first of a long series of new regulations and alterations that now plague the 24-Hour race. It marked the first appearance of the name Ferrari at Le Mans—two V12 2-litre cars, and a mixed bag of old and new, including Aston-Martin, HRG, Healey, Alvis, and a Deletkez diesel. Chinetti-Seldson won in one of the Ferraris; the lap record of 5:12.1 (96.74 mph) set by Mazaud in 1939 still stood.

The history of the race from then is to well-known to bear much repetition. A full field of 60 ran for the first time in 1950, and newcomers included the Cunningham, two private Jaguar XK120s, and a Jowett Jupiter. One of the Cunningham entries was a Series 61 Cadillac sedan. The Rosier father-and-son team won in a 4.5 Talbot. The first of the Jaguar wins came

in 1951, with Walker-Whitehead in a C-type but in 1952 Lang and Riess won in a 3-litre Mercedes-Benz 300 SLR coupe. This was the year that the ill-fated Frenchman, Pierre Levegh, later to die in the 1955 holocaust, led in his private Talbot from dawn until an hour before the finish.

In 1953 Tony Rolt and Duncan Hamilton won in a C-type Jaguar, but 1954 saw three 4.9 Ferraris opposing three D-type Jaguars. A Ferrari won by only 2.5 miles. These were the golden years of Le Mans. But tragedy struck in the 1955 race when Levegh's works 300SLR Mercedes cannoned off into the crowd, killing 81 spectators. The Mercedes team withdrew, and Mike Hawthorne and Ivor Bueb won in a D-type. Ron Flockhart and Ninian Sanderson repeated a D-type victory in 1956, and then Jaguar won again in 1957 with Flockhart-Bueb.

The 1958 race saw a Ferrari win for that historic endurance racing team of Phil Hill and Olivier Gendebien, beating the two Whitheads in an Aston Martin DBR1/300. Aston had been trying for years to win the big race, but did not succeed until 1959, when Carroll Shelby and Roy Salvadori won.

A change in regulations for the 1960 race allowed the entry of Grand Touring cars, but the Ferraris swamped the race, finishing 1-2-4-5 in line astern with Gendebien and Frere in the winning car. The rules for sports car windscreens produced a lot of coupes plus the extraordinary Camoradi 2.9 "birdcage" Type 61 Maseratis. For 1961 there were 11 Ferraris in the race, and Gendebien-Hill won again; Maranello led the race from the second lap on, setting a pattern which lasted until 1966.

It was Hill-Gendebien again in 1962 (Hill in the experimental 33OLM breaking Hawthorn's long-standing 1957 (Ferrari) lap record to set a new mark of 3:57.6 (126.89 mph). Scarfiotti-Bandini won in a 250P in 1963. Ford's massive win this year represents the end of an era.

So that is Le Mans, the longest and (because of the fantastic speed differentials) one of the most difficult and dangerous races in the world. Ferrari has won it nine times, Jaguar five, Bentley five, Alfa-Romeo four, Bugatti two, and Ford one. Of the names in high-performance cars sold today, it has never been won by Porsche, Maserati, Lotus or Lancia. There is no doubt that a win at Le Mans is one of the most cherished ambitions any car maker can have.



Tim Birkin in the winning Bentley at Le Mans in 1929. Bentleys won the race five times in an era of domination that was not equalled until the Jaguars came to Le Mans.



**Country Club
builds high
performance shirts**

(G.T. and MK II)

SOUTHPORT — 1954

The last time there was motor racing on the Gold Coast the Australian Grand Prix was won by Lex Davison. A former speedway star called Jack Brabham was also there . . .

It is 12 years, less three months, since the last major race meeting was held on the Gold Coast. Then 40,000 people lined a narrow, roughly triangular 5.7 mile circuit on the outskirts of Southport to see Lex Davison win his first Australian Grand Prix. The race was marked by a phenomenal crash, when Victorian Stan Jones left the road backwards in his Maybach at 115 mph and hit a tree.

That race meeting was a far cry from today's beautifully-furnished Surfers Paradise circuit. It was the first race to be held on public roads in Queensland, and the State Government passed a special bill to make this legal. The meeting was organised by the Queensland Motor Sporting Club, the Toowoomba Auto Club and the Southport Rotary Club. The meeting reeked of history. Former AGP winner Bob Lea-Wright was a steward, and Queensland Charlie Whatmore — who finished seventh in a Jaguar Special — had finished second in the 1938 Australian Grand Prix, run at Bathurst. And it took Stan Jones another five years before he won his first AGP.

A field of 28 lined up for the race. The road surface was narrow, and two special no-passing areas had been declared.

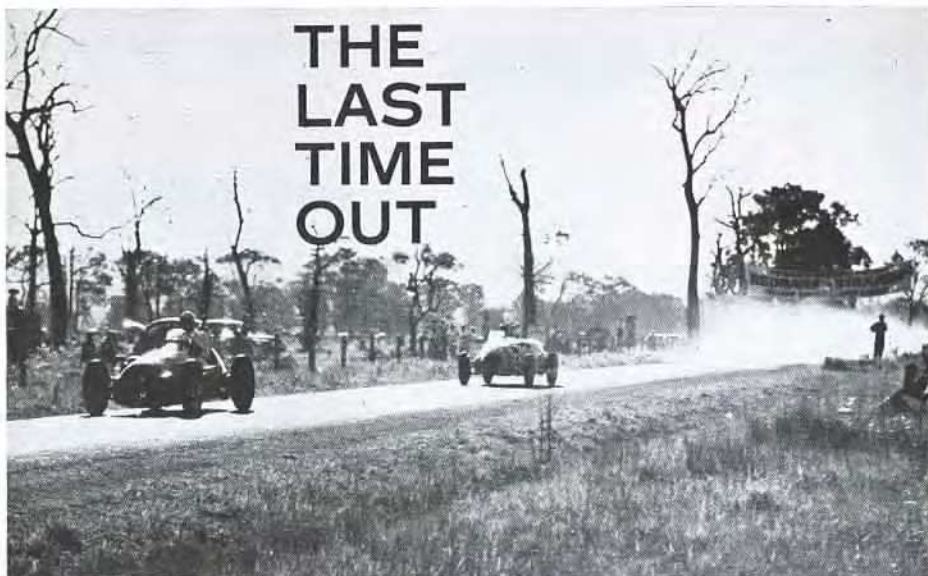


Officials lift tree branches from the wreckage of Stan Jones' Maybach, which crashed spectacularly when the Victorian had the AGP virtually won.

Earlier races had shown that even in other parts of the track cars had to take to gravel verges to get by one another. The race was to be run over 27 laps.

The big fancies for the race were Jones, Davison in the HWM-Jaguar and Dick Cobden in a supercharged 2-litre Ferrari. Also strong contenders were Jack Brabham in his Redex Special Cooper-Bristol, Stan Coffey in another Cooper-Bristol, and Queensland Rex Taylor in the ex-Whiteford twice AGP winning Lago-Talbot. Then there was A. H. ("Curly") Brydon in a blown MGTC, Queensland hillclimb champion Ken Richardson in a Mercury Special, New Zealander Fred Zambucca with his supercharged Maserati, Doug Whiteford in his Ford Special, and Jack Murray in a Cadillac-Allard.

Jones absolutely flew away from the start. He badly wanted this win, as a broken clutch in 1953 and thrown tyre tread in 1952 had robbed him of well-



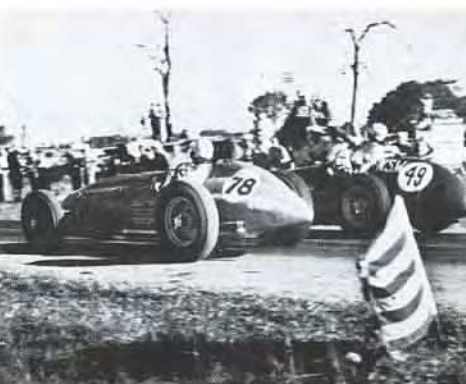
Dust flies at the start-finish line as ultimate winner Lex Davison goes by W. S. Anderson (Holden Special) in the 1954 Australian Grand Prix at Southport.

earned wins in the AGP. Jones, Davison and Cobden led the field for lap after lap, with Cobden setting the lap record at 3 mins 52.0 secs. Brabham lost his gearbox on the second lap, and Taylor was disqualified for assistance in restarting after spinning. Then after four laps Coffey's Cooper-Bristol came in for water, and from then on boiled its radiator every few laps, while Zambucca's Maserati started misfiring badly.

But it was all Jones. On lap nine Cobden got by Davison, but on lap 10, as crew member David McKay was readying his pit signals, Cobden tried to get past Sefton's Ford Special, spun, left the road and damaged the Ferrari's suspension. More drama was to come, however; Jones passed in one of the banned areas, and the officials gave him the black flag.

After one lap they rescinded their decision, and he was left in the lead. But on lap 14, with a 31 seconds lead on Davison, Jones came hurtling down the undulating back leg of the circuit, clipped the gravel shoulder and spun and slid 120 yards down the road and finally through the trees and over a small embankment. Jones got out unhurt and waved Davison on.

Dick Cobden was making his bid for the lead when he crashed the 2-litre Ferrari. Here he passes Rex Taylor's Lago-Talbot, winner of two previous Australian GP's.



Stan Coffey at speed in the Dowdat Spanner Special Cooper-Bristol, which finished eighth. Jack Brabham drove a similar car, but broke his gearbox.

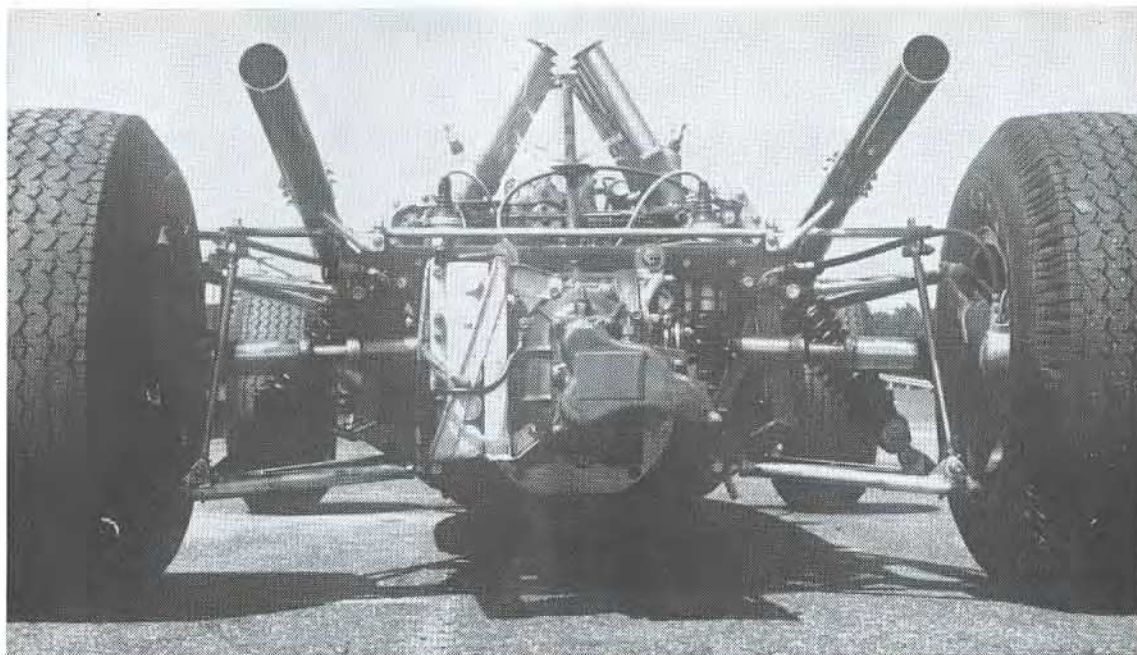
Davison's crew gave him the "slow down" signal, as he had 2 mins 31 secs on the next man, Curly Brydon. Davison went on to win by almost two laps from Brydon, with Richardson third and South Australian Eldred Norman, driving a supercharged Triumph TR2, in fourth place. Of the 28 starters, only 15 finished. It had been Davison's first win in eight drives in the AGP, and he and his wife, Diana, exchanged a victory kiss at the trophy giving.

As fate played curious tricks with the leading actors in the Southport drama, Brabham went on to Europe and two World Championships. Lex Davison won three more AGPs and died in a tragic crash at Sandown Park in 1965—11 years later. Curly Brydon is a top newspaper executive, Doug Whiteford is still driving and was an entrant for the Rothmans 12-Hour, Jack Murray is still driving in trials.

What of Stan Jones? He retired in 1960 after a successful career. Of Southport, 1954, he says: "I am certain I have the Australian record for going backwards".

At first sight, it may seem strange that a manufacturer of automotive components would design and produce a racing engine. But the racing engine of today is a mobile test bed for the car of the future. No engine is better than its component parts. No components are better than those developed from racing experience. For Repco, the production of the Repco-Brabham series of racing engines is a practical research project of the utmost importance to all users of automotive transport. It is an exercise in perfection, the findings from which are reflected in still further improvements in quality of the many Repco components supplied both as original equipment and replacement parts. This Repco-Brabham Grand Prix racing car points the way ahead for better parts for your car!

the way ahead!



REPCO — WHERE THE STANDARD IS PERFECTION



Concentration: Canberra driver Greg Cusack, driving a 2.5 Lotus in Speed Week, in action in his Lotus 23.

ROMSEY

QUINTS

SAYS:



Concentration: Hot prospect John Harvey, former Australian speedway champion, at work in his Repco-Brabham.

THE REAL RACING DRIVERS

By the famous *SPORTS CAR WORLD* columnist

I SUPPOSE one should start a diatribe of this nature by saying that I am privileged to know and love most of the top racing drivers of Australia and quite a few of the overseas hotshoes. But I won't. Neither will I say that they are a disreputable collection of amoral rats who beat their wives and drink to excess and take dope and bet on the gee-gees. But I won't, because they aren't and don't. They're just people.

They are fairly special people, naturally. I mean you can't go slinging half a ton or so of tubing and fibreglass and reciprocating bits around the place the way most of us nerds mimmse around the supermarket parking lot, with our dandling dollies and nodding neddies and bobble fringe on the rear window. But racing drivers aren't Errol Flynn in Dunlop overalls with a dashing smile on their lips. Gee Hill looks as though he should be but your humble servant is sorry to disappoint you about that.

They're just people. Peter Manton smokes Rothmans and likes Mercedes-Benz and BMW cars (not as much as Minis, should I say, mutter-mutter). Frank Matich takes his boy to soccer at the week-ends and spends half his life on the telephone, Brian Reed is an exceedingly good music teacher and Leo Geoghegan goes to car auctions.

All the things happen to them that happen to other people. They shunt their private cars when they drop a cigarette down their shirt front, just like you and I do, and they pay rates and sink the odd ale in the interests of medical science.

But it's harder for them, of course. They have to put up with the pit pest who asks them: "Why weren't you braking later than that? Are you scared of Beechey?" and bear it with a calm smile and a friendly pat on the head.

The good motoring journalists (and there are a few around) make allowances for all this and keep out of their copy little remarks like how J. Fred McKurk was abominably slow because four nights ago he hung one at the Horsepower Hotel



Off-duty, drivers are a merry bunch. Here as AARC secretary Geoff Sykes farewells Brian Muir to England, Muir is toasted by (from left), truck sales executive Arthur Grogan, Brian Foley, Warren Weldon, Kevin Bartlett, Barry Seton, Ian Geoghegan, Doug Chivas, Laurie Stewart and Les Howard.

ROMSEY QUINTS SAYS:

and forget where he parked his car. To most of us the fact that racing drivers are subject to all the faults and foibles which come as standard equipment for everybody only makes them bigger in our eyes. It must be hard, for instance, to concentrate on going brap-arp through the Causeway when you've got a hire-purchase payment due on Monday and you can't meet it because you spent the last of the milk money on a set of white spots.

Hoo-boy. They are pretty special at that. I mean, how many times have you had a Pnemomenal Avoidance on the way to work because you just had an argument with the trouble-and-strife and slammed out of the house, breaking the glass in the main door in the process. And you drive like a steaming nit for the next 15 miles? Oh, yes. Stand up that man in the back who's shaking his head. You're a bachelor? I hope your petunias die then.

I think the racing car drivers come out of this lot best of all. Concentration is so important to them because if they have a shunt they tend to hit the scenery fairly hard. Greg Cusack covers he ground just about more quickly than anyone, but he runs a very big business and his odd biffs and spins have, I think, been due to mentally assessing the trade-on on a used Volkswagen just when he should be allowing for the total inherent instability of that Formula Vee in front. Leo Geoghegan's car business keeps him just as busy, but he has fierce powers of concentration. We had a prime example in John Harvey at the last Farm meeting. Harvey only had one or two shunts in speedway, which suggests about the same odds as walking on the water from Tangalooma to Southport, but he went in backwards at Homestead corner. He was on his slowing-down lap, caught a waved blue flag, ganced, surprised, in his mirror to see who was all over him like a rash, and dropped a wheel onto some soft dirt. He parked the Brabham sharpish-like against a post.

He said later: "I got out of the wreckage and I was covered in fuel and counting my arms and legs when Geoff Sykes walked up. He said: 'Are you all right?' and I agreed that I was. He said: 'Good, let's go and have a cup of tea'. I walked away with him thinking: 'My God, I thought it was a bigger prang than that!'"

Spencer Martin is another who concentrates like a champion chess player, and Bib Stillwell was another. So do Glyn Scott and Les Howard. Mind you, concentration isn't everything. There are some pilots who just drive damn fast because it's as natural to them as answering the telephone. You can put Match, Harvey, Bartlett, Ian Geoghegan and Jane in that group. And Stewart, Brabham, on the other hand, is a masterpiece of concentration and applied skill.

The charming thing about all these fellows is the amount of attention they give to relaxing. After race day they really work at it, as though they're striving to boost the emotional let-down they get when they step out of the car. Then they become immensely enjoyable company; most are great story-tellers, enterprising party men and fine talkers with quite an



Will this scene be repeated in the Surfers Gold Star race? Here Spencer Martin fights grimly to hold off a flying Jackie Stewart at Warwick Farm during this year's Tasman series.

astonishing memory for races won and lost years ago.

Helping them in this (as if they needed any help) are the mechanics. These poor hopeless wrenches are a bit like the Cape Canaveral scientists who press the button to fire off the Kia-Ora Orange Juice Special or Tombstone Life Special or whatever it is. The astronaut gets his face on teevee and all they get is a voice in the background saying: "Five, four, three, two, one—blast off! She's lookin' good".

But you might say that in both cases the mechanics work harder for less reward, but the driver has to pay the insurance premiums. The scientist would feel a bit of a goat opposite—locking Gemini Five through a closing-radius corner just south of Uranus ("Cross wrists, back to fourth, mind the Formula Vee") and the mechanic is pretty good at running-in bearings or brakes but little else.

Just for the record, you should know the mechanics. John Sheppard (the Geoghegans), Bruce Richardson (Frank Match), Peter Molloy (John Harvey), Claude Morton (Norm Beechey), Murray Wright (Peter Manton), Bruce Burr (Greg Cusack), Bob Atkin (Scuderia Veloce), John Sawyer (Bob Jane), Glenn Abbey (Alec Mildren) and a few others. If you meet them, but them a beer. I get 10 per cent. for the free plug.

They do know a fair bit about one another's work. Brabham builds a car called something or other. Stewart, Clark, Hill and McLaren have a pretty fair idea of what spanner to use, despite the image of the professional E. Flynn who pulls on his kangaroo-skin gloves and dusts the seat before he gets into the cockpit and then says in a tight voice: "Damn the brakes—just give me more power". Leo Geoghegan pretends not to know anything about the mechanicals but does; Ian

Geoghegan pretends he does and doesn't. Match knows a lot about what makes the thing tick; Cusack doesn't, Martin does, Bartlett does, Harvey doesn't, French does, Foley does, Jane doesn't. And it's neither to their credit nor discredit that they do or they don't. Some simply have sense enough to realise that the mechanic is the high-priced expert and they accordingly stay out of his hair. Others who can help do. Me, I'm supposed to be the hot-shot expert on road cars and I won't even put in a new set of points if I can pay someone to do it.

Looking back on this essay in behind-the-scenemanship, I seem to have said little about Surfers Paradise, contrary to the instructions of my mentor, Mr. Keith Williams, who has promised me a meal at the Captain's Table (another free plug) and a flight in his Tiger Moth if I wrote something for his programme. Big deal. He flies that thing as though he were Peanuts' dog looking for the Red Baron. I hope he gets shot down one day by a TAA Boeing who has the gate shut on him in short finals into Casino with a ground fog and his altimeter gone.

Let me just say that I think it was a very smart idea to swap the Jack Brabham open-wheeler for Mayer's dragster without telling them. A Brabham in the drags will get shut down by that Fiat 500 with a Galaxie engine. Mayer may cause some strife every time he pops his chute in the braking area and then gets out to repack it. But it was a good idea, Mister Williams. But I don't think you'll get away with it when you tell the Rothmans field at the end of 12 hours that they have to race for another 12 because somebody lost count.

Keep your Tiger Moth warmed up on the strip. Five will get you ten you're going to need it.

- HILL • STEWART • JANE • HARVEY
- SCUDERIA VELOCE



**GO WELL
they GO SHELL**

The New Renault 10



**BE REWARDED—
DRIVE IT**

Be rewarded by the sparkling performance of its five-bearing Sierra engine, the sure-footed road holding afforded by its four wheel independent suspension, the positive rack and pinion steering, the quick action diaphragm clutch, the racy gear box, all these features assure mile after mile of safe, exciting motoring.



Renault (Aust.) Pty. Ltd., 153 George St., Redfern. 69-6551

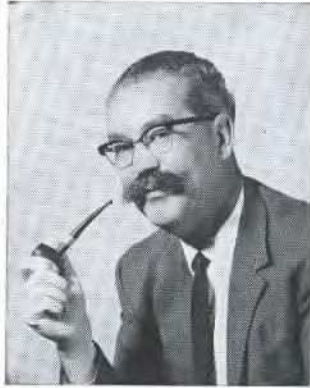


**DATSUN
SUPERFORMANCE**

**bred on
track and trail . . .**

Throughout the world Datsun has a proven track record, winning eight top prizes from nine rallies entered. Test-drive Datsun Bluebird at

IRA BERK (QLD.) PTY. LTD. Qld. Distributors
116 Wickham Street, Valley, Brisbane. Phone 5 3561.



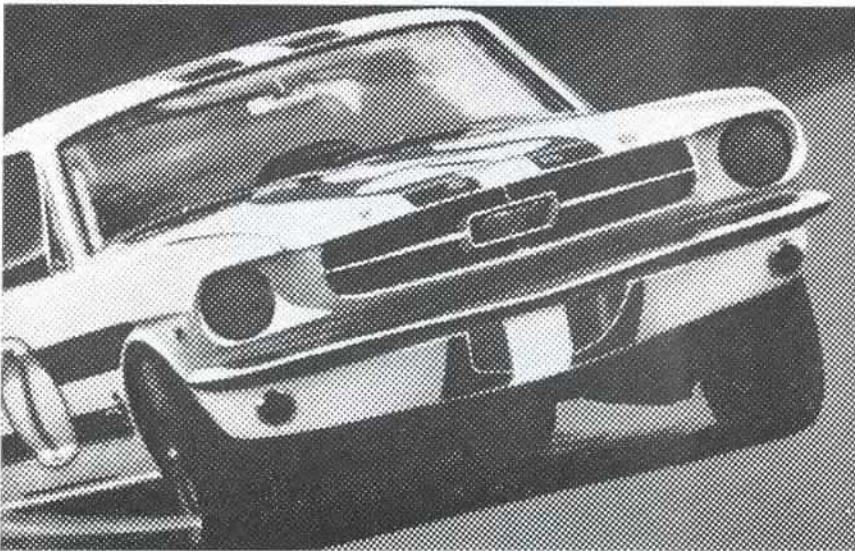
George Raven

*Our Competition Manager
is at this meeting and will
be pleased to discuss
our products with you.*

LOCKHEED HYDRAULIC BRAKES
BORG & BECK CLUTCHES
PUROLATOR OIL-AIR-FUEL FILTERS
STEERING AND SUSPENSION JOINTS

Manufactured in Australia by
BRITISH AUTOMOTIVE INDUSTRIES PTY. LTD.
P.O. BOX 37, BELMORE, N.S.W.

BAI



**TOTAL
POWERS
WINNERS**

TOTAL TEAM DRIVERS IAN AND LEO GEOGHEGAN
RECOMMEND YOU CHANGE UP TO TOTAL PERFORMANCE

YOUR LOCAL DEALERS ARE:—



DAVID LOCKHARDT — TOTAL SOUTHPORT
BARRY WELSH — TOTAL COOLANGATTA
HARRY MOORE — TOTAL TWEED HEADS

CHAMPIONS CHOOSE CASTROL



*GREG CUSACK — N.S.W. and Qld. 1½ Litre
Champion and Australian Formula 2 Champion.*

Ask Greg Cusack — brilliant 1965 racing champion. Ask top Australian Circuit drivers John French and Brian Muir. They'll tell you Castrol really gives safe, dependable lubrication under gruelling race-track conditions. Since motoring began, Castrol have been the specialists in lubrication. Castrol make oil and **only** oil. Castrol **know** oil. Castrol has been proved time and time again in international rallies. The World's Land Speed Record has been broken 21 times on Castrol.

Champions choose Castrol, so should you.



— The Masterpiece
in Oils.

The Cars and the Men



Current leader in the Gold Star—Spencer Martin (Repc-Brabham).



Possibly the most reliable Lotus 23 around; the Howard car.



Built for endurance: The Bartlett/Chivas Alfa-Romeo GTZ-2.



The old Cooper Monaco, now running Oldsmobile—Osborne/Carter.



Old faithful: the Porsche Carrera for Sakzewski/Woelders.



From New Zealand a modified Honda coupe for Palmer/Stanton.



Another 9-Hour shot: The Epstein/Hawkins 250LM Ferrari.



The Wood/Brown/Sedaitis entry—a Morgan Plus Four Super Sport.



Peter Sutcliffe's Ford GT40 in the pits during the Rand 9-Hour.



Ron Thorp has entered his much-raced and durable A.C. Cobra.



Another 250LM Ferrari, this time the Stewart/Buchanan entry.



Bill Patterson's protege, John McDonald, in his Cooper Climax 2.5.



From Victoria, the Hamilton/Reed Porsche Spyder prototype.



The Piper/Attwood 365 P2 Ferrari winning at Auvergnies in July.



KEVIN BARTLETT



DAVID MCKAY



DAVID PIPER



RICHARD ATTWOOD



JACKIE STEWART



PAUL HAWKINS



PETER SUTCLIFFE



FRANK MATICH



JIM PALMER



GREG CUSACK



BRIAN FOLEY



LEO GEOGHEGAN



ALEC MILDREN



BRIAN REED



FRED GIBSON

Concours d'Elegance

Speed Week Surfers Paradise has already captured the imagination of every motor sport enthusiast in Australasia and it is fitting that the social highlight of Speed Week should be one which glamourises the basis of all motor sport - "The Automobile"

The Concours d'Elegance represents a challenge to all leading fashion designers who, through their creative genius, will no doubt present imaginative ensembles befitting the occasion.

Combinations are unlimited. A chauffeur driven Rolls Royce whose sophisticated occupant displays a magnificent evening gown and mink stole will be judged equally with the pert teenage model wearing a superbly tailored suede suit and driving a snappy sports car.

Concours d'Elegance



SPEED WEEK SURFERS PARADISE





The Tahiti-Mexico way



The Honolulu-U.S.A. way

Only Qantas offers these 4

Wherever in the world you fly with Qantas you'll enjoy that immense Qantas sense of hospitality.



The Singapore-Bangkok way



The Hong Kong-Orient way

4 jetways around the world

as wide as the world Qantas flies to. See your Travel Agent or Qantas.

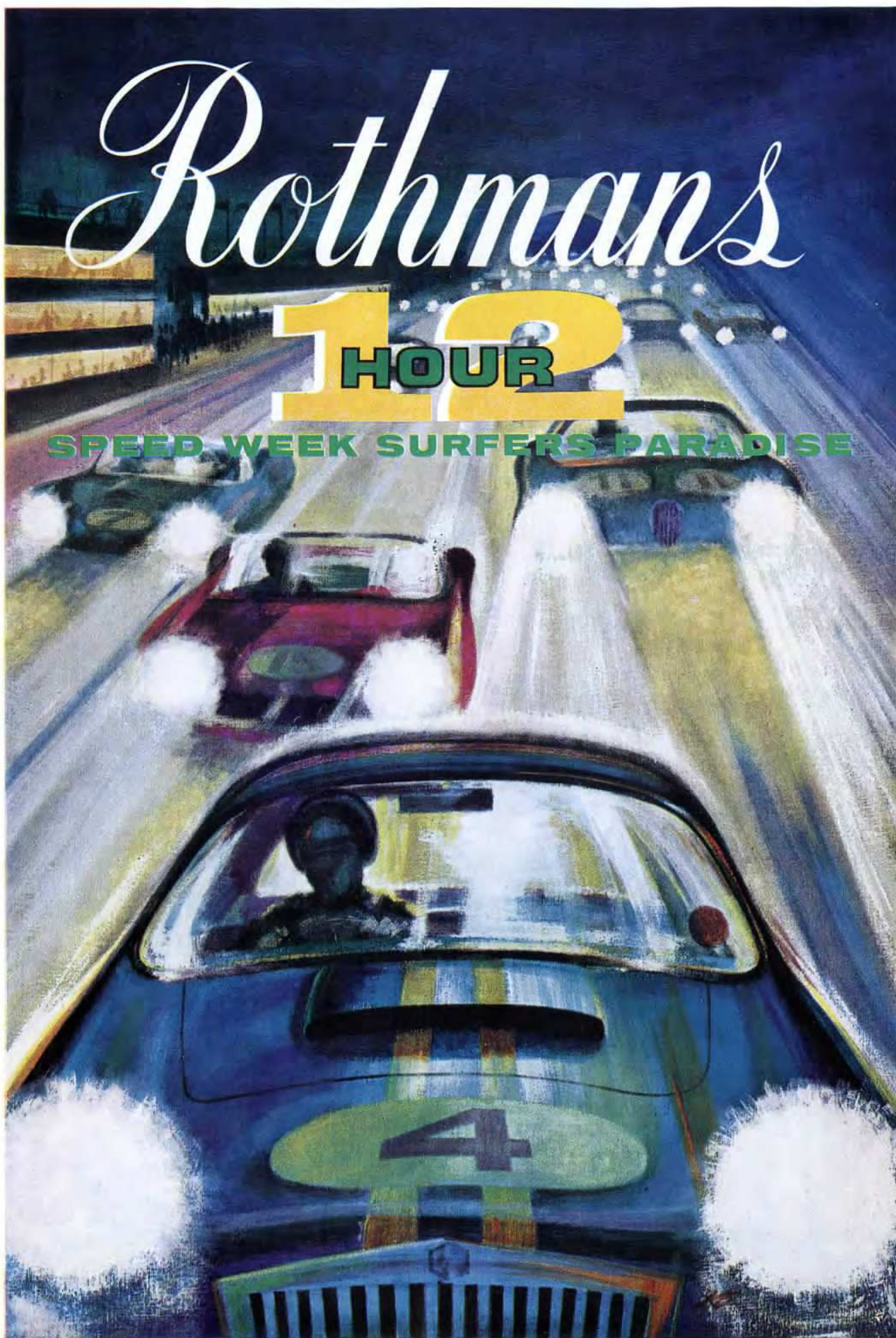
QANTAS

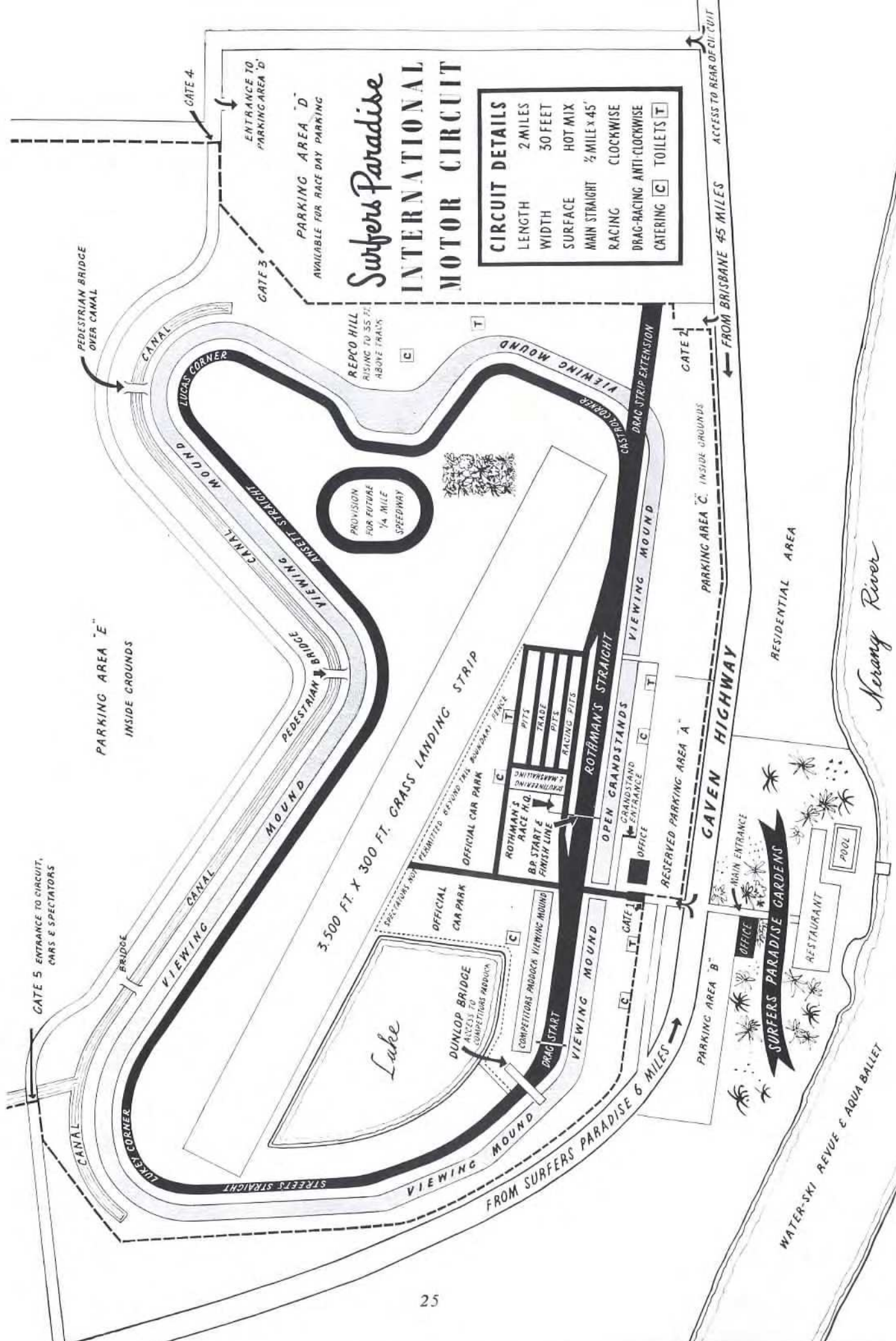
Rothmans

12

HOUR

SPEED WEEK SURFERS PARADISE





Surfers Paradise INTERNATIONAL MOTOR CIRCUIT

| CIRCUIT DETAILS | |
|-----------------|----------------|
| LENGTH | 2 MILES |
| WIDTH | 30 FEET |
| SURFACE | HOT MIX |
| MAIN STRAIGHT | 1/2 MILE X 45' |
| RACING | CLOCKWISE |
| DRAG-RACING | ANTI-CLOCKWISE |
| CATERING | C |
| TOILETS | T |

PARKING AREA "D"
AVAILABLE FOR RACE DAY PARKING

PARKING AREA "E"
INSIDE GROUNDS

FROM BRISBANE 45 MILES
ACCESS TO REAR OF CIRCUIT

INSIDE GROUNDS
PARKING AREA "C"

RESERVED PARKING AREA "A"

PARKING AREA "B"

RESIDENTIAL AREA

Serang River

WATER-SKI REVUE & AQUA BALLET



JACK BRABHAM, whose brilliant feats in Formula One this year have taken him close to the World Championship—his third—shown in a pensive mood, with mechanic Roy Billington.



JOHN FRENCH



ALAN HAMILTON



JOHN HARVEY



SPENCER MARTIN

The Drivers . . .

JACK BRABHAM: Aged 40, Brabham is the world's biggest racing car constructor. He started racing on the Sydney speedway with a J.A.P. midget, graduated to hillclimbs in 1952, and then into road racing with a Cooper-Bristol. In 1955 he made his first trip overseas, and in 1959 and 1960 won the World Driver's Championship with Cooper-Climax. In 1963 he started racing his own cars, but this year had his first F1 win since 1960, when he won the French Grand Prix in his Brabham-Repco V8. He now leads the world championship with four straight Grand Prix wins in a row.

JACKIE STEWART: At 26, Stewart is the brightest star in GP racing. A former Olympic clay pigeon shooting champion, he started racing a private Jaguar and rocketed to stardom with B.R.M. He won the Tasman Cup this year driving the 2-litre B.R.M. which he is now running in F1. Had a bad smash in the wet at Spa, but recovered quickly. His first visit to Australia was in 1964 to drive a Lotus-Cortina in the Sandown Six-Hour.

DAVID PIPER: One of the most proficient British long-distance drivers, he is currently campaigning the 365 P2 Ferrari he will drive in the Rothmans 12-Hour. Driving Ferrari he won the Rand Nine Hours (South Africa) in 1962 and 1963.

RICHARD ATTWOOD: A versatile and experienced GP and sports car driver, Attwood substituted for Graham Hill in the B.R.M. team in three of the four New Zealand races in this year's Tasman Cup.

PAUL HAWKINS: A Tasmanian who has been overseas continually since 1959, Hawkins has acquired a tremendous reputation as a forceful operator, particularly in long-distance races. He drives mostly for private equipes, but has had many starts in Formula One racing. This is his first drive in his homeland since leaving as a relatively unknown youngster.

JACKIE EPSTEIN: Has been racing his Ferrari privately for several years, running in the Rand Nine Hours and other major long distance races. The car has been specially brought up to 1966 specifications for the Rothmans 12-Hour.

PETER SUTCLIFFE: A young but very experienced driver, again a specialist in sports car enduros. Has also raced Jaguar sedans in long-distance events.

FRANK MATICH: At 33, probably Australia's fastest driver. Married, he lives in the Sydney suburb of Carlingford with his wife and four children. Currently driving a 4.5 litre Traco-Oldsmobile sports car for Laurie O'Neil, and won this year's Australian Tourist Trophy. When driving a 2.5 Repco-Brabham he was the only Australian to out-drive the internationals in Tasman races. Has had only one serious accident—at Lakeside in 1965 when his throttle jammed in the Lotus 19 and he was burned by spilled petrol. Works as a sales executive for Peterbilt Australia.

KEVIN BARTLETT: Is 26, and lives in Manly (Sydney). Started in Morris Minors, graduated to a Lynx open-wheeler, and worked through a TVR-Grantura and Austin-Healey Sprite before joining Alec Mildren Racing. Now one of the white hopes of Australian racing and under former Australian Gold Star champion Mildren's guidance, has matured into an extremely fast but controlled driver. Married, with one child.

BRIAN FOLEY: Now 32, Foley is the perennial Peter Pan of Australian racing. A partner in his own motor dealership at Carlingbah (Sydney) he raced two very fast Sprites before going into Mini-Coopers. Has been a long-time rival of Victorian Peter Manton, but is now beating him regularly. Has never had an accident, and is an invaluable driver in long-distance events.

JOHN FRENCH: A sales executive for Alec Mildren's Queensland branch, French is a good partner for Foley. He has never had a serious accident, although he has been racing for 12 years and is now 35. From Aspley (Brisbane), French started with an Appendix J Holden, went to the legendary Centaur-Waggott GT, and then into a Sprite and a series of Mini-Coopers. Another fast and utterly reliable endurance driver.

JIM PALMER: A 24-year-old motor dealer from Hamilton, N.Z., Palmer has been New Zealand Gold Star racing car champion for three years running. He was the most consistent of all drivers in the 1966 Tasman series, finishing all races. Has sold his ex-Clark Lotus 35B to Greg Cusack, will next be seen in an Australian-built Elfin V8 sports car.

FEO STANTON: At 38, this Tauranga (N.Z.) company director managed Palmer in his last two Australian visits and previously promoted John Mansel and George Lawton. He took Denny Hulme to Europe in 1959. Had class wins with an Alfa and a Renault in the 1963 and 1964 Wills Six-Hour and has been racing his modified Honda coupe in New Zealand events.

JOHN RILEY: A 38-year-old Auckland motor dealer, Riley was Gold Star sports car champion in 1962-63 and 1963-64 and runner up in the racing car Gold Star in 1964-65. Raced a Corvette-engined Allcomers coupe, then a Lola Climax sports car, then the ex-Tony Shelley Lotus 21 2.5.

SPENCER MARTIN: A former Holden sedan champion, Martin spent two years with Scuderia Veloce driving a 2.5 Brabham and the Ferrari 250 LM before joining the flourishing team of Bob Jane. A calm driver who is very easy on his cars, Martin is cast in the Stillwell mould and currently leads this year's Gold Star points score.

LEO GEOGHEGAN: Now 31, this Liverpool (Sydney) motor dealer has had more experience than any other top-line Australian driver. Started with the old black Holden in the days of Mount Druitt, and led the family team which campaigned almost every Lotus built, finally specialising in sports car, racing car and sedan racing. Moved this year into the ex-Clark Lotus 39, and has adapted well. Has had few minor accidents, and is a model of smoothness and precision.

GREG CUSACK: From Canberra, Cusack started racing with a Porsche coupe and went through a Lola, Elfin Mallala, Lotus 23 and several Brabham 1.5 litre cars before buying the Jim Palmer Lotus 2.5. Raced in Singapore recently, and on his day is virtually unbeatable. Has had a few drives in long-distance sedan races, but prefers the open-wheelers.

JOHN McDONALD: This 23-year-old crew-cut and quiet Victorian came "out of the blue" to get the seat in the ex-Phil Hill Cooper that Bill Patterson bought from Bruce McLaren in 1965. The car was originally the Cooper McLaren built to win the Tasman series in 1964. Unfortunately, as McDonald was gaining the needed experience the car was getting older, and now he has the job in front of him trying to match the newer equipment. However, at the opening meeting at Surfers on May 22 McDonald had a very good win against the top 1.5 litre cars.

JOHN HARVEY: Now 27, Harvey has all the qualities to make him another "Quiet Australian" champion like Brabham. A former speedway champion, he is also thoughtful and reserved. With the rare record of no serious smashes on the dirt tracks, he moved into road racing with a 1275 Austin-Cooper from sponsor Ron Phillips, of Sydney's "Sports Car World". Then Phillips bought the ex-Stillwell 1.5 litre Brabham, and with the shift of Geoghegan, Bartlett and Cusack to the 2.5 ranks Harvey is now king of the small-bore machinery. His ultimate ambition is to race in Formula One. He is married, with three children.

BOB JANE: Often pictured as the "Bad Boy" of Australian racing, Jane is an incredibly active Victorian businessman who now virtually guides Shell's racing policies through his new team. He has had more top-line machinery than any other equipe, and his career has had more ups and downs than a see-saw. He first took people's notice around 1959 with a 300-S Maserati, in which he was noted for not staying on the track, but he went to a white 3.8 litre Mk. II Jaguar which he gradually developed into the top touring car in the country. It was invincible for two years—until the Cortinas came along. Jane's cars have included a lightweight E-type Jaguar, Lotus-Cortina, Elfin monocoque 1.5, and Mustang. He had an unbelievable smash in the Mustang at Catalina Park (N.S.W.) a year ago, walking away from it with a few cuts, and was hospitalised when his Elfin crashed at Sandown Park earlier this year. Has now matured into a forceful but effective driver.

ALAN HAMILTON: Aged 24, of St. Kilda (Melbourne), this newcomer to road racing has made a great impact with his Porsche Spyder prototype. A director of Porsche Distributors with his father, Norm Hamilton, the young Alan has won the 1965 Victorian Hillclimb title, was second outright in the Australian Tourist Trophy behind Match, and holds class lap records at Longford, Sandown Park and Warwick Farm.

BOB HOLDEN: Holden, 33, a Killara (Sydney) garage proprietor, has been racing for the last 12 years. He raced a very fast Appendix J Holden, a Lynx-Peugeot, ran in several overseas rallies, and is now a B.M.C. works trials driver. He has won an Australian Hillclimb title and in his 1275 Cooper S he was sixth in class in the 1965 Armstrong, third outright and class winner in the 1965 Sandown Six-Hour, third outright and second in class in the 1966 Lowood Four-Hour and third outright and first in class in the Queensland Series Production touring car title at the opening Surfers meeting in May.

DAVID MCKAY: Entered to drive the Volvo 1800S, McKay has been active in motor racing since after the war. He retired in 1963 when driving a Repco-Brabham 2.5, and turned his attentions to managing his Scuderia Veloce team. In his time he has contributed some fine new machinery to Australian racing. His wins include the 1965 Caversham Six-Hour (his first drive out of retirement), the 1966 Lowood Four-Hour (his second), the 1960 Australian Touring Car Championship in a Jaguar and for years held the lap record at Bathurst.

RON HAYLEN: Aged 28, of Willoughby (Sydney), Haylen is a new car salesman with a big reputation as a skilled and safe driver. He was second outright to Norm Beechey with a 1071 Mini-Cooper in the 1965 N.S.W. Neptune Trophy

series, but sold the car afterwards. He was third outright and first in class and teams prize in last year's Sandown Six-Hour and third outright and second in class in this year's Lowood enduro.

DOUG CHIVAS: At 43, the Toukley (N.S.W.) mercer could be forgiven for losing some of his fire, but he hasn't. As probably the most experienced B.M.C. driver in the business, "Chivvo" is in high demand as a driver, particularly in endurance events. He is a works trials driver for B.M.C. and up till this year raced the fastest Sprite in the country.

MAX STEWART: At 31, this Orange garage owner has been gaining a fair amount of the limelight lately. A staunch Triumph supporter, he has raced his own Triumph 2000 in sprint and endurance events as well as using it to tow his Formula Two racing car around. He has had class wins at Warwick Farm, Katoomba, Bathurst, Sandown and Lakeside.

BRIAN REED: A 26-year-old music lecturer from South Yarra, this quiet, self-effacing young man has caught the eye of quite a few major Australian sponsors. His fearfully energetic driving of his Elfin Clubman—with which he holds class lap records at Hume Weir and Winton—has beaten off many sports cars of twice the capacity. He is in strong demand for endurance racing, and gained a second in class with a Toyota Corona in the 1965 Armstrong, plus a seventh in class in the Sandown Six-Hour race with a Triumph 2000.

CHARLIE SMITH: Smith, a grazier from Baulkham Hills (Sydney) has been in and out of racing for the last 10 years. He has raced, variously, a dramatically quick Morris Major Series II, an Austin Freeway, a Lotus XI, and an Elfin 1.5 racing car. He has also run in the Armstrong 500 with a Mini-Cooper.

BARRY SETON: Formerly a top Holden driver, Seton won the 1965 Armstrong 500 with a great drive in the Fairfield Motors' Cortina GT500. Is generally accepted to be the best sedan enduro driver in the country.

LAURIE STEWART: A 28-year-old partner in Brian Foley Motors, Stewart has raced a hot Mini and a series production Mini-Cooper. He was second in class in the 1964 Armstrong, and fourth outright and third in class in the 1966 Lowood Six-Hour.

RAY MORRIS: Morris, 38, is director of a company in Sydney specialising in new car sales and conversion of imported cars from left to right hand drive. He raced sedans at Mount Druitt in 1955 and 1956, in 1962 and 1963 was Australian, N.S.W., and Victoria karting champion, and was second in class in the 1965 Armstrong.

RON THORP: From Figtree, N.S.W., Thorp raced an Aston Martin DB 35 into fifth place in the 1963 Australian Tourist Trophy, but then came up with his current A.C. cobra V8. With this he was second in the 1965 Caversham Six-Hour, and then won the race this year. He also campaigns the car very successfully in hillclimbs.

BILL FORD: Now aged 45, Ford, a parts manager of Ryde (Sydney), has been racing since 1946. President of the Australian Racing Drivers' Club, he was a class winner with a VW 1200 in the 1964 Armstrong and ran a Volvo in last year's Bathurst enduro. His earlier cars included a famous Terraplane Special, which he ran at Mount Druitt, Schofields and other tracks.

LES HOWARD: With his brother Sid and father Harry, Les Howard makes display fireworks in a big Epping (Sydney) factory business established by their grandfather. The brothers started with Nota machinery, mainly B.M.C. powered, but built up a good stable which includes the Lotus 23 and Lotus 27 1.5 racing car. Both are extremely good drivers, with Sid more flamboyant than Les, but Les the more experienced.

FRED GIBSON: "Gibbo" is one of the most popular drivers in the business. After racing an MGA in marque sports car racing in N.S.W., he imported the first lightweight Lotus Elan coupe, which is still a formidable car in any meeting. His clashes with the spectacular Niel Allen in his lightweight Elan are big drawcards.

BRYAN THOMSON: The Shepparton truck dealer has been around motor racing for at least eight years now. He raced a supercharged Holden special called the Monza, and then went into 2.5 litre racing. From there he tried an Elfin Mallala with 2.7 Climax in the rear, but this car suffered severe teething problems. Has now bought the ex-Beechey Mustang, but has had only limited success with it.

HANK WOELDERS: Son of Jan Woelders, the well-known director of Midway Motors, Beenleigh, Hank started racing only last year and has made a sound impression with his Lotus Seven at Lakeside, Lowood and Surfers Paradise.

MALCOLM BAILEY: A 29-year-old Newcastle (N.S.W.) mechanic, Bailey has been racing a Mk. III Ford Zephyr at Warwick Farm and Oran Park, as well as a Prince 2000 GT in series production racing.



**Trio of a
Lifetime . . .
YOU . . .
CHEVRON
& AVIS**

*Queensland's fabulous Gold Coast — fun - packed, carefree,
exciting — is yours when you stay Chevron . . . go Avis*

Chevron Paradise Hotel — 5 acres of comfort and luxury with everything — fun, sun, sparkling pools and carefree cabarets — is right in the heart of Surfers Paradise.

See all the Gold Coast in comfort with your AVIS RENT-A-CAR, each one sparkling clean and completely insured. Remember, with AVIS, six travel for the same price as one.



Chevron PARADISE HOTEL

Book through any Airline Office or Travel Agent

AVIS RENT A CAR

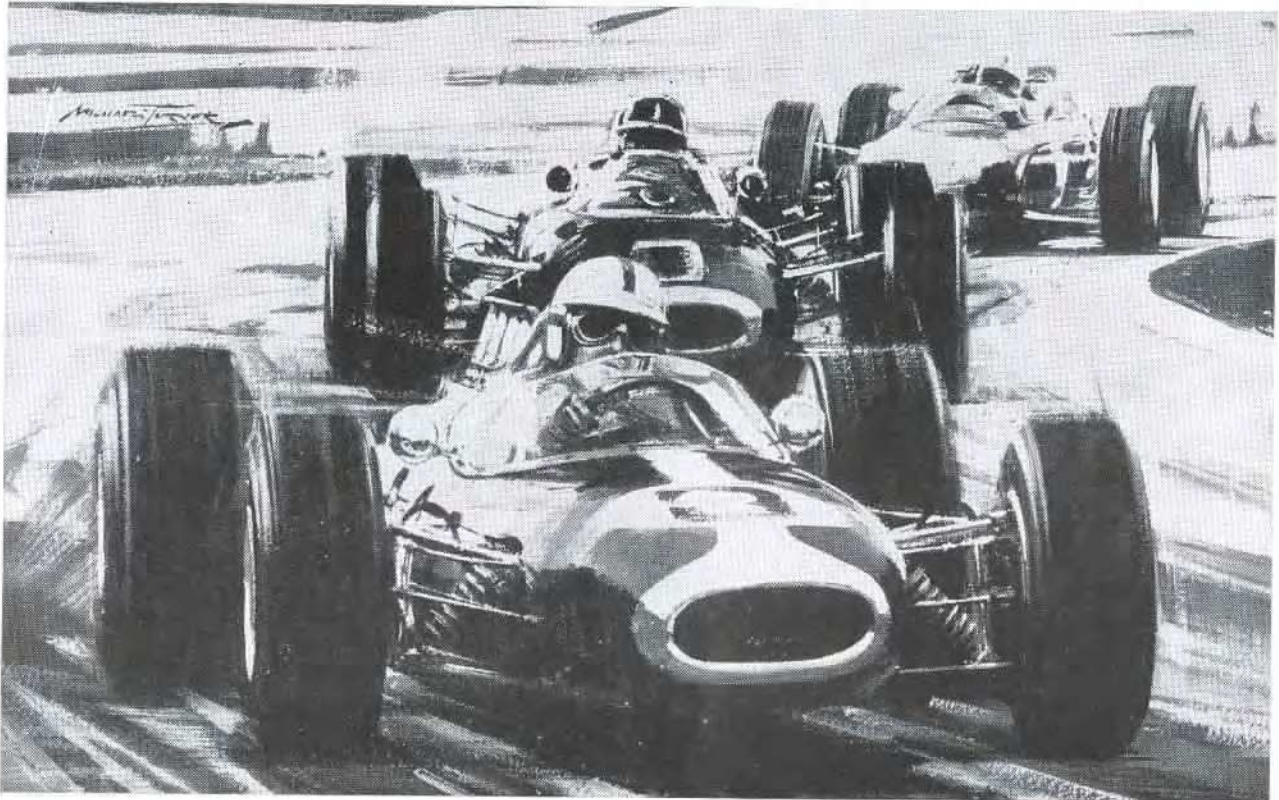
Brisbane : Cnr. Ann St. and North Quay - 2 8698

Coolangatta : Pacific Highway, Bilinga;
Tweed Heads 314.

Surfers Paradise : 3225/7 Pacific Highway,
Surfers Paradise - 9 1911.



BRABHAM CHOOSES GOODYEAR



Goodyear racing tyres have been used exclusively by Jack Brabham in his string of Formula I victories in the 1966 World Championship series. Goodyear tyres have also been successful in no less than seven Formula II triumphs by the Brabham/Honda. The same Goodyear research and development that is built into Goodyear racing tyres also goes into the manufacture of tyres for your family car.



GO GO GOOD YEAR
THE SAFETY-MINDED COMPANY

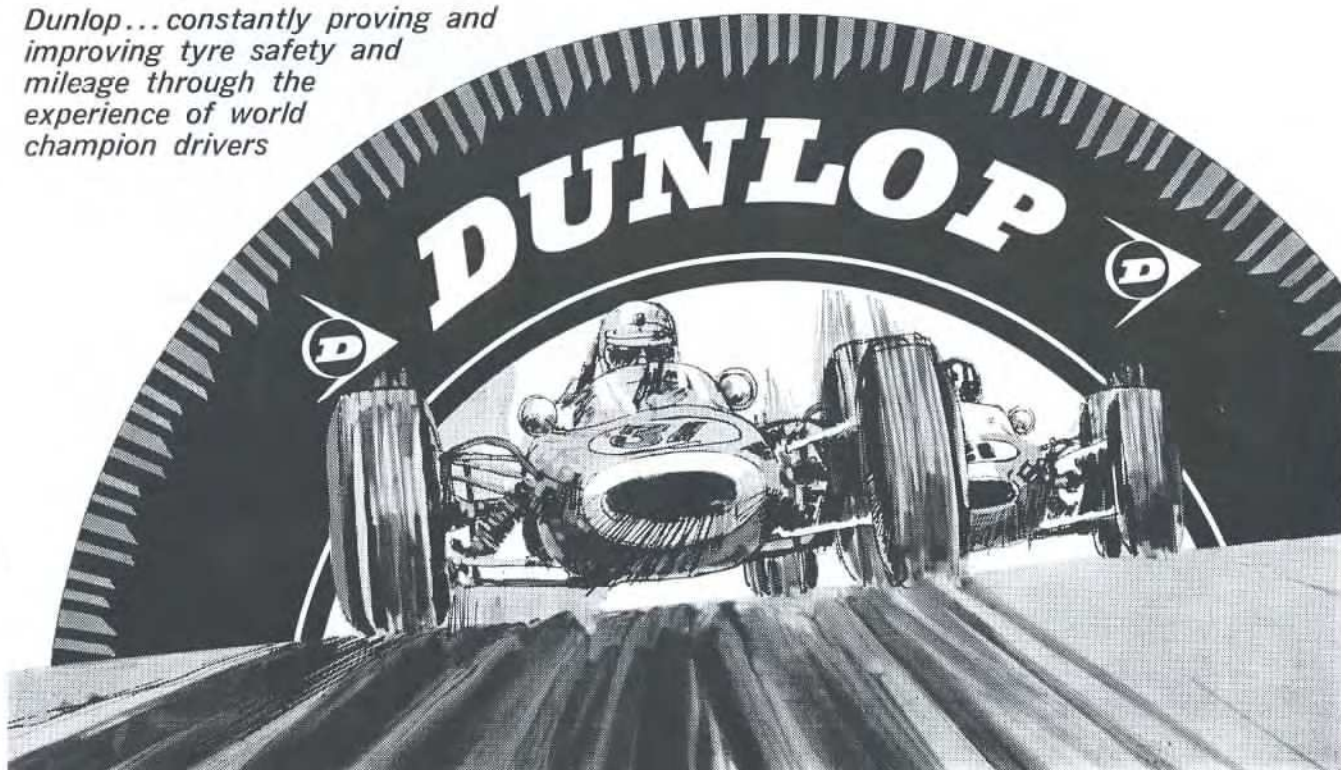
H524

EVERY WORLD CHAMPION SINCE 1959 WON ON DUNLOP TYRES

Dunlop takes an active interest in motor sport . . . but not purely for the fun of it. Only partly. The more serious purpose is to constantly improve the breed of Dunlop tyres by testing them, driving them to the limits of endurance at the

hands of world champions. World champions who have been aided ever since 1959 to this coveted title by Dunlop research and development. The Dunlop tyres you drive on today incorporate the results of Dunlop motor racing experience.

Dunlop... constantly proving and improving tyre safety and mileage through the experience of world champion drivers



A382

THE END OF THE BEGINNING



Violence in repose: A quick drink for Stan Jones' Maybach during a race at Albert Park in 1954.



Wizard Smith at the wheel of a Chrysler during a Sydney-Brisbane record run in 1926—his last.



Bib Stillwell sends his Cooper around Pub Corner at Longford in 1957. Spectators no longer stand there.

On his way to winning the 1930 Australian Grand Prix is Bill Thompson, our best pre-war driver.



AUSTRALIA'S MOTOR SPORT HISTORY COVERS 62 YEARS

HAD it not been for a man called Harry James, motor sport in Australia would have started a lot later than it did. James, an executive of the Dunlop Rubber Company, had great faith in the new-fangled motor vehicle and literally organised Australia's first race and first reliability trial.

The first motoring event ever run in Australia was in 1904—only 10 years after the first motor race run in the world. It was a demonstration run, organised by James through the Automobile Club of Victoria, of which he was a founder member. On January 31, 1904, the club gave demonstrations to politicians and city councillors along the 18 miles of unmade road leading to the Aspendale horse racing track, and then raced two cars around the track.

But the Victorian Government still introduced a Motor Car Bill which placed severe restrictions on the use of cars; so James worked with Aspendale racecourse owner J. R. Crooke to lay a banked gravel speedway inside the horse track at the then huge cost of £1700. The circuit opened in 1906, but soon lapsed, although it was rebuilt in 1923 with a concrete speedway.

James also organised the famous Dunlop Reliability Trials. The first was run from Sydney to Melbourne in 1905, over a faint track through atrocious country. A total of 23 cars started, running the trial in five daily stages with penalties for damage. The cars swayed across rickety bridges, the crews dug away creek banks for better footings, laid mesh to get across fine sand, and mended puncture after weary puncture. But 17 cars made it to Melbourne, to be greeted by an enormous crowd. There was no winner, so the organisers sent the field to Ballarat and back. The winner was Harley Tarrant, builder of the Australian car of the same name, driving a Scottish Argyle.

Next year's trial was even more incredible. A vast crowd of spectators cheered 28 cars and 10 motor cycles away from Melbourne. At Sydney 19 cars were left, with no outright winner. They were sent on a 132¹/₂ mile deviation to Medlow Bath and back, which left six in the running. These six were ordered to drive back to Melbourne to decide the winner—a frightful proposition for the weary drivers and the tattered cars. But Tarrant won again.

Sydney's first race meeting was held in 1908, on a speedway built around Victoria Park racecourse where the British Motor Corporation's big factory now stands. While this and other speedways flourished until the start of World War I, the big competitive events in motoring of that era were the city-to-city record dashes by men like Albert Turner, Norman ("Wizard") Smith and Boyd Edkins—who founded the present GM dealership of Boyded in Sydney.

The first Sydney-Melbourne record was set by Harry James and Charles Kellow in a Talbot. Charlie East, later to run on Maroubra Speedway, was the first man to make the trip in under 24 hours when he bashed a Renault through in 19³/₄ hours in 1909. Albert Turner won a Sydney-Melbourne reliability trial in 1913 and determined then to have a go at the Kellow-James record. In an American Underslung, he beat rain and floods to get through in 19 hours two minutes. In 1916 Edkins cut this to 16 hours 55 minutes, becoming the first man to beat the Melbourne Express over the distance, but Turner, S. C. Ottoway and Wizard Smith smashed and re-smashed the record from 1916 to 1924, when Turner left the record at 12 hours 37 minutes — just four minutes faster than Smith's best. Public outcry ended the city-to-city runs, and the sportsmen turned back to the speedways.

The concrete Aspendale surface was replaced by a gravel track in 1928 and was raced on before the war by now well-known names like Alf Barrett, Frank Kleinig, Eddie Thomas,



The grid, Albert Park before a 1957 race, 2 Maseratis and a Ferrari. Reg Hunt is at far left.

Jack Day and Jim Gullan. Maroubra Speedway, a £75,000 Sydney in 1923, and soon was concrete saucer, opened in drawing crowds of more than 40,000 to see the spectacular clashes between Charlie East, Hope Bartlett and Phil Garlick. Maroubra was a killer track — Garlick being one of its victims. It closed not long after the new Penrith Speedway opened in 1930.

But meanwhile true road racing had started. The historic Light Car Club of Australia — now running Sandown Park race circuit after being out of race promotion since the close of Albert Park—laid out a 6.5 mile track on Phillip Island, 80 miles from Melbourne. The first Australian Grand Prix was run there in 1928. This momentous race was won by Captain A. C. Waite—later a director of the Austin Motor Company in England — in a Brooklands prototype 747 c.c. Austin Seven, at an average speed of 56.25 m.p.h. The crowd was about 10,000 and—contemporary accounts say—suffered some discomfort from the thick dust clouds that hung over the roughly rectangular circuit.

The AGP has been run every year since then, except for 1936 and 1940 to 1946. It was run at Phillip Island until the track closed in 1936 and has never been back there since. Perhaps the most nostalgic and historic moment in Australian racing may come when the Australian Grand Prix is once more run at Phillip Island, which now has had its fourth race circuit in its history.

The winners of the AGP include some great names, and only the French and Italian

Grand Epreuves have been run more times. Names come up like Arthur Terdich (1929), whose son is now a senior member of the Light Car Club, Bill Thompson (1930, 1932, 1933), killed in a mysterious wartime flying accident, Bob Lea-Wright (1934), now an executive in the motor trade and a steward at the 1954 AGP at Southport, Les Murphy (1937), who was still racing in 1953, Peter Whitehead (1938), Doug Whiteford (1950, 1952, 1953), Lex Davison (1954, 1957, 1958 and 1961)—the only man ever to win four Australian Grand Prix. That 1961 race was the last to be won by an Australian, as the overseas drivers have dominated it since then. But the famous names that bob up in the history of this great race are part of the spectacular tradition of this country's motoring—W. H. Lowe, Charlie Whatmore, Arthur Rizzo, Alf Najjar, John Crouch, Dick Bland, Steve Tillett, A. H. ("Curly") Brydon, Stan Jones, Reg Hunt and others.

One of the tragedies of Australian racing is that its history has never been properly recorded, although motoring journalist Bill Tuckey's excellent "Book of Australian Motor Racing" provided a lot of formerly buried information. But the places where racing has been staged have been forgotten by all but the very oldest. It is a fact that practically every major town in Australia has at some time or another had a race track laid out on its public roads. The list is long—Nuriootpa, Orange, Southport, Ballarat, Toowoomba, Victor Harbour, Nowra, Lobethal, Narrogin, Bunbury, Parramatta Pk. and more, many more.



Italy? No, Nuriootpa, Australia, in the days of true road racing. This is Arthur Wylie in the Wyliecar.

When racing re-started in Australia after the war it made use of many of the wartime airfields left behind. So grew up tracks like Point Cook, Leyburn, Strathpine, Lowood, Schofields, Mount Druitt, Marsden Park, Port Wakefield and Fisherman's Bend. Even Malala today is built on a former air base, and Britain's popular Silverstone once saw fighters launched for Germany.

So it can be seen that Australia is steeped in motoring tradition and rich in colourful racing history. Now the sport is attaining a new maturity with professional promotion of racing and lavish new circuits like Surfers Paradise. It is producing drivers of world class—men like Frank Matich, Leo Geoghegan, Ian Geoghegan, Greg Cusack, Kevin Bartlett and John Harvey could step off a plane in England and match it with the best Formula One drivers of today. It is acquiring cars and races that are drawing the best overseas teams to compete here.

Now, with the Surfers Paradise Speed Week a matter of moment, it seems certain that we will have overseas drivers and car racing all-year round. A 12-hour sports car race with Ferrari, Ford and Alfa-Romeo is a far cry from Aspendale in 1906, when H. E. Hall's 10 h.p. Pope Hartford won Mr. Crooke's 100-guinea cup for the main race. But perhaps the ghost of Harry James would permit itself a flickering smile as the big Ferraris sweep under the Dunlop Bridge at 130 m.p.h.



Just before the site was finally covered with brick houses, this wall was the one remaining sign of Maroubra Speedway.

TAKE IT EASY!



When you drive a BMC car you don't have to prove a thing. Minis, M.G.B.'s and Austin Healey Sprites do all the proving that is necessary on the tracks. So just relax. Take it easy. Take the drive of your life at any authorised BMC Safety Centre and discover the cars that make it fun . . . to drive safely.



BMC — MANUFACTURERS IN AUSTRALIA OF BMC MORRIS MINI, BMC MORRIS MINI DELUXE, BMC MORRIS COOPER, BMC MORRIS 1100, BMC AUSTIN 1800, BMC WOLSELEY MK. II, BMC AUSTIN HEALEY SPRITE, BMC MGB, BMC MORRIS LIGHT COMMERCIALS AND BMC AUSTIN HEAVY COMMERCIALS.

THE INSTANT QUARTER-MILE

DRAG RACING: THE RUSH TO 200 MPH

IT'S like having a rug pulled out from under you. You're sitting there in your own little world, watching the throttle linkages up front working—as you blip the butterflies and then suddenly the light blinks green—and you're gone. That noisy, smokey shot down 440 yards ends just moments later as you snatch the parachute ring release and are slammed into your straps as the silk blossoms out behind you.

Drag racing is looming large as one of the world's biggest spectator sports. In America, where it was born just after the war between groups of youngsters who decided to give away racing from the traffic lights and develop their own form of outlet, it is a four million-dollar-a-year business, heavily backed by the motor manufacturers and with one drag meet somewhere every day of the year.

It started in Australia only four years ago, but the visit earlier this year of the first U.S. drag team confirmed that this wildly exciting sport is on the way up. Three drag strips are operating — at Surfers Paradise Motor Racing Circuit, at Castlereagh in Sydney, and Riverside in Melbourne — and two more are being built, one in Sydney and one in Melbourne.

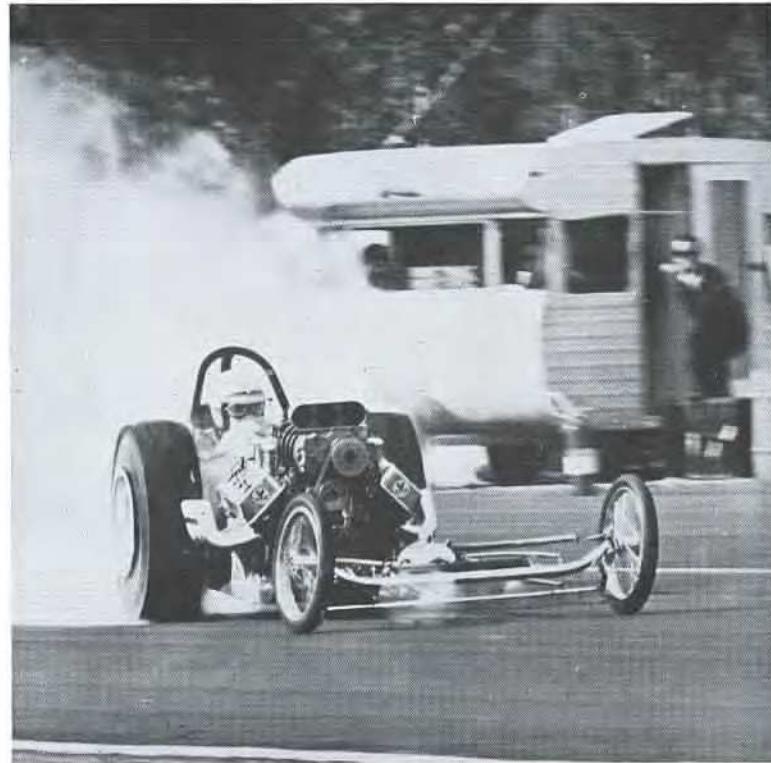
Australians had their first taste of real drag racing when the six-man American team arrived in April. Up till that time the fastest seen in this country had been just over nine seconds for the quarter with a terminal speed of 170 m.p.h., set up by Victorian Eddie Thomas. After what amounted to a rehearsal at Calder Raceway in Melbourne, the Americans went for the big blast at Surfers on Easter Sunday, leaving the record at 8.3 and 185 m.p.h. Both Eddie Thomas and the other top Australian racer, Ash Marshall, cracked nine seconds.

By the time the team had left Australia the national record had been posted at 197 m.p.h. and 8.0 secs. This was by Californian Bob Mayer, who has come back for Surfers Speed Week determined to carry away the magnificent Valvoline 200 trophy for the first man to break 200 m.p.h. in Australia. Backing him up is Big Bill Demarest, a member of the "Groundshakers" team. Both Demarest and

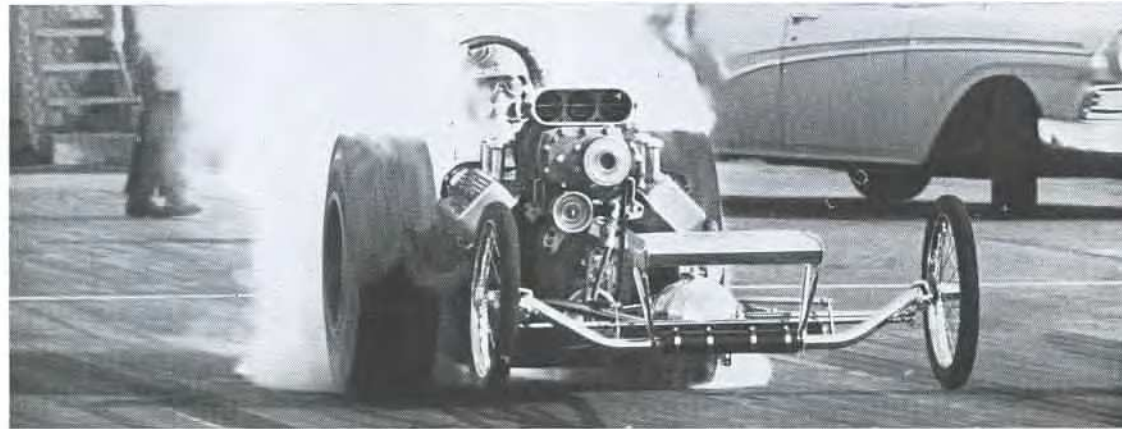
Mayer have run over 206 m.p.h. in the U.S.

But while they would be in the top 50 in America, Mayer and Demarest are not quite the fastest. At the recent Hot Rod magazine championship meet in America, the fastest speed was 223 m.p.h. and the best time 7.26 secs. Where four years ago expert opinion was that it was impossible to cover the standing quarter mile in less than 9 secs., stock-bodied sedans are now turning under that, with speeds of 180 m.p.h. at the other end.

Just what is drag racing? Basically, it amounts to two cars racing each other over a quarter-mile distance from a standing start. While the times are important, it is the man who gets to the other end first who wins. A drag meet proceeds in a series of rounds, by which the winners in each round are matched up in following rounds until the process of elimination leaves only one winner. This is why we have the titles of Top



Bob Mayer in his Chrysler-powered "Nitemayer" erupts from the start line in a huge cloud of rubber smoke on his way to setting the Australian record of 8.0 secs and 197mph at Castlereagh Dragway in May.



A "banzai" start from Big Bill Demarest as his Chrysler-powered fueller picks up both front wheels in a charge off the line. Demarest will be trying hard to beat Mayer to the 200 mph mark in the Surfers meet.

Eliminator, Street Eliminator and so on.

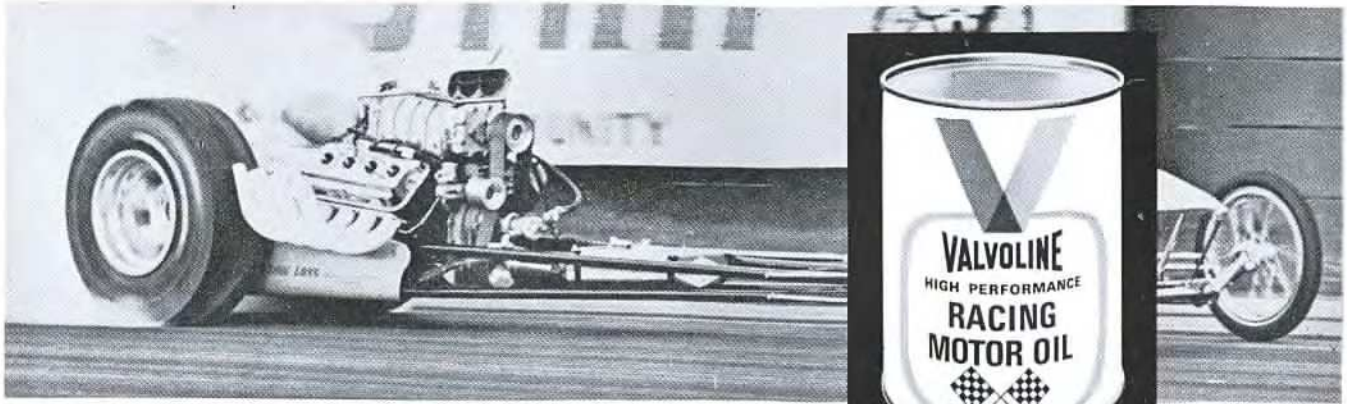
The timing system used for drag racing is fantastically accurate. Generally supplied by the specialist company of Chrondek, it is so designed that the time and speed of each car can be read within seconds of the race finishing. At the start line is a "tree" of paired lights, one for each lane. As the two cars are "staged" the lights register the moment the front wheels enter the beam. The electric eye system is watching as the drivers get first an orange warning light and then the green. If one car leaves a fraction of a second early, the light in his lane flashes red to advise of a foul. That driver

is disqualified.

At the other end of the strip are two more "eyes" 132 feet apart, which measure the cars' speeds through that sector. In between these is yet another set, which stops the clocks when the cars have covered 1320 feet to give the elapsed time. All this information is displayed on control panels in the timing box and a light flashes in the winner's lane to announce who got there first.

Over the years, a great number of classes has grown up in drag racing. These have been given alphabetical names which are certain to confuse the newcomer to spectating but which provide the only practical means of organising classes. In Australia, the sys-

tem has been to use the classifications of "D" for dragsters, "S" for street sedans, "MS" for modified sedans, "GS" for gas sedans (also known as competition sedans), and so on. In front of these designations are placed letters which designate engine capacity class; thus, Eddie Thomas' big Chrysler is an AA/D car where Hans Klemme's smaller-engined Ford runs under B/D. A Customline sedan with 39-inch engine would classify as A/MS, and a Ford Zephyr sedan with 289-inch V8 as B/MS. The public address system in listing entrants on the day will give a complete breakdown of this classifying system.



CHAMPIONS' CHOICE

*Ed Pink/Connie Swingle's
207.84 MPH—7.80 E.T. beats Garlits
at Fontana, Calif. 200 MPH Invitational.*

The Scene: Fontana, California, November 7, the Mickey Thompson 200 MPH Invitational Championship. The driver, Connie Swingle. The car, Ed Pink's blown Chrysler using Valvoline's new High Performance Racing Motor Oil, topped the field of 57 of the country's fastest AA fuel dragsters!

More and more champion competitive drivers and high performance car owners, who drive for fun and pleasure, are switching to new Valvoline Racing Motor Oil. Ask for it at speed shops, automotive parts houses, new car and sports car dealers, sports garages, repair shops and other automotive outlets. Dealer/Distributor Inquiries Invited.

VALVOLINE OIL COMPANY

The majority of Australian racing drivers... and experts, too, like Donald Campbell... rely on the 'precision sparking' given only by K.L.G. Follow their lead — insist on K.L.G., the spark plug used in the world's most advanced engines.

K.L.G.
SPARK PLUGS

"TOO GOOD TO MISS"



A hint of Surfers? The air of drama and excitement is well captured in this shot of the Kyalami pits at night during the Rand Nine Hours.

PERCHANCE TO DREAM

THE WORLD'S CLASSIC ENDURANCE RACES

If the title puzzles you, it refers to a driver who has just come off a five-hour shift in an endurance race, and goes back to a pit caravan to try and get some sleep. Perchance to dream?

IF it is true that a modern 300-mile Formula One Grand Prix represents the pinnacle of racing car development, then it is equally true that since the birth of racing the long-distance endurance race has been the ultimate test of man and his car. The oldest race in the world is the Targa Florio, now in its 60th year and still being run over the rough and mountainous public roads of Sicily.

Some have survived, some not. The classic 1,000-mile Mille Miglia up and down Italy was last run in 1957; the R.A.C. Tourist Trophy, which started one year before the Targa Florio, has declined, since the last 600-mile race at Dundrod in 1955, into virtually a sprint race for sports cars. The last 24-hour Belgian Touring Car Grand Prix at Spa was run in 1948 after 24 years, the Buenos Aires 1000 kilometres for sports cars ran only from 1954 to 1960, and the fantastic 2000-mile Carrera Panamericana across Mexico lasted only from 1950 to 1954.

The modern classic long-distance races are, in fact, the Targa Florio, the Nurburgring 1000 Kilometres, the Le Mans 24-Hours, the Sebring 12-Hours, the Indianapolis 500, Daytona, the Rand Nine Hours and the Rheims 24-Hours. Other long races exist, but mainly for sedans,

However, none of the modern enduros has the drama

and excitement of the Mille Miglia. The 1955 win by Stirling Moss and Denis Jenkinson in a Mercedes-Benz 300 SLR at an average speed of 97.96 m.p.h. ranks as one of the epic feats of all time. The closest race to the Mille Miglia—in that it is run over closed (or almost so) public roads is the Targa Florio. The Targa counts for the Sports Car Championship, but more and more is becoming a haven for specially-built cars that can withstand the pounding of 500 miles around Sicily. It was won this year by Porsche; in fact, Porsche and Ferrari have shared it about equally since Moss won it for Mercedes in 1955. The Targa has been as short as 89 miles and as long as 671 and few big names have won it; the exceptions are Moss, Bonnier, Von Trips, Taruffi, Villorosi, Varzi, Nuvoletti and Werner. The way the roads have changed little in this bandit territory is shown by the fact that the average speed has risen from just under 60 m.p.h. in 1955 to just over 66 m.p.h. this year.

The Nurburgring 1000 KM has been going since 1953, when it was won by Alberto Ascari and Giuseppe Farina in a Ferrari, at an average of 74.75 m.p.h. Moss, with co-drivers (including Brabham in 1958) won it four times. It has always been a tough race to win on one of the trickiest and roughest circuits in the world, but history was made in 1966 when an American Chaparral in its first appearance in European racing won the event handsomely.

Just as hard to win, although for a different reason, has been the Sebring 12-Hour for sports cars—which the Rothmans 12-Hour most

closely resembles. It started in 1952, to be won by Gray/Kulok in a Frazer-Nash, but the following year it was included in the newly-formed World Sports Car Championship. That year Fitch and Walters won in an American Cunningham, but it was to be 12 years before an American car won the Florida race again. In 1954 Ferrari won the championship but withdrew from Sebring after a starting money quarrel; it was won by Moss/Lloyd in an Osca at 73.65 m.p.h. In 1955 when Mercedes won the title, Sebring went to Hawthorn/Walters in a D-Type Jaguar at 78.87 m.p.h. (Mercedes didn't go there). The next year Maserati came up with a great new 300-S sports car and beat Ferrari in the Argentinian 1000 KM, but Fangio and Castellotti reversed this at Sebring, winning in 84.07. The championship in 1957 was again fought out between Ferrari and Maserati, but this time Fangio/Behra won at Sebring in a Maserati at 85.34 m.p.h. Ferrari won the 1958 championship with its Testa Rossa cars, winning the Argentinian race, Le Mans, the Targa Florio and Sebring—the American race with Collins/Phil Hill at 86.60 m.p.h.

For 1959, Ferrari won the 12-Hour again, with Hill, Gendebien, Gurney and Daigh at 80.26 m.p.h., but Aston Martin won the championship with its DBR1/300, winning Nurburgring, Le Mans and the Goodwood TT. But 1960 was a poor year for the sports car championship as the FIA introduced the "deep screen" rule and other irksome regulations in an attempt to make the sports car less of a GP machine. Ferrari and the Type 61 "Birdcage" Maserati were

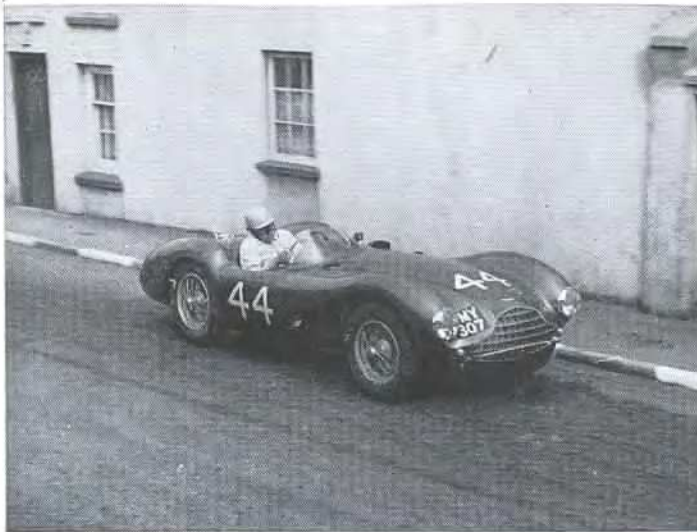
the only real contenders, and the Sebring 12-Hours had no works Ferraris. Moss/Gurney retired their Birdcage when leading by six laps, and Gendebien/Hermann won for Porsche at a speed of 84.93 m.p.h.

In 1961 Ferrari won the championship again, taking out four of the five qualifying races—Sebring, the Targa, Le Mans and the Pescara Four Hours—and thus picking up its seventh sports car championship in nine years.

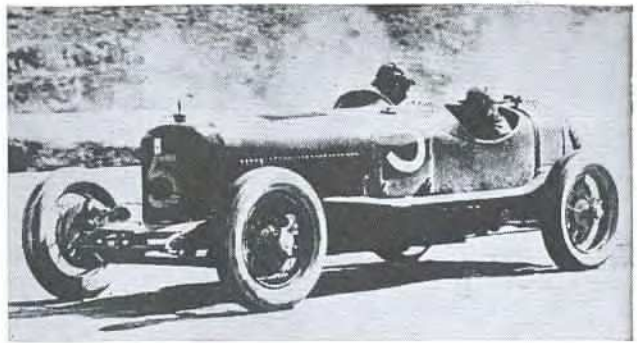
The rest is more or less recent history. Ferrari won Sebring from then until 1965, when the Chaparral steamed home, and Ford won it this year.

The Indianapolis would require a full book to detail its history since the first race in 1911, but the other overseas race very close in character to the Rothmans 12-Hour is the Rand Nine-Hours. This has been run only since 1958, but is drawing big entries from overseas. For the first four years there was little overseas interest, the placed drivers mainly being South Africans like John Love, Dawie Gous, Ernst Pieterse and Sid van der Merwe. However, in 1962 the race was shifted to Kyalami, and David Piper—driving the 365 P2 Ferrari at Surfers—won that year and in 1963 in his earlier Ferrari.

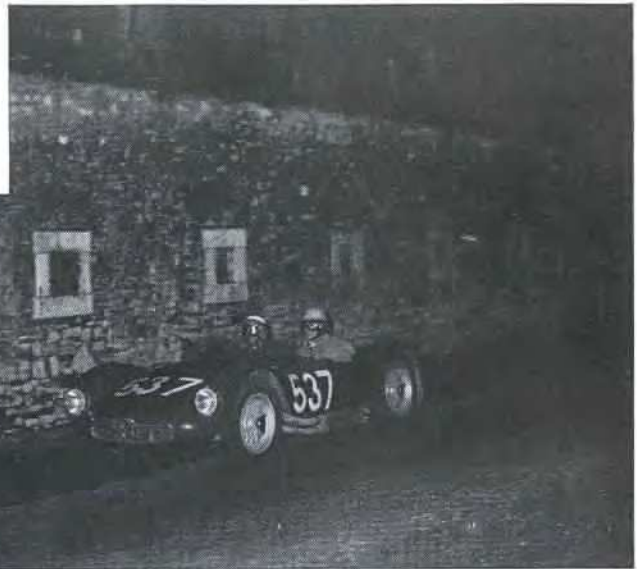
Now the latest addition to this classic line-up of classic endurance races for sports cars is the Rothmans 12-Hour. Who knows? It may even be included in the World Sports Car Championship some day. If that happens, we will be knee-deep in works Porsches, Ferraris, Chaparrals, AC Cobras and Fords. That would be hard to take, wouldn't it?



Above. Reg Parnell, who later brought the Yeoman Credit Team to Australia, wins the 1953 BRDC Empire Trophy in an Aston Martin on the Isle of Man circuit.



Top Right. The Targa Florio: Alfieri Maserati winning the 1.5 litre class in the 1926 race in his own car. Mechanic Bertocci 30 years later prepared Fangio's cars.



Above. A works Maserati races through the night in the 1954 Mille Miglia in Italy.



Left. The 1955 Targa Florio, and Fangio in the all-conquering 300 S L R Mercedes. Moss won this race and the Mille Miglia in the same year.



Right. A Ford GT clips the verge during the 1965 Nurburgring 1000KM.



Above. The Daytona Continental was won by a Ford GT this year. This is the 1965 race, with Gurney in a Porsche leading Surtees P3 Ferrari temporarily.



Right. There are now some formidable American cars running at Sebring. This is a 4.7 litre Cobra Daytona coupe, which won the 1965 championship for Shelby.

UP ON TWO WHEELS THE BIKES

THE star-studded motor cycle meeting in Speed Week — to be run on Saturday, August 20 as a pipe-opener to the Rothmans 12-Hour—will be the first time the bikes have ever raced on the new Surfers Paradise circuit. The two-wheeled brigade is looking forward anxiously to their chance to cut the new track down to size, and the big feature of the 10-race meeting will be the Australian Senior and Junior Sidecar Championships. These are always hard-fought races, packed with action as the passengers clamber all over their "chairs" and sweep within inches of the track surface in their high-speed balancing acts.

Run by The Motorcycle Sportsmen under the control of the Australian Cycle Union, the big meeting has attracted almost 90 starters. The blue ribbon event — the Senior Sidecar Grand Prix—has 19 entries, including the present title holder, N.S.W. rider Noel Manning. One of his bitterest rivals should be veteran Queenslander Sandy McRae, riding a new 1000 c.c. Vincent outfit. McRae's old Vincent unit will be fielded by fellow Queenslander Brian Payne.

Seldom can long-time motor cycle enthusiasts remember a more open race. From Victoria comes Alec Corner, winner of three Australian and five State titles in the last three years, and probably favourite for this big one; Phil Barlow, Ian Grant, Ron Young, winner of the Victorian Junior Sidecar T.T., Mal Bennett, Bob Macdonald and Dennis Skinner, who holds the Victoria Park sidecar lap record.

A strong N.S.W. entry includes Manning, Brian Grant, John Dunscombe, Brian Thomas, George Heggie, Red Solomons, Rex Shoesmith, Brian Duffy and Stan Bayliss, holder of the Queensland Grand Prix. The Senior and Junior races will each be over 20 miles.

But there should also be some soul-stirring battles among the solo bikes. Sensational rider Alan Osborne has entered his 250 Yamaha, with which he swept the board at the Longford meeting in March, recording some incredible speeds down the Flying

Mile. From Victoria comes Robert Reid with a 500 Manx Norton. Then there is Ron Toombs with the 496 Matchless with which he demoralised the opposition at the Easter Bathurst races, and Keith Madden on a 650 Norton.

There is almost a glut of fast, lightweight Japanese bikes in the meeting, but a big challenge could come with three water-cooled 250 Bultacos, ridden by John Bauskis, Robert Pressley and Alan Lambert. These wonderful European machines may provide quite a shock for the high-revving Japanese imports.

The motor cycles will practice on the Saturday morning, and the race programme will kick off (or push off) at 12.15 p.m. It will be interesting to see how close they can come to the car lap records for the new track.

PRESIDENT'S WELCOME TO RIDERS AND SPECTATORS

Motorcycle Sport in Queensland is growing from strength to strength and in no aspect more impressively than road racing.

Our presence here today marks an important milestone for the sport and the Motorcycle Sportsmen are proud to be associated with Surfers Paradise International Motor Circuit Pty. Ltd. in this promotion.

It is our confident belief that we are presenting the highlight of a spectacular and exciting week of speed; Australia's top riders competing on Australia's newest and finest circuit, with the added spice of the 1966 Australian Sidecar Grand Prix.

To our many inter-State spectators and riders we extend a warm and sincere welcome to the Sunshine State; and to all spectators, riders and officials our best wishes for a thrilling and successful day of racing.

ROY BEAK,
President,
Motorcycle Sportsmen



THE AUSTRALIAN SIDECAR GRAND PRIX and SURFERS PARADISE CHAMPIONSHIPS

held at Surfers Paradise, Queensland
on Saturday, 20th August, 1966

Under A.C.C.A. Patronage — Permit No. 522

Organised by

THE MOTORCYCLE SPORTSMEN

TODAY'S OFFICIALS

A.C.U. Stewards: W. DYASON, M. J. HOBSON, S. BROWN

Clerk of Course: M. JAMES

Assistant Clerk of Course: N. HARRIS

Starters: K. McBRIDE and J. ASHBY

Pit Marshal: D. PEARSON

Announcers: B. DENT and D. BEAK

Machine Examiners: D. HUTCHINGS, R. BARLOW, V. WALKER

Secretary of Meeting: J. GERRITSEN

Judge and Lap-scoring: R. PURVY and TEAM

These Officials are assisted by almost 200 voluntary helpers whose aid makes this meeting possible.

WARNING

High speed racing, of necessity, has elements of danger. Officials are stationed around the circuit to reduce accident risk to the minimum, but it must be understood that spectators are in attendance at this meeting at their own risk.

Spectators MUST remain behind the fences and MUST NOT, in any circumstances, attempt to cross the track.

COURSE WARNING FLAGS

Officials are played at key points with flags to warn riders as follows:

BLUE: Caution.

RED: Complete and immediate stop.

RED AND YELLOW: Oil on course.

WHITE: Ambulance on course.

BLACK: Individual rider to stop at finishing line.

YELLOW: One lap to go.

CHECKERED: Finish.

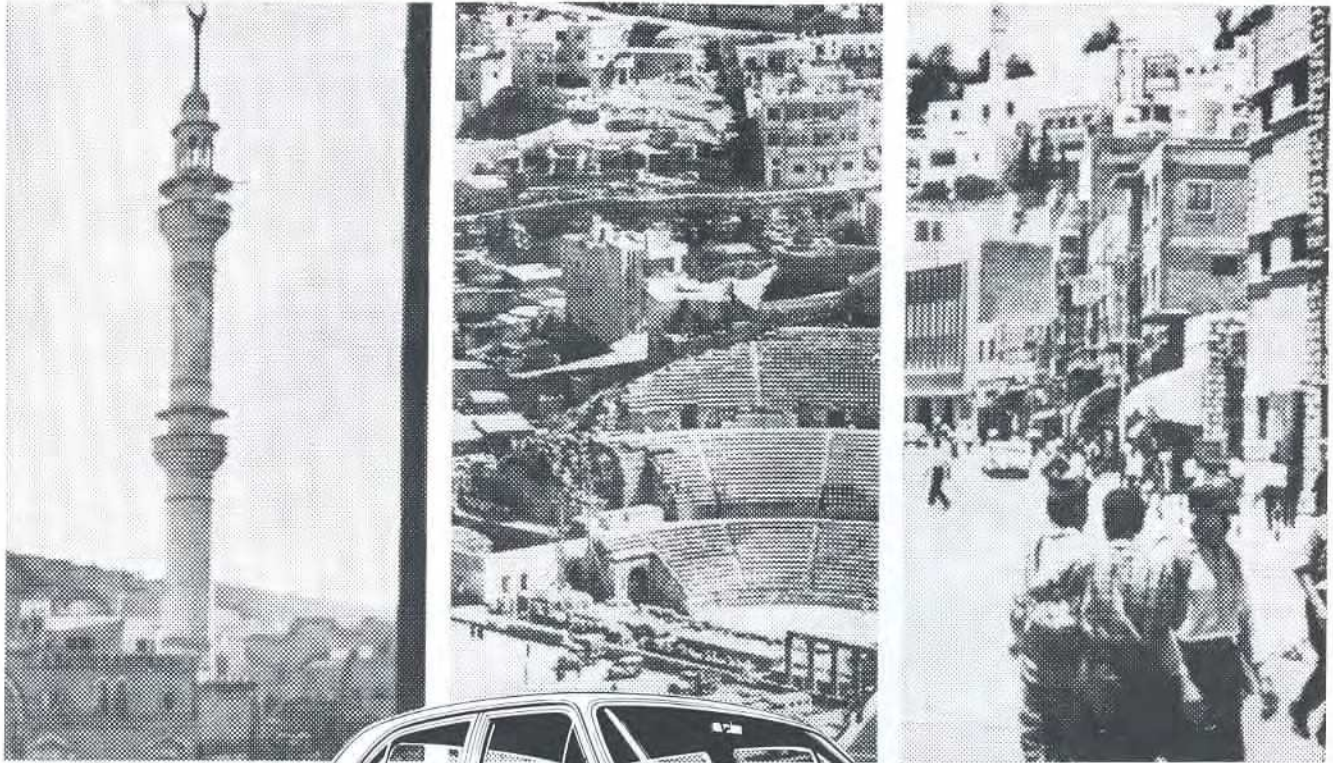
OFFICIAL VEHICLES

Today's Official Car has been supplied by Bennett-Honda, Ann Street, Valley. It is the Honda S600.

Transport within the circuit area has been supplied by Mayfairs Pty. Ltd., Adelaide Street, and Brisk Sales, Logan Road, Woolloongabba.

TIME-KEEPING

Today's Judges and Lap-Scorers will be using watches and equipment supplied by Wallace Bishop Pty. Ltd., King George Square. Lap Times for the benefit of every rider will be supplied by the Surfers Paradise International Motor Circuit Official Time-keepers. This service is most appreciated by the Riders and we wish to thank the team for their assistance.



Holden in the land of the Hashemites

The tiny Hashemite kingdom of Jordan lies in the heart of the old Biblical lands of the Middle East. Its neighbours are the Arab and Jewish nations of Saudi Arabia, Syria, Iraq and Israel. Among its peoples are racial groups whose very names are rich in the drama of history . . . Samaritans, Kurds, Turccmans, Circassians, Copts . . .

Jordan is a harsh land, very like much of Australia. So it's not surprising that Australia's Holden car, designed and created for this rugged continent of

ours, should find such acceptance there. But not only there. For now Holden has become a familiar figure in 62 countries overseas. So far, more than 85,000 have been sent abroad, earning some \$94 million for Australia in foreign exchange. 1965 was a record year with export earnings of over \$21.6 million.

From the local boy who made good, Holden is really going places internationally, adding a powerful punch to our export drive.

HOLDEN—with the look of leadership (at home and abroad)

SPEEDBOAT RACING

BP MORETON BAY MARATHON

THE BP Moreton Bay Marathon held in conjunction with SPEED WEEK-SURFERS PARADISE, promises to become the most interesting, hotly contested and richest power boat race in Australia.

The course and conditions applicable to this race have been set up in such a fashion that virtually any boat can win and competitors must to a large degree use their own discretion and judgment in regard to navigation, fueling requirements and setting up of their rig to cope with the varying conditions. A handicap in relation to horsepower will be applied to the starting times of the various classes and this coupled with sea conditions ranging from gloss-smooth to what can be exceptionally rough should even out the field and make for a most interesting finish.

The major prize of the race — a magnificent 110 h.p. Mercury Outboard Motor, generously donated by International Marine (Australian distributors of Mercury Motors), will be presented to the first boat across the finishing line and this of course will not necessarily be the boat with the fastest time.

Rough water power boat racing has gained tremendous popularity during the past few years and its rapid growth is mainly due to the foresight of firms such as BP Australia and Mercury who have had the initiative to sponsor such exciting and imaginative events as the Moreton Bay Marathon.

SHORT COURSE SPEED BOAT RACING

The short course and narrow river at Surfers Paradise Gardens will be the scene of spectacular racing when some of Australia's fastest power boats roar into action on Sunday, 21st August. This of course is another event held in conjunction with SPEED WEEK-SURFERS PARADISE and from the interest shown by interstate and overseas competitors we can only assume that its success both now and in the future is assured.

Boats such as Len Sheltrum's "Stardust" (outboard powered hydroplane) and Keith Singh's newly imported 7-litre rear-engined fibreglass

runabout will provide fast and furious racing of a type never before seen in Queensland.

Since pass-outs will be available both at Surfers Paradise International Motor Circuit and at Surfers Paradise

Gardens, we imagine that a large number of people will cross back and forth between these two venues on Sunday, 21st August, during the running of the "ROTHMANS 12-HOUR" international sports car race.

POWER BOAT RACING OFFICIALS

BP Moreton Bay Marathon

Chief Judge: Mr. HENRY WACKER

Public Relations: Mr. J. R. RICE

Briefing: Mr. BRUCE WACKER

Scrutineers: Messrs. JOHN BROWN, DES HUGHES, DOUG WACKER, DON McLAREN

Chief Marshal and Starter: Mr. TOM WATKINS

Safety and Radio Organiser: Mr. COL NORRUP

Grouping Organiser (Classes in Areas): Mr. DON McLAREN

Short Course Speed Boat Racing

Chief Commentator: Mr. NOEL CLARK

Handicappers: Mr. TOM WATKINS, Miss JILL JOBE

Clock Attendant: Mr. A. CLARK

Judges and Timekeepers: Mr. JIM SULLIVAN, Mr. AUB ZENDLER





MORETON BAY MARATHON

164 MILES

SATURDAY 13th AUGUST — — — — A FEATURE OF
SPEED WEEK · SURFERS PARADISE





SURFERS PARADISE AUTOMOBILE RACING CLUB

In conjunction with this new circuit a Club has been formed to cater for those wishing to be actively associated with it. It does not matter whether you are interested as a competitor, official or spectator as you will derive interest and benefits as a member.

S.P.A.R.C. members have certain concessions and privileges such as preferential rights to grandstand seat bookings, a saving of up to 50% on season tickets, regular newsletters on circuit meetings and activities, the opportunity to compete at special Members' Race Meetings, and so on.

Annual Subscription \$5 Entrance Fee \$2.50

Membership forms and further details may be obtained from the Rothmans Race Headquarters, or:

R. W. Pickett, Secretary
Surfers Paradise Automobile Racing Club
P.O. Box 255, Surfers Paradise

IMPORTANT NOTICE

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 owner of the land and 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.

Entries

The organisers accept 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 organisers accept no responsibility for any that may occur.

The organisers reserve the right to postpone, abandon or cancel the meeting or any part thereof.

Dogs

In the interests of safety, dogs are not permitted at the course.

Portable Stands Prohibited

The organisers emphasise that spectators with improvised portable 'stands' may be refused admission. The Surfers Paradise Circuit, with large spectator viewing mounds, offers adequate views of the racing and spectators who bring improvised 'stands' interfere with the comfort of others.

Spectators occupying grandstand seats **MUST** remain seated during racing.

Messages

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

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.

No Tents Allowed

Tents, and other forms of improvised shelters, are not allowed since they obstruct the view of other spectators. Beach umbrellas will be allowed only on the strict understanding that they can only be erected in the back row of spectator mounds or grandstands and in such manner that they do not obstruct the view of spectators.

ACKNOWLEDGEMENT

Surfers Paradise International Motor Circuit Pty. Ltd. would like to thank all Australian and Overseas Press, Radio and Television for their assistance and co-operation in the publicising of this, Australia's First Speed Week. Our thanks also go to *WHEELS*, *SPORTS CAR WORLD*, and *AUSTRALIAN HOT RODDING REVIEW* magazines for kindly making available the photographs used in this programme.

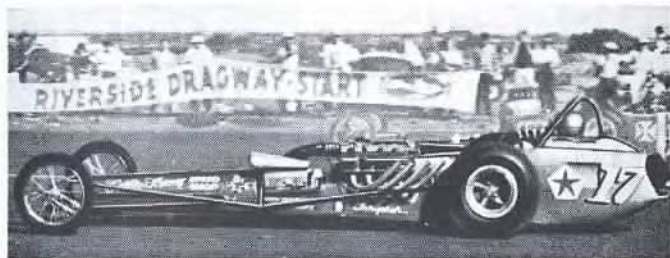
Enjoy the
action more
with a



It couldn't be creamier!



SCI/55 HP



FOLLOW



THE EXPERTS!



**TOP DRIVERS
ARE SPARKED BY**

BOSCH

thermo-elastic
SPARK PLUGS

NP133

FACTS PROVE – *There is no better plug*

SURFERS PARADISE INTERNATIONAL MOTOR CIRCUIT

LAP SPEED TABLE—One Lap equals Two Miles.

Table composed by courtesy of DUNLOP

| Lap | Time | Speed | 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. | m. | s. | M.P.H. |
| 1 | 5.4 | 110.00 | 1 | 16.4 | 94.24 | 1 | 27.4 | 82.38 | 1 | 38.4 | 73.17 | 1 | 49.4 | 65.81 |
| | .6 | 109.76 | | .6 | 93.99 | | .6 | 82.19 | | .6 | 73.02 | | .6 | 65.69 |
| | .8 | 109.42 | | .8 | 93.75 | | .8 | 82.00 | | .8 | 72.87 | | .8 | 65.57 |
| 1 | 6.0 | 109.09 | 1 | 17.0 | 93.51 | 1 | 28.0 | 81.82 | 1 | 39.0 | 72.73 | 1 | 50.0 | 64.45 |
| | .2 | 108.76 | | .2 | 93.26 | | .2 | 81.63 | | .2 | 72.58 | | .2 | 65.34 |
| | .4 | 108.43 | | .4 | 93.02 | | .4 | 81.45 | | .4 | 72.43 | | .4 | 65.22 |
| | .6 | 108.11 | | .6 | 92.78 | | .6 | 81.26 | | .6 | 72.29 | | .6 | 65.10 |
| | .8 | 107.78 | | .8 | 92.54 | | .8 | 81.08 | | .8 | 72.14 | | .8 | 64.98 |
| 1 | 7.0 | 107.46 | 1 | 18.0 | 92.31 | 1 | 29.0 | 80.90 | 1 | 40.0 | 72.00 | 1 | 51.0 | 64.86 |
| | .2 | 107.14 | | .2 | 92.07 | | .2 | 80.72 | | .2 | 71.86 | | .2 | 64.75 |
| | .4 | 106.82 | | .4 | 91.84 | | .4 | 80.54 | | .4 | 71.71 | | .4 | 64.63 |
| | .6 | 106.51 | | .6 | 91.60 | | .6 | 80.36 | | .6 | 71.57 | | .6 | 64.52 |
| | .8 | 106.19 | | .8 | 91.37 | | .8 | 80.18 | | .8 | 71.43 | | .8 | 64.40 |
| 1 | 8.0 | 105.88 | 1 | 19.0 | 91.14 | 1 | 30.0 | 80.00 | 1 | 41.0 | 71.29 | 1 | 52.0 | 64.29 |
| | .2 | 105.57 | | .2 | 90.91 | | .2 | 79.82 | | .2 | 71.15 | | .2 | 64.17 |
| | .4 | 105.26 | | .4 | 90.68 | | .4 | 79.65 | | .4 | 71.01 | | .4 | 64.06 |
| | .6 | 104.96 | | .6 | 90.45 | | .6 | 79.47 | | .6 | 70.87 | | .6 | 63.94 |
| | .8 | 104.65 | | .8 | 90.23 | | .8 | 79.30 | | .8 | 70.73 | | .8 | 63.83 |
| 1 | 9.0 | 104.35 | 1 | 20.0 | 90.00 | 1 | 31.0 | 79.12 | 1 | 42.0 | 70.59 | 1 | 53.0 | 63.72 |
| | .2 | 104.05 | | .2 | 89.78 | | .2 | 78.95 | | .2 | 70.45 | | .2 | 63.60 |
| | .4 | 103.75 | | .4 | 89.55 | | .4 | 78.77 | | .4 | 70.31 | | .4 | 63.49 |
| | .6 | 103.45 | | .6 | 89.33 | | .6 | 78.60 | | .6 | 70.18 | | .6 | 63.38 |
| | .8 | 103.15 | | .8 | 89.11 | | .8 | 78.43 | | .8 | 70.04 | | .8 | 63.27 |
| 1 | 10.0 | 102.86 | 1 | 21.0 | 88.89 | 1 | 32.0 | 78.26 | 1 | 43.0 | 69.90 | 1 | 54.0 | 63.16 |
| | .2 | 102.56 | | .2 | 88.67 | | .2 | 78.09 | | .2 | 69.77 | | .2 | 63.05 |
| | .4 | 102.27 | | .4 | 88.45 | | .4 | 77.92 | | .4 | 69.63 | | .4 | 62.94 |
| | .6 | 101.98 | | .6 | 88.24 | | .6 | 77.75 | | .6 | 69.50 | | .6 | 62.83 |
| | .8 | 101.69 | | .8 | 88.02 | | .8 | 77.59 | | .8 | 69.36 | | .8 | 62.72 |
| 1 | 11.0 | 101.41 | 1 | 22.0 | 87.80 | 1 | 33.0 | 77.42 | 1 | 44.0 | 69.23 | 1 | 55.0 | 62.61 |
| | .2 | 101.12 | | .2 | 87.59 | | .2 | 77.25 | | .2 | 69.10 | | .2 | 62.50 |
| | .4 | 100.84 | | .4 | 87.38 | | .4 | 77.09 | | .4 | 68.97 | | .4 | 62.39 |
| | .6 | 100.56 | | .6 | 87.17 | | .6 | 76.92 | | .6 | 68.83 | | .6 | 62.28 |
| | .8 | 100.28 | | .8 | 86.96 | | .8 | 76.76 | | .8 | 68.70 | | .8 | 62.18 |
| 1 | 12.0 | 100.00 | 1 | 23.0 | 86.75 | 1 | 34.0 | 76.60 | 1 | 45.0 | 68.57 | 1 | 56.0 | 62.07 |
| | .2 | 99.72 | | .2 | 86.54 | | .2 | 76.43 | | .2 | 68.44 | | .2 | 61.96 |
| | .4 | 99.45 | | .4 | 86.33 | | .4 | 76.27 | | .4 | 68.31 | | .4 | 61.86 |
| | .6 | 99.17 | | .6 | 86.12 | | .6 | 76.11 | | .6 | 68.18 | | .6 | 61.75 |
| | .8 | 98.90 | | .8 | 85.92 | | .8 | 75.95 | | .8 | 68.05 | | .8 | 61.64 |
| 1 | 13.0 | 98.63 | 1 | 24.0 | 85.71 | 1 | 35.0 | 75.79 | 1 | 46.0 | 67.92 | 1 | 57.0 | 61.54 |
| | .2 | 98.36 | | .2 | 85.51 | | .2 | 75.63 | | .2 | 67.80 | | .2 | 61.43 |
| | .4 | 98.09 | | .4 | 85.31 | | .4 | 75.47 | | .4 | 67.67 | | .4 | 61.33 |
| | .6 | 97.83 | | .6 | 85.11 | | .6 | 75.31 | | .6 | 67.54 | | .6 | 61.22 |
| | .8 | 97.56 | | .8 | 84.91 | | .8 | 75.16 | | .8 | 67.42 | | .8 | 61.12 |
| 1 | 14.0 | 97.30 | 1 | 25.0 | 84.71 | 1 | 36.0 | 75.00 | 1 | 47.0 | 67.29 | 1 | 58.0 | 61.02 |
| | .2 | 97.04 | | .2 | 84.51 | | .2 | 74.84 | | .2 | 67.16 | | .2 | 60.91 |
| | .4 | 96.77 | | .4 | 84.31 | | .4 | 74.69 | | .4 | 67.04 | | .4 | 60.81 |
| | .6 | 96.51 | | .6 | 84.11 | | .6 | 74.53 | | .6 | 66.91 | | .6 | 60.71 |
| | .8 | 96.26 | | .8 | 83.92 | | .8 | 74.38 | | .8 | 66.79 | | .8 | 60.61 |
| 1 | 15.0 | 96.00 | 1 | 26.0 | 83.72 | 1 | 37.0 | 74.23 | 1 | 48.0 | 66.67 | 1 | 59.0 | 60.50 |
| | .2 | 95.74 | | .2 | 83.53 | | .2 | 74.07 | | .2 | 66.54 | | .2 | 60.40 |
| | .4 | 95.49 | | .4 | 83.33 | | .4 | 73.92 | | .4 | 66.42 | | .4 | 60.30 |
| | .6 | 95.24 | | .6 | 83.14 | | .6 | 73.77 | | .6 | 66.30 | | .6 | 60.20 |
| | .8 | 94.99 | | .8 | 82.95 | | .8 | 73.62 | | .8 | 66.18 | | .8 | 60.10 |
| 1 | 16.0 | 94.74 | 1 | 27.0 | 82.76 | 1 | 38.0 | 73.47 | 1 | 49.0 | 66.06 | 2 | 00.0 | 60.00 |
| | .2 | 94.49 | | .2 | 82.57 | | .2 | 73.32 | | .2 | 65.93 | | | |

SURFERS PARADISE LAP RECORDS

| Driver | Car | Time | M.P.H. | Date |
|---|--------------|--------|----------|---------|
| RACING CARS | | | | |
| Aust., Formula 2 | M. Stewart | 1-22.2 | 87.59 * | 22.5.66 |
| Aust., 1½ litre Formula | L. Geoghegan | 1-16.0 | 94.74 *F | 22.5.66 |
| Tasman 2 litre Formula | J. McDonald | 1-16.1 | 94.62 * | 22.5.66 |
| SPORTS RACING CARS | | | | |
| Up to 1100 c.c. | L. Howard | 1-25.2 | 84.51 * | 22.5.66 |
| 1101 to 1500 c.c. | G. Cusack | 1-22.7 | 87.06 * | 22.5.66 |
| 1501 to 2000 c.c. | B. Salter | 1-30.0 | 80.00 * | 22.5.66 |
| 2001 to 3000 c.c. | W. Mitchell | R.M.1 | 86.64 * | 22.5.66 |
| Over 3000 c.c. | F. Matich | 1-15.9 | 94.87 *F | 22.5.66 |
| IMPROVED PRODUCTION SPORTS CARS | | | | |
| Up to 1100 c.c. | B. Broomhall | 1-34.3 | 76.35 * | 22.5.66 |
| 1501 to 2000 c.c. | K. Bartlett | 1-25.3 | 84.41 *F | 22.5.66 |
| SERIES PRODUCTION SPORTS CARS | | | | |
| 1501 to 2000 c.c. | W. Gates | 1-32.0 | 78.26 *F | 22.5.66 |
| IMPROVED PRODUCTION TOURING CARS | | | | |
| Up to 1100 c.c. | J. French | 1-31.9 | 78.34 * | 22.5.66 |
| 1101 to 1500 c.c. | B. Foley | 1-29.0 | 80.90 * | 22.5.66 |
| 1501 to 2000 c.c. | — | — | — | — |
| 2001 to 3000 c.c. | L. Mitchell | 1-41.9 | 70.66 | 17.4.66 |
| Over 3000 c.c. | I. Geoghegan | 1-24.7 | 85.01 *F | 22.5.66 |
| SERIES PRODUCTION TOURING CARS | | | | |
| Up to 1100 c.c. | J. Lacey | 1-39.5 | 72.36 * | 22.5.66 |
| 1101 to 1500 c.c. | R. Holden | 1-36.8 | 74.38 * | 22.5.66 |
| 1501 to 2000 c.c. | K. Bartlett | 1-31.3 | 78.86 *F | 22.5.66 |
| 2001 to 3000 c.c. | H. Taylor | 1-41.6 | 70.87 * | 22.5.66 |
| Over 3000 c.c. | K. Williams | 1-45.8 | 68.05 * | 22.5.66 |

*Records broken last meeting, 22nd May, 1966. F Fastest in each category.

INTERNATIONAL FLAG SIGNALS

Red: Signal for complete and immediate stop, by all competitors.
 Yellow (Two, Waved): Track completely blocked.
 Yellow (One, Waved): Danger—incident has happened.
 Yellow (Motionless): Take care—track condition not normal.
 Yellow with Vertical Red Stripes: Take care, oil has been spilled somewhere on the circuit.

Green: The track is now restored to its original state.
 Blue (Waved): Another competitor is trying to overtake you.
 Blue (Motionless): 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 on the next lap.
 Black and White Chequered: Signal for the winner and end of the race.
 The National Flag will be used for starting the races.



TEST

Continuous testing makes the '66 Mercurys the most dependable outboards ever built

Lake X. 11,000 acres in central Florida. Stumps, logs, sandbars, water hyacinths and wire grass. Average July high, 91°. Humidity, 89%. Water can be glassy-smooth—or 7-foot waves. Lake X is the world's toughest marine proving ground. Tough—and honest. Run by Mercury people who believe only in facts. There's no compromise, no quarter. We'll run outboards day and night for weeks at full throttle . . . over timed, measured distances . . . hit sandbars at 40 mph to test the shocks . . . plow through saw grass trying to clog the cooling system . . . run into logs, run in the rain, run wide open and at trolling speed, beat motors, take them apart, tabulate, compare. When we're through, there's little we don't know about an engine. Same thing happens at Mercury's Siesta Key, Florida,

proving grounds. Tests are just as rough. Only this time the enemy is salt water, sandbars, oyster beds, rocks. This is how we test marine propulsion at Mercury, testing not only Mercurys, but other brands. This is how we know the score. It's one example of the plus you get with Mercury . . . dependability *plus performance*. You'll see what we mean at your Mercury dealer. 3.9, 6, 9.8, 20, 35, 50, 65, 95 and 110 hp.



MERCURY



Australian Distributors: International Marine (A'sia) Pty. Ltd.
MELBOURNE — SYDNEY — BRISBANE — PERTH



Rothmans King Size Filter
The Greatest Name in Cigarettes