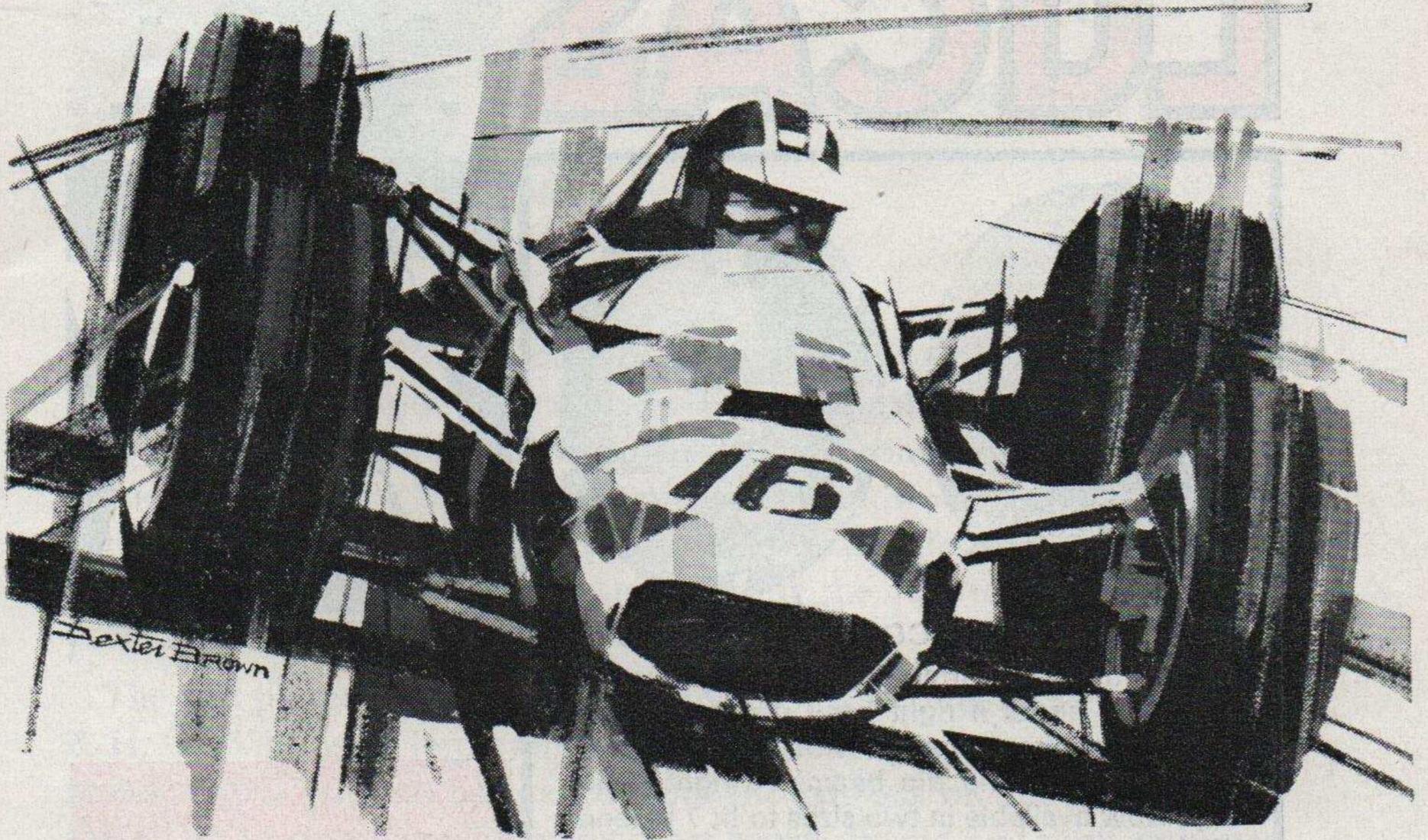


# W.D. & H.O. WILLS TROPHY

ORGANISED BY THE BRITISH AUTOMOBILE RACING CLUB



INTERNATIONAL MEETING

# SILVERSTONE

# EASTER MONDAY

# MARCH 27<sup>th</sup> 1967

## PROGRAMME

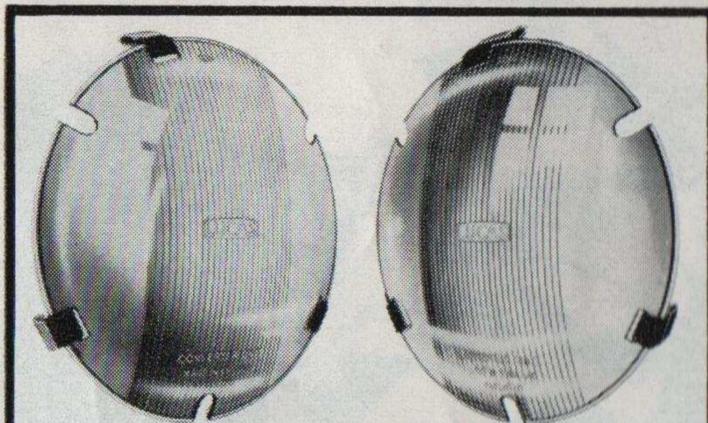
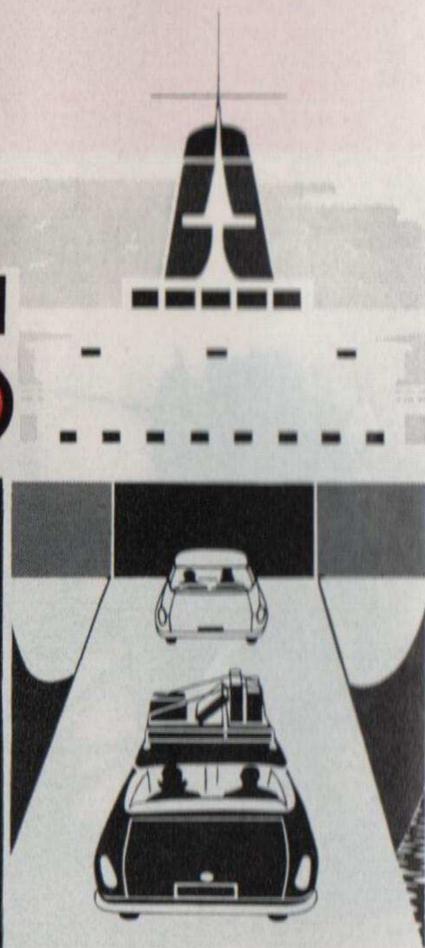
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**RACE DAY – FREE**

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# LUCAS



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for Continental touring. Night driving is made safer and easier if right hand dip and amber regulations are complied with. Automatically converts left-hand dip beams to right-hand dip. Now available in two sizes to fit 7 in. and 5½ in. headlamps.

27/6 and 24/6 per pair respectively.

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Extra safety... at the touch of a button. The new Lucas 5SJ Electric Screenjet ensures a clear screen at all times providing wiper arms and blades are in good condition. A push on the press-button switch results in a powerful twin-jet spray onto the windscreen irrespective of motoring conditions.

"Crystal Clear" Screenwasher Set complete  
Additive. Sachet 1/- Bottle 3/9 **79/6**

(Recommended prices.)

P.S. Worn and weary wiper arms and blades are a danger to clear vision. Get into the habit of changing them at least ONCE A YEAR.



## Introduction from the President

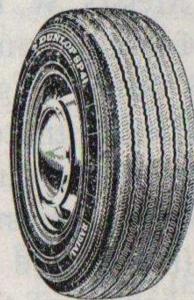
Easter Monday 1967 is a day to be marked in the history of the Club. To undertake the promotion of an International event of the quality that is presented today at Silverstone required considerable courage and support, and I know from our experience at Goodwood that the problems involved in major International promotions are manifold and the B.A.R.C. have no doubt used their organisation to the full to present today's programme.

The part played by the sponsors of today's motor racing, Messrs. W. D. & H. O. Wills, is an important role in the growing world of international motor sport. Without assistance from the patrons of this modern age, this sport, in common with many other sports, would find itself restricted to events that would be international in name only and the sport would suffer thereby. For the Club I am happy to say "thank you" to Messrs. W. D. & H. O. Wills and hope that this friendly association started in 1966 and cemented this year will continue to grow to the benefit of the sport, the Club and the sponsors.

*Richard S. S. S.*



## Dad's no top rally driver— but he uses the same tyres!



Top rally drivers prefer Dunlop 'SP' radials. They insist on 'SP' for most international events – and win on them. And, remember, these very experienced drivers find 'SP' radials best in conditions comparable to your own. Tougher, perhaps, but still with cars like yours; and mostly on made-up roads. In other words 'SP' are special but not 'specialist' tyres.

**You can fit them, too** — 'SP' rally-proved radials give you greatly increased mileage over cross-ply tyres, which more than compensates for the little extra cost. Supplementing this, remarkable roadhold and steering control; a small but positive fuel saving; quieter and more comfortable running through reduction in road roar; better tyre and car performance all round.

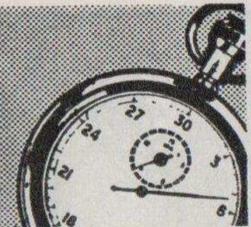
**A 4-tyre range to choose from** — SP41, the all-purpose radial which no experienced motorist should be without; SP41HR for cars capable of 125 mph and over; SP44 for new, high standards of safety in the worst of winter conditions; SP3, a particularly rugged radial for rallying.

**Reminder** — Never mix radial-ply and cross-ply on the same axle or use radial-ply tyres on the front wheels if you have cross-ply on the back. For advice on correct tyre fitment and pressures, on care and maintenance and on any mechanical adjustment that may be necessary to prevent irregular or excessive tyre wear — **in fact, for top tyre service, call where you see this sign.**



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RALLY-PROVED FOR YOUR KIND OF MOTORING

# TIMETABLE



Event 1	The Wills Formula 3 Race ... ..	20 Laps	11.30 a.m.
Event 2	W. D. & H. O. Wills Trophy Race for Formula 2 Racing Cars—Part 1 ... ..	20 Laps	12.30 p.m.
	The overall results of this event and Event 4 qualify for both the European Formula 2 Challenge Championship and the R.A.C. Racing Car Championship of Great Britain.		
Event 3	The Wills Sports Car Race ... ..	20 Laps	2.20 p.m.
	This event qualifies for the Autosport Group 4 Sports Car Championship.		
Event 4	W. D. & H. O. Wills Trophy Race for Formula 2 Racing Cars—Part 2 ... ..	20 Laps	3.20 p.m.
Event 5	B.A.R.C. Easter Trophy Saloon Car Race... ..	20 Laps	4.30 p.m.
	This event qualifies for the British Saloon Car Championship.		

Remaining qualifying rounds in the R.A.C. Racing Car Championship of Great Britain are:

May	21st	—	Mallory Park
May	29th	—	Crystal Palace
August	28th	—	Brands Hatch
October	29th	—	Brands Hatch

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**BARC**  
**INTERNATIONAL CAR RACE MEETING**

**MONDAY, 27th MARCH, 1967**

*The Meeting is governed by the International Sporting Code of the Federation Internationale de l'Automobile, the General Competition Rules and Standing Supplementary Regulations of the Royal Automobile Club, the additional Supplementary Regulations herewith and any instructions which the Club (The British Automobile Racing Club Ltd.) may issue for the meeting. All competitors will be deemed to be fully conversant with such Rules, Regulations and Instructions. R.A.C. Permit No. RS 2927.*

**OFFICIALS**

**Stewards of the Meeting:**

J. Gott (R.A.C.) M. Gorringe H. J. Morgan W. W. Paul

**Judges:**

J. M. A. Edmondson E. C. Gordon England K. C. W. Rainsbury

**Clerk of the Course and  
Secretary of the Meeting:**

G. D. White

**Deputy Clerk of the Course:**

S. M. Lawry

**Chief Observer:** E. H. G. Browning

**Deputy Chief Observer:**

J. A. N. Voss

**Incident Officer:**

J. M. Tagg

**Chief Marshal:** L. Banks

**Deputy Chief Marshal:** J. B. Cott

**Chief Paddock Marshal:**

A. Litten

**Deputy Chief Paddock Marshals:**

*Western, Start Line end:*

P. A. Sturgess

*Eastern, Runway, end:*

C. B. Grahame

**Chief Flag Marshal:** M. H. Groves

**Chief Course Marshal:** S. A. Jesson

**Chief Start Line Marshal:** E. A. Hooks

**Chief Pit Marshal:** R. K. Gorringe

**Chief Medical Officer:** Dr. A. E. Atherley

**Course Controller:** R. J. Scannell

**Chief Timekeeper:** J. W. Barber

**Chief Scrutineer:** F. C. Matthews

**Timekeepers, Assistants, Lap Scorers and Spotters:**

P. B. Aumonier	E. B. Colman	J. Harvey	J. Peasgood
R. J. Balmer	R. King-Farlow	F. A. Lowe	A. Simpson
R. H. Casbard	M. A. Ford	A. E. Nash	

**Scrutineers and Assistants:**

A. J. Bilby	F. W. Matthews	H. A. Powell	Mrs. M. Scannell
Mrs. J. Curd	Mrs. T. Matthews	R. Richards	R. J. H. Soanes

**Medical Officers:**

Dr. N. H. Barley	Dr. J. Enticknap	Dr. S. L. Stanton
Dr. R. M. Barnes	Dr. D. H. Griffiths	Dr. Waddy
Dr. J. G. Benjafield	Dr. P. Griffiths	Dr. T. A. Williamson
Dr. C. J. Buckingham	Dr. A. M. Lindsay	Dr. C. Winterbottom
Dr. E. Cardew	Dr. R. L. McGhie	

**Observers, Assistant Observers and Flag Marshals:**

R. A. Ames	A. M. Dodd	A. Lipson	C. M. J. Sandford
R. M. Andrews	C. Osborne-Door	W. H. Masheder	L. A. Sandford
P. R. A. Baker	L. J. Felix	R. S. J. Martin	F. V. B. Saunders
K. C. Ball	B. W. Ferris	F. Meath	K. G. Sharpe
J. Bannister	A. M. Gayes	P. J. Moffat	D. Shevloff
G. F. Bond	K. Gibson	J. S. Mudd	W. L. Stanway
M. F. Turner-	T. Graham	G. Newsome	I. A. Strachan
Bridger	P. Fulke-Greville	B. A. Parrish	D. Taylor
F. Broatch	E. H. Hoe	B. C. Pratt	E. H. Taylor
K. Brocklehurst	W. O. Holding	G. J. Pickering	R. Taylor
N. M. Butterworth	R. M. Holland	R. A. L. Moutray-	C. E. Thornton
A. J. Canham	N. T. Hunt	Read	W. M. Whitaker
D. A. Clarke	B. D. Hutchings	R. Riseley	A. J. Willis
C. L. Cork	E. H. Irons	P. Roberts	R. G. Wills
I. H. J. Cornell	I. R. Lloyd-Jones	J. K. Robertson	C. D. V. Wilson
D. Curd	C. H. Lambert	L. G. Robertson	T. A. Wood
G. Davis	K. J. Lambert	R. Robson	R. Woodley
R. H. Davis	D. J. G. Lamden	Lord Rosehill	H. Yates
C. R. D. Day	P. B. Legat	H. J. Ruffell	

**Course and Fire Marshals:**

A. Bailey	V. G. S. Durman	R. Johnson	D. B. Rogers
F. Bailey	G. Elliott	R. P. Johnson	M. A. Rosser
J. M. F. Blakey	C. K. Girdwood	R. S. Kay	A. J. Staples
C. R. Briggs	F. Glynn	B. Leaver	A. G. Strachan
J. A. Broadhead	D. A. Greenfield	K. W. Leaver	C. H. Templar
M. J. Canham	E. Hackin	R. T. Manning	C. F. Trotman
P. F. Chatland	K. P. Harmer	R. Oaten	T. J. Vandersluis
M. J. Cooke	K. D. Jefferson	B. W. R. Pusey	D. C. Wheeler
N. Cory	C. F. Johnson	C. N. R. Reynolds	D. Whitten
J. R. Cripwell			

**Start Line, Starting Enclosure and Paddock Marshals:**

D. D. F. Anderson	Miss A. F. Crooks	T. J. Jenkins	J. T. Scott
D. F. Balaam	F. A. Dean	R. M. Keyworth	P. J. Shelton
J. V. Binns	H. Driver	P. Laffey	D. Slaven
C. Bostock	D. H. Dunt	P. C. Mitchell	L. Taft
S. Bostock	A. W. Green	R. W. A. North	A. G. Thorpe
A. G. Buxton	M. C. Hayes	N. W. Porteus	R. J. Warburton
P. Collyer	A. A. Hind	N. H. Pears	R. Willis
R. G. P. Cox	I. L. Holmes	L. H. Russell	I. W. Wright
R. A. Cowman			

**Interior Control:**

H. E. Rodhouse (in charge)	C. S. M. Mitchell	Miss S. A. Kent
----------------------------	-------------------	-----------------

**Race Telephones:**

Miss S. Fudge	Mrs. G. M. Lamden	Mrs. J. Tagg	Mrs. L. Zettl
---------------	-------------------	--------------	---------------

**Paddock Office:**

Colonel F. W. Barker	Miss S. Lawson	Miss H. Searle
Mrs. J. Day	R. Lovett	Mrs. J. Wheeler

**Race Information:**

Mrs. J. Banks	Miss J. Wakefield	Miss S. Whitwell
---------------	-------------------	------------------

**Press Officer: Miss V. Holmes****B.A.R.C. Information Tents:**

B. J. Bendell	Miss J. Cartwright
Miss B. Keane	Miss S. Grey

**Breakdown Services:**

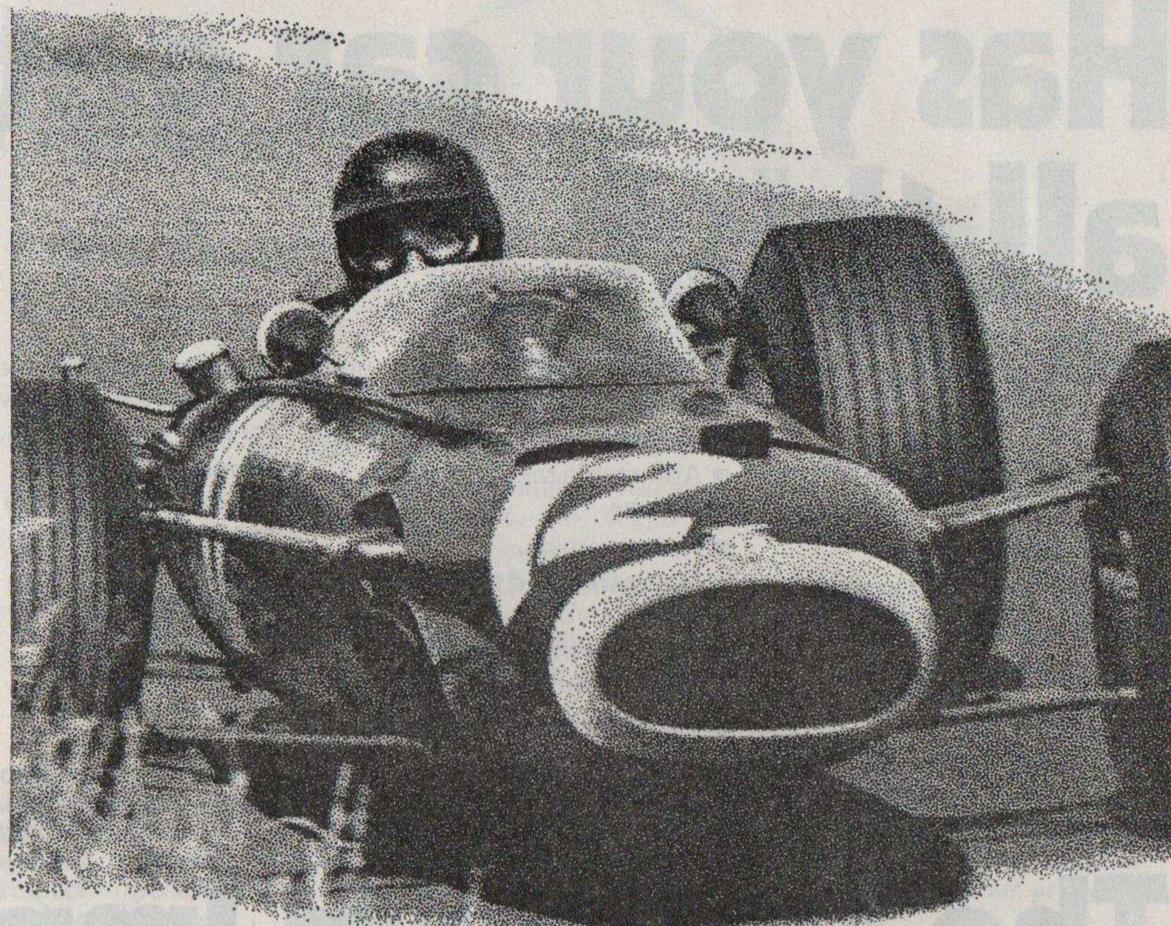
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General Manager: R. L. Clarke



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Did you know that Shell helped to re-design the shape of the BRM's combustion chamber? The result of their tests was a shape suitable for both 4 cylinder/1 litre and 16 cylinder/3 litre power units. Shell did it gladly, and, to a point, selfishly—it was a unique opportunity to study octane ratings at 10,000 rpm.

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**BRM's lesson '66** No less than 7 firsts out of the 8 races in the Tasman series, and another first at Monaco.

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- Mean maximum speed: 90 m.p.h.
- 0-50 m.p.h. 11.1 seconds (Autocar road test).
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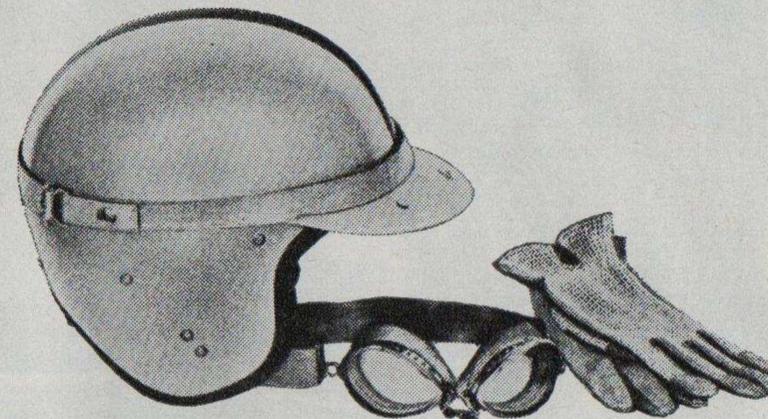
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## Important Notices



### ORGANISERS OF THE MEETING

British Automobile Racing Club  
Sutherland House, 5/6 Argyll Street, W.1.

*President:*

The Duke of Richmond and Gordon

*Chairman:* L. F. Dyer

*Hon. Gen. Treasurer:* M. Gorrings, F.C.A.

*General Manager:* Robt. L. Clarke, M.I.PROD.E.

*Competitions Manager:* Grahame D. White

### MOTOR RACING IS DANGEROUS

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

### PORTABLE STANDS

Portable stands must be kept back to the line of parked cars.

### PROGRAMME

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

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

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

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

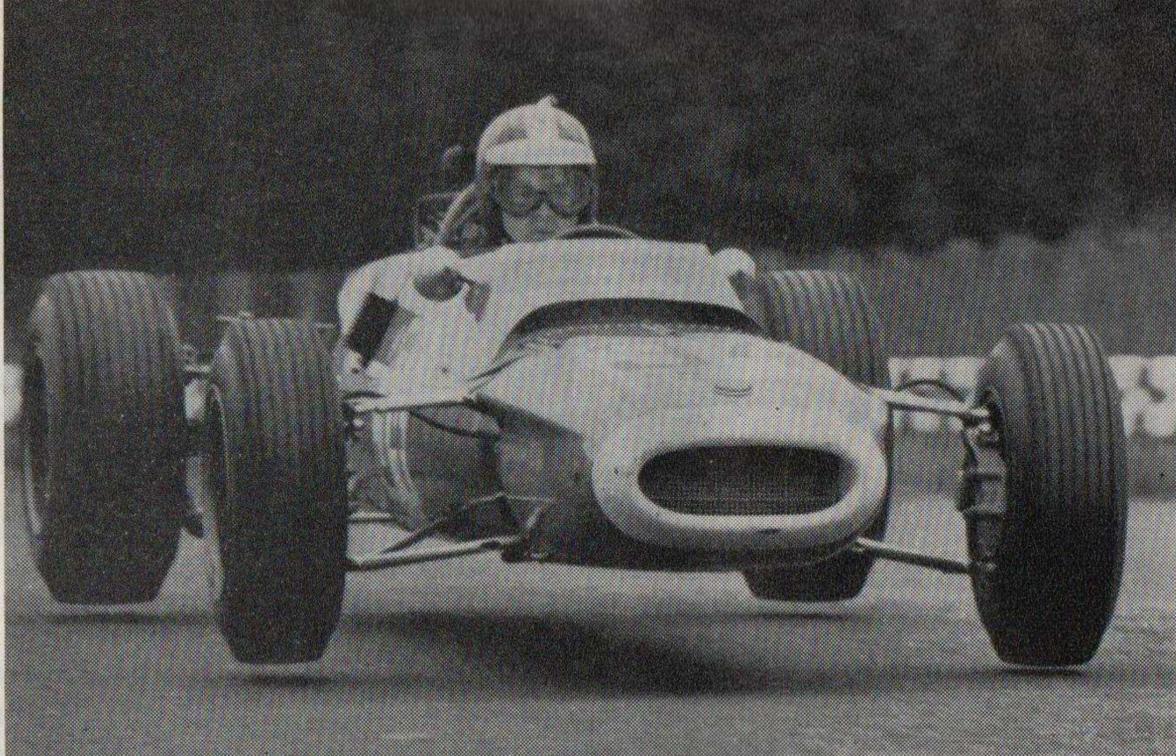
When driving to and from a race meeting, please drive with care and consideration through the towns and villages en route.

### B.A.R.C. MEMBERS

For those B.A.R.C. members in the paddock, a tent has been reserved for their use. Located adjacent to the footbridge, it will be available to all members who display a lapel badge, a day badge supplied with advance bookings for the paddock or current membership cards.

### B.A.R.C. MEMBERSHIP ENQUIRY TENTS

Two B.A.R.C. Membership Enquiry tents are in action at this meeting. They are located (a) at the rear of the Pits Grandstand adjacent to the footbridge to the paddock and (b) in the Red Car Park near to the South Grandstand. Prospective members are welcomed so why not enrol one of your friends and cash in on the new B.A.R.C. membership enrolment commission scheme.



*A jumping Beltoise-Matra.*

## ABOUT FORMULA TWO

Today is one of the greats in the annals of International motor racing. A new Formula comes into being and the British Automobile Racing Club and the Silverstone Circuit are joined to present it to you on this Easter Monday.

The W. D. & H. O. Wills Trophy event is for racing cars powered by 1600 c.c. engines based on production units from everyday road cars. But this is where the similarity ends, for in today's race lap times little short of those expected from full blooded Formula 1 Grand Prix cars will be the order of the day. The increase of 600 c.c. in Formula 2 racing will help bridge the gap between Formula 1 and Formula 3 that has existed since the previous Formula 2 started in 1964.

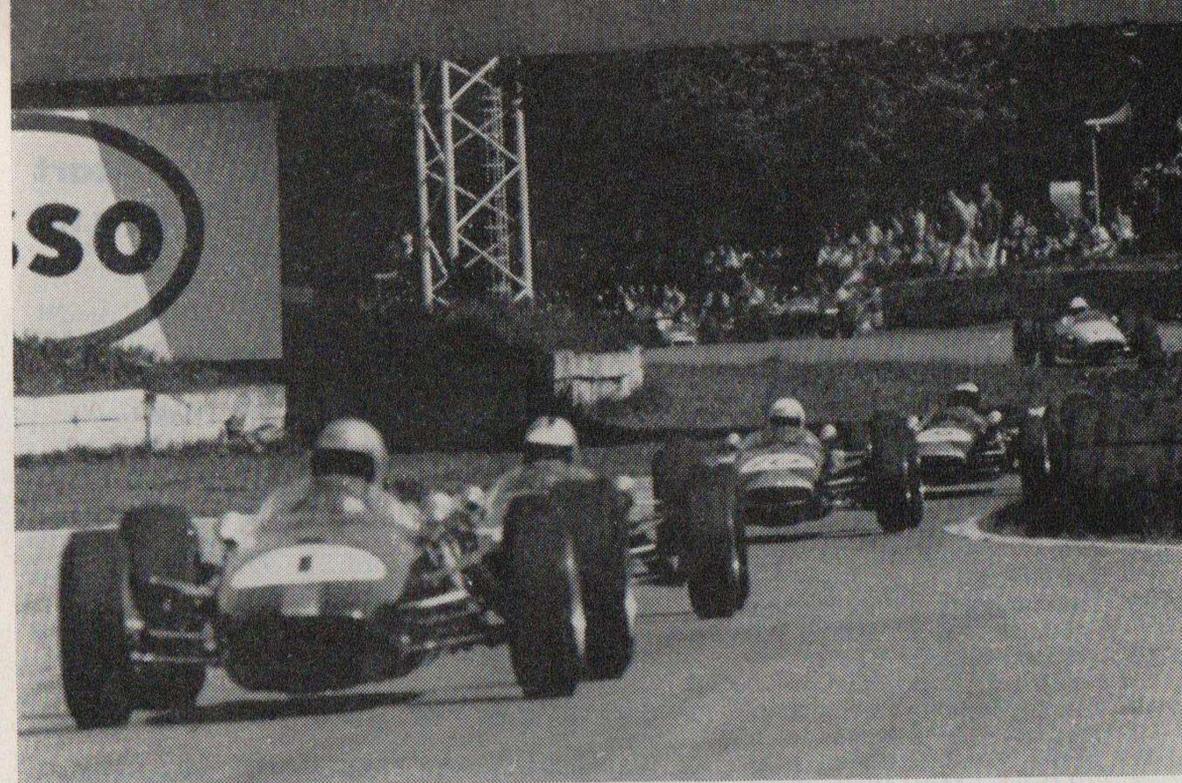
For the last three years Formula 2 has meant 4 cylinder 1000 c.c. single-seater racing cars with no limit on the number of "gears" used, but with a minimum unladen weight of 420 kgs. However, unlike Formula 3, far fewer restrictions were put on the "Old F2", and by the time 1966 and its last year had arrived, engine developers like Cosworth, B.R.M. and Honda were fitting fuel injection in place of carburettors, and other expensive aids to greater performance.

The old Formula offered many fine and close fought races, but generally it is fair to say that the drastic limit on engine capacity was neither truly suited to the drivers nor the spectators, both of whom craved for higher performance than it could ever hope to offer. Last year it reached the peak when "Motor Racing Developments" (Jack Brabham to you) fitted high revving Honda engines to his works Brabhams, resulting in an almost complete collapse of the opposition.

Formula 2 means just what it says, a Formula, second to Grand Prix Formula 1 racing but in turn senior to Formula 3. For reasons already given the "Old F2" was not entirely suited to the role it was intended to play. Too close in performance to Formula 3 and too far away from Formula 1, it did not provide the stepping stone to up and coming drivers. It meant little change from Formula 3 in the skill required from the pilot yet it required almost twice the outlay in cost.

Regrettably the financial factor remains. The new 1600 c.c. Formula has taken another crippling leap forward "costwise". However, the increase in speed will offer a much more realistic bridge for those drivers who aim to make the transition from Formula 3 to Formula 1.

Most of the manufacturers who dominated the "Old F2" have developed new cars to meet the revised Formula and today we expect a tremendous fight between



Brabham, Lotus and Lola, with intervention from the beautifully constructed Matras from France. These are driven by those two new discoveries Jean-Pierre Beltoise and Johny Servoz-Gavin.

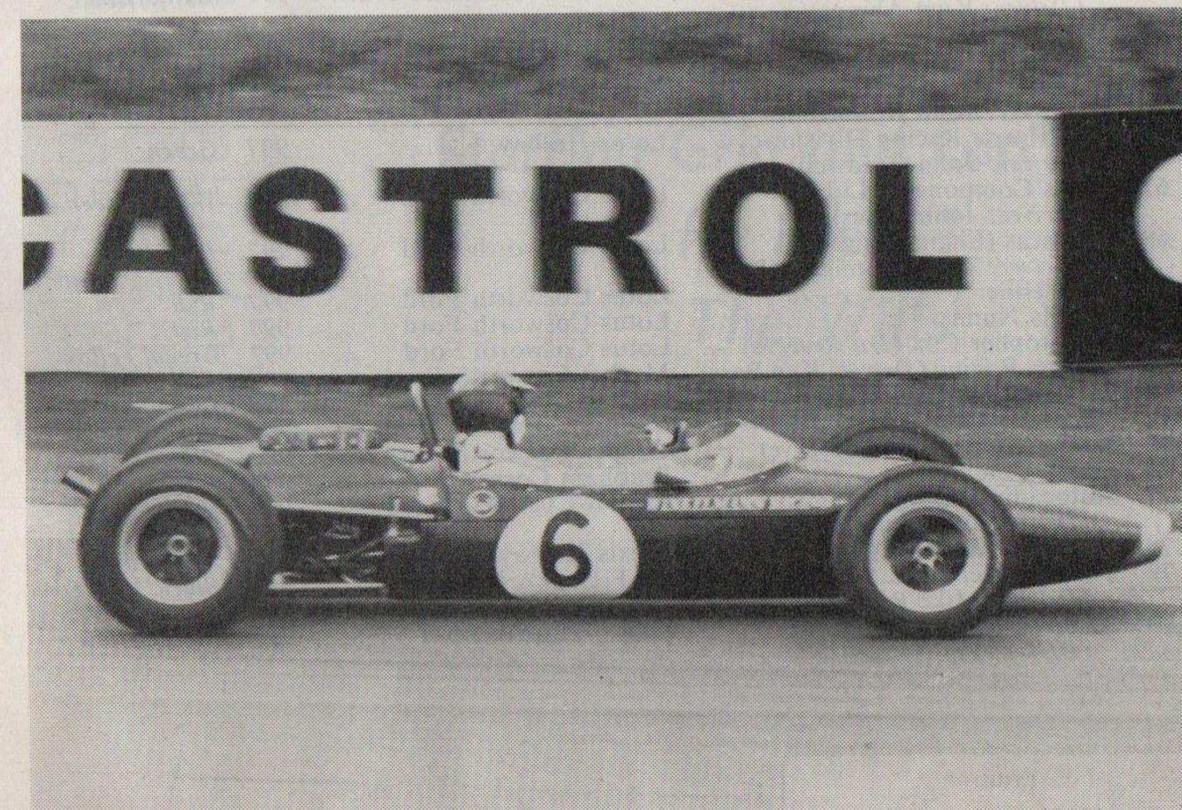
Bruce McLaren is a constructor new to Formula 2 and the works car driven by Bruce himself, together with the B.M.W.'s from Munich in Western Germany, are the "dark horses" of today's machinery.

Making up the field will be cars from Cooper and Alexis, neither of which has shown any great form in Formula 2 racing over recent years, although the former has a fine reputation in the Grand Prix field.

In the engine field it will be a strong fight between Cosworth and B.M.W., although numerically Cosworth outnumber B.M.W. eight to one.

The top names entered here today include World Champion Jack Brabham, and past champions John Surtees and Graham Hill. It will be interesting to see Hill back in a Lotus after many years with B.R.M. and other makes. Other Grand Prix stars to be seen are Denny Hulme, Jochen Rindt, Jackie Stewart, Bruce McLaren and Jo Siffert, while new names to the "big time" are Piers Courage and Chris Irwin.

This second of the new Formula 2 races is truly International with representatives from not only this country, but Australia, New Zealand, Austria, France, Belgium, Switzerland and Western Germany.



**Event 1 THE WILLS FORMULA 3 RACE** **Start 11.30 a.m.**

(20 LAPS)

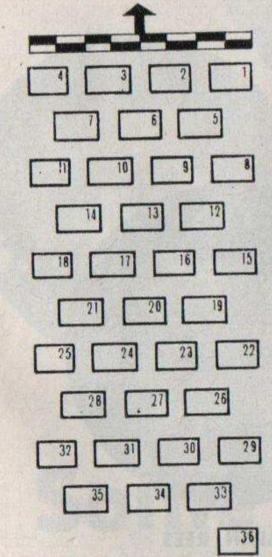
No.	Entrant and Driver	Car	c.c.	Colour
40	Sports Motors (M/Cr.) Ltd. (Driver: Peter Gethin)	Brabham Cosworth Ford...	997	Blue
41	Chris Williams Racing Ltd. (Driver: Chris Williams)	Brabham Cosworth Ford...	997	Black/Gold
42	Felday Engineering Ltd. (Driver: Derek Bell)	Brabham Cosworth Ford...	997	Blue/Gold
43	Felday Engineering Ltd. (Driver: Mac Daghorn)	Brabham Cosworth Ford...	997	Blue
44	Felday Engineering Ltd. (Driver: Peter Westbury)	Brabham Cosworth Ford...	997	Blue
45	Motor Racing Stables—Radio London (Driver: Tony Lanfranchi)	Brabham Cosworth Ford...	997	Yellow
46	Dublin International Racing (Driver: Hon. Mervyn Wingfield)	Brabham Cosworth Ford...	997	White/Green/ Orange
47	Michael Pearson Racing (Driver: Rollo Feilding)	Brabham Cosworth Ford	997	Blue/Yellow
48	Frank Manning Racing Ltd. (Driver: John Kendall)	Brabham Cosworth Ford...	997	Black/Silver
49	Frank Manning Racing Ltd. (Driver: Mike Walker)	Brabham Cosworth Ford...	997	Black/Silver
50	Bernard Lewis (Driver: Ken Crook)	Brabham Cosworth Ford...	997	Red
51	David Bridges (Driver: Malcolm Smith)	Brabham Cosworth Ford...	997	Maroon
52	Anglo-Spanish Racing (Driver: Brian Classick)	Brabham Cosworth Ford...	997	Blue
53	Anglo-Spanish Racing (Driver: Adan Czartoryski)	Brabham Cosworth Ford...	997	Blue
54	Singapore Racing (Driver: Tony Goodwin)	Brabham Cosworth Ford...	997	Blue/Yellow
55	Sheffield-Garner Ltd. (Driver: George Cayley)	Brabham Cosworth Ford...	997	White/Blue
56	Peter Gaydon	Brabham Cosworth Ford...	998	Blue/White
57	John Ralph	Brabham Cosworth Ford...	997	Green
58	D. B. Metals Racing (Driver: John Davies)	Brabham Cosworth Ford...	997	Blue
59	Howden Ganley	Brabham Cosworth Ford...	997	Green
60	Barrie Maskell	Brabham Cosworth Ford...	997	Green
61	Graham Coaker	Brabham Cosworth Ford...	997	Green/White
62	Ian Walker Racing Ltd. (Driver: Tommy Hitchcock) (5th Reserve)	Brabham Cosworth Ford...	997	White
63	Caltex Racing Team (Driver: Kurt Ahrens)	Brabham Cosworth Ford...	997	White/Blue
64	Mike Haysey (Driver: John Fenning)	Brabham Cosworth Holbay	997	Blue
65	Frank Lythgoe Racing Ltd. (Driver: Alan Rolinson)	Brabham Cosworth Holbay	997	Blue
66	Ron Harris Racing Division (Driver: John Cardwell)	Lotus Holbay	997	Green
67	Lotus Components Ltd. (Driver: John Miles)	Lotus Cosworth Ford	1000	White/Green
68	C. Lucas (Engineering) Ltd. (Driver: To be nominated)	Lotus Cosworth Ford	997	Blue/Red/ White
69	John Hine	Lotus Cosworth Ford	997	Red
70	Morris Nunn	Lotus Cosworth Ford	997	Red
71	Christopher Cox (3rd Reserve)	Lotus Cosworth Ford	997	Green/Yellow
72	Merlyn Racing (Driver: Ken Bass)	Merlyn Cosworth Ford	997	Red
73	John Andrews (2nd Reserve)	Merlyn Cosworth Ford	997	Green
74	James Veitch (4th Reserve)	Cooper Cosworth Ford	998	Blue/Yellow
75	Jeremy Dobson (1st Reserve)	Cooper Cosworth Ford	997	Blue
76	David Cole	Brabham Cosworth Ford...	997	Red
77	Autocadia Racing (Driver: Norman Abbott)	Abbott Cosworth Ford	997	Purple
78	Terry Ogilvie-Hardy	Alexis Holbay Ford	997	Red/White
79	The Chequered Flag (Driver: Mike Beckwith)	DAF Cosworth Ford	997	Black/White
80	Ashlowe Racing Team (Driver: Ian Ashley)	Lola Cosworth Ford	997	Blue/Yellow

**RESULTS**

1st. *70 Nunn* 2nd. *40 Gethin* 3rd. *63 Ahrens*  
 4th. *42 Bell* 5th. *65 Hollison* 6th. *49 Walker*  
 Winner's Speed... *103.79* m.p.h. Fastest Lap: Car No. *65* at *106.65* m.p.h.  
*1:38.8*

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

**Starting Grid**



**Starting Grid and Lap Chart  
for Event 1  
The Wills  
Formula 3 Race**



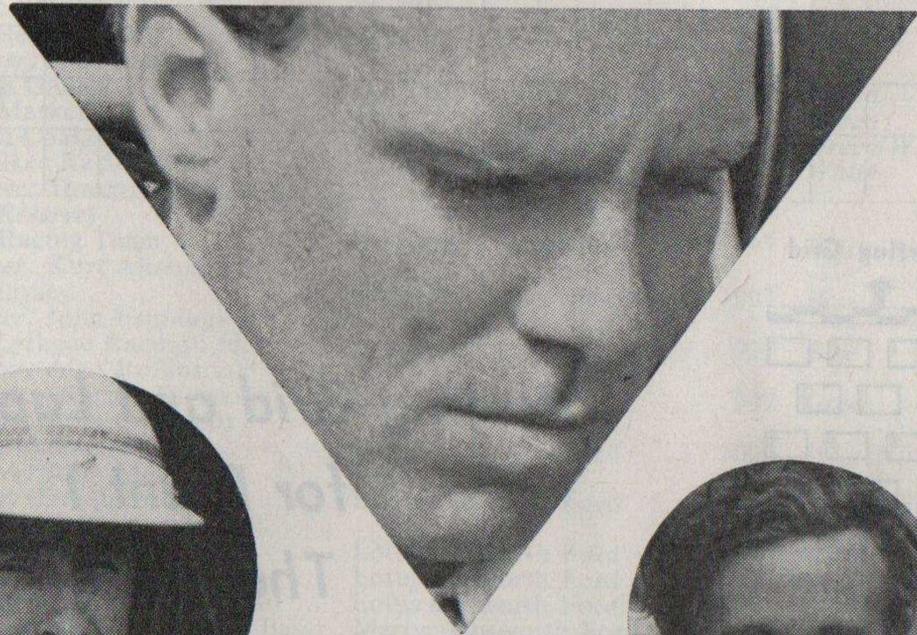
JOHN SURTEES



JOCHEN RINDT



DENNY HULME  
RICHARD ATTWOOD



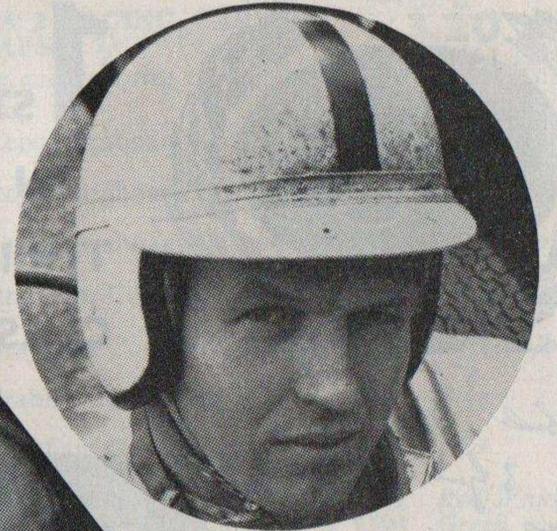
JACKIE STEWART



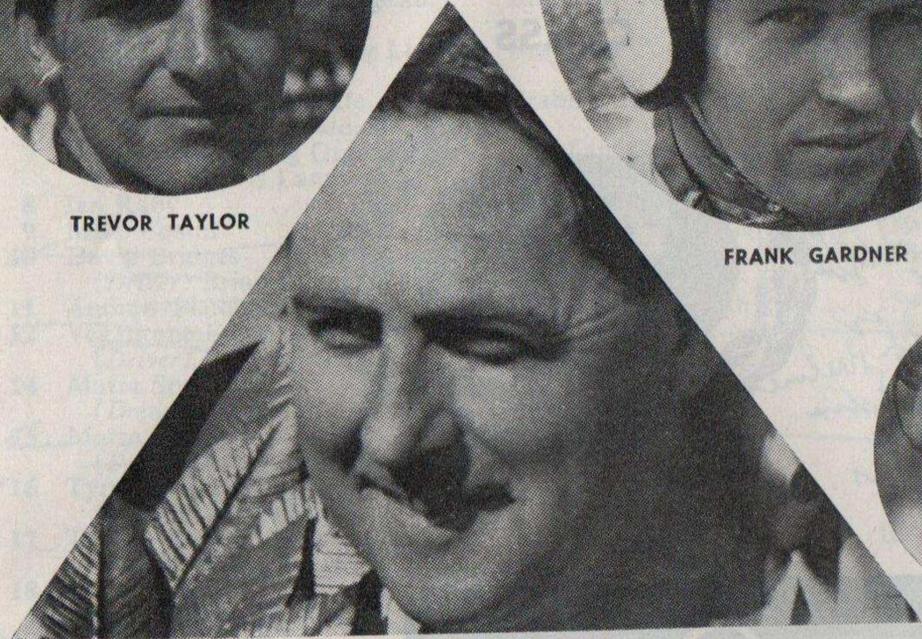
ALAN REES



TREVOR TAYLOR



FRANK GARDNER



JACK BRABHAM  
GRAHAM HILL



IAN RABY



DAVID HOBBS

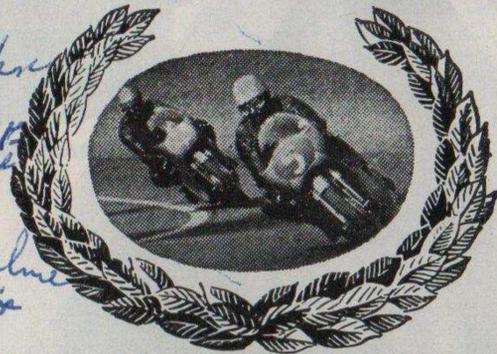


BRIAN HART

# Some of today's drivers



1<sup>ST</sup>  
IN  
THEIR  
CLASS



**MOTORSPORT**

The Monthly  
Motoring  
Magazine  
1st of Each Month

**Motoring News**

The Weekly  
Motoring  
Newspaper  
Every Thursday

**Motorcycle Sport**

The Monthly  
Motorcycling  
Magazine  
18th of Each Month

Published at  
**STANDARD HOUSE, BONHILL STREET, LONDON, E.C.2**

**Event 2 (Part 1) W. D. & H. O. WILLS TROPHY 12.30 p.m.**  
**Event 4 (Part 2) (FOR FORMULA 2 RACING CARS) 3.20 p.m.**  
(20 LAPS)

(Run in two parts, each of 20 laps with the accumulative time counting for overall position)

No.	Entrant and Driver	Car	c.d.	Colour	Overall position
*1	Motor Racing Developments Ltd. (Driver: Jack Brabham)	Repeco Brabham Cosworth	1598	Green/Gold	37
*2	Motor Racing Developments Ltd. (Driver: Denny Hulme)	Repeco Brabham Cosworth	1598	Green/Gold	8
3	Motor Racing Developments Ltd. (Driver: Frank Gardner)	Repeco Brabham Cosworth	1598	Green/Gold	27
*4	Roy Winkelmann Racing Ltd. ... (Driver: Jochen Rindt)	Brabham Cosworth	1598	Green/Silver	28
5	Roy Winkelmann Racing Ltd. ... (Driver: Alan Rees)	Brabham Cosworth	1598	Green/Silver	
6	Witley Racing Syndicate... (Driver: Robin Widdows)	Brabham Cosworth	1598	Blue	
7	McKechnie Racing Organisation (Driver: Chris Lambert)	Brabham Cosworth	1598	Blue	
8	Ian Raby	Brabham Cosworth	1598	Red/White	
9	Mike Costin	Brabham Cosworth	1594	Green	
<del>10</del>	<del>David Bridges</del> (Driver: Brian Redman) (1st Reserve)	<del>Brabham Cosworth</del>	<del>1594</del>	<del>Maroon</del>	
11	Andrew Fletcher (3rd Reserve)	Brabham Cosworth	1594	Blue	
<del>12</del>	<del>Vegantune Engineering Ltd.</del> (Driver: Malcolm Payne) (4th Reserve)	<del>Brabham Ford</del>	<del>1594</del>	<del>Green/White</del>	
14	Matra Sports (Driver: Jean Pierre Beltoise)	Matra Cosworth	1594	Blue	
<del>15</del>	<del>Matra Sports</del> (Driver: Johny Servoz-Gavin)	<del>Matra Cosworth</del>	<del>1594</del>	<del>Blue</del>	
*16	Tyrrell Racing Organisation Ltd. (Driver: Jackie Stewart)	Matra Cosworth	1594	Green	
17	Tyrrell Racing Organisation Ltd. (Driver: Jacky Ickx)	Matra Cosworth	1594	Green	
18	John Coombs (Driver: Piers Courage)	Matra Cosworth	1594	Grey	
*19	Lola Racing Ltd. (Driver: John Surtees)	Lola B.M.W.	1599	Green	
<del>20</del>	<del>Lola Racing Ltd.</del> (Driver: Chris Irwin)	<del>Lola B.M.W.</del>	<del>1599</del>	<del>Green</del>	
*21	Midland Racing Partnership (Driver: Richard Attwood)	Lola Cosworth	1598	Blue	
<del>22</del>	<del>Midland Racing Partnership</del> (Driver: To be nominated)	<del>Lola Cosworth</del>	<del>1598</del>	<del>Blue</del>	
23	Frank Manning Racing Ltd. (Driver: Robert Lamplough) (2nd Reserve)	Lola Cosworth	1598	Blue/Silver	
*24	Team Lotus Ltd. (Driver: Graham Hill)	Lotus Cosworth	1594	Green	
<del>25</del>	<del>Team Lotus Ltd.</del> (Driver: To be nominated)	<del>Lotus Cosworth</del>	<del>1594</del>	<del>Green</del>	
<del>26</del>	<del>Lotus Components Ltd.</del> (Driver: Jackie Oliver)	<del>Lotus Cosworth</del>	<del>1600</del>	<del>White/Green</del>	
27	Gerard Cooper Racing (Driver: Trevor Taylor)	Cooper Cosworth	1594	Green/White	
28	Gerard Cooper Racing (Driver: To be nominated)	Cooper Cosworth	1594	Green/White	
<del>29</del>	<del>David Darby (6th Reserve)</del>	<del>Cooper Cosworth</del>	<del>1600</del>	<del>Green/White</del>	
*30	B.M.W. (Driver: Jo Siffert)	B.M.W.	1599	Silver	
*31	B.M.W. (Driver: Hubert Hahne)	B.M.W.	1599	Silver	
*32	Bruce McLaren Motor Racing Ltd. (Driver: Bruce McLaren)	McLaren Cosworth	1598	Red/Silver	
<del>33</del>	<del>Ken Sheppard C.S.C. Ltd.</del> (Driver: Keith St. John)	<del>McLaren Ford</del>	<del>1600</del>	<del>Purple/White</del>	
34	Ron Harris Racing Division (Driver: Eric Offenstadt)	Harris Costin Protos	1594	Green	
35	Ron Harris Racing Division (Driver: Brian Hart)	Harris Costin Protos	1594	Green	
<del>36</del>	<del>Team Alexis</del> (Driver: Allan Taylor or David Hobbs)	<del>Alexis Ford</del>	<del>1600</del>	<del>White</del>	
37	W. A. Jones (Driver: Phillipe Robinson) (5th Reserve)	Alexis B.R.M. Ford	1600	White	
*38	Reg Parnell Racing (Driver: Mike Spence) (7th Reserve)	Parnell Cosworth	1598	Green/Red	

\*F.I.A. Classified Drivers (see note on page 39).

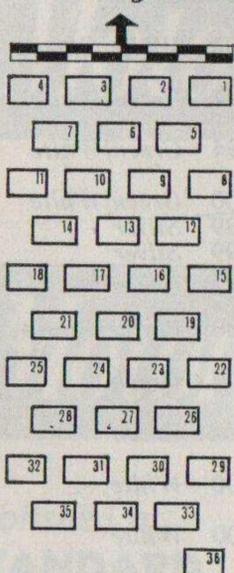
For Results see page 21. Lap Charts and Grids overleaf

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

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3rd																			
4th																			
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8LXZ  
11PLX

Starting Grid



2  
23L

NON-STARTERS:.....

### Starting Grid and Lap Chart for Event 2

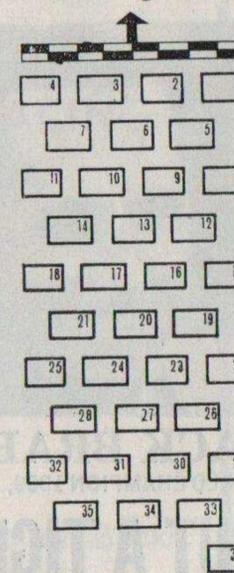
## The W. D. & H. O. Wills Trophy Race for Formula 2 Cars

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

1st																			
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3rd																			
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20th																			

NON-STARTERS:.....

Starting Grid



### Starting Grid and Lap Chart for Event 4

## The W. D. & H. O. Wills Trophy Race for Formula 2 Cars



# Choice of champions



**JACK BRABHAM**  
WORLD CHAMPION 1959, 1960 & 1966



**JIM CLARK**  
WORLD CHAMPION 1963 & 1965



**GRAHAM HILL**  
WORLD CHAMPION 1962

## PUT A TIGER IN YOUR TANK WITH ESSO EXTRA

### RESULTS OF THE W. D. & H. O. WILLS TROPHY RACE

EVENT 2 Part 1		EVENT 4 Part 2		AGGREGATE TIME	
Car No.	Time	Car No.	Time	Car No.	Time
1st <sup>116-83</sup> 4 Lindt	30.3.8	1st .....	.....	1st .....	.....
2nd 5 Rees	30.14.0	2nd .....	.....	2nd .....	.....
3rd 19 <sup>116-83</sup> Brabham	30.23.4	3rd .....	.....	3rd .....	.....
4th 32 Mc Laren	.....	4th .....	.....	4th .....	.....
5th 16 Stewart	.....	5th .....	.....	5th .....	.....
6th 1 Brabham	.....	6th .....	.....	6th .....	.....
7th 1 Gurney	.....	7th .....	.....	7th .....	.....
8th .....	.....	8th .....	.....	8th .....	.....
9th .....	.....	9th .....	.....	9th .....	.....
10th .....	.....	10th .....	.....	10th .....	.....

FL 4/24 1.29.4  
117.87 mph

## JOIN THE SILVERSTONE CLUB

AND SUPPORT  
THE HOME OF BRITISH MOTOR RACING

### ADVANTAGES

Ten free test days a year on the club circuit  
Free seats at club meetings and reduced rates at major meetings.  
Use of new clubhouse at Woodcote.

For further details apply to:  
The Secretary—Arthur Dart  
Silverstone Club Limited, Dun-Mill, Whitchurch, Aylesbury, Bucks.

9 2 37.6 4 1  
 7 10 40.4 19 40.4 41.4  
 46.6 24 12 26 23  
 34 27 49 8 10  
 48.8

31 33 30  
 21 39 36 25  
 35 42 41  
 32 43 18

**Event 3 THE WILLS SPORTS CAR RACE Start 2.20 p.m.**

No.	Entrant and Driver	Car	c.c.	Colour
<b>Over 2500 c.c. class:</b>				
1	Sidney Taylor (Driver: Denny Hulme)	Ford G.T. 40	4736	White/Green
2	Viscount Downe (Driver: Michael Salmon)	Ford G.T. 40	4736	White
3	J. N. Cuthbert (Driver: Eric Liddell)	Ford G.T. 40	4736	Red/White
4	Paul Hawkins	Ford G.T. 40	4736	Blue
5	Terry Drury	Ford G.T. 40	4736	White
6	M. J. Gartlan (Driver: John Harris)	Ford G.T. 40	4727	Blue
7	Edward Nelson	Ford G.T. 40	4726	Green
8	Colin Crabbe	Ford G.T. 40	4726	Red
9	David Piper	Ferrari 250 LM	3285	Green
10	Peter Clarke	Ferrari 250 LM	3285	Blue
11	David Prophet	Ferrari 275 LM	3285	Silver
12	Jeff Edmonds	Ferrari 275 LM	3285	Red
14	Drummond Racing Organisation (Driver: Rollo Feilding)	Ferrari 275 LM	3285	Red
15	The Chequered Flag (Driver: To be nominated)	Shelby American Cobra...	7010	Black/White
<b>1601-2500 c.c. class:</b>				
17	Michael De Udy	Porsche Carrera 6	1991	Green
18	A. G. Dean (Racing) Ltd. (Driver: Tony Dean)	Porsche Carrera 6	1990	Red/White
19	Racing Team Holland (Driver: Ben Pon)	Porsche Carrera 6	1991	Orange
20	Gerhard Koch	Porsche Carrera 6		White
21	Kenneth Luscombe Whyte <i>JACKIE BENJAMIN SMITH</i>	Porsche 904 G.T.S.	1966	Silver
<b>1151-1600 c.c. class:</b>				
24	Chris Barber (Driver: John Hine)	Lotus Elan	1598	Green
25	Peter Pollard	Lotus Elan	1598	Silver/Green
26	John Calvert	Lotus Elan	1598	Blue
27	J. N. Cuthbert (Driver: Bill Dryden)	Lotus Elan	1594	Red/White
28	Uptune (Racing) Ltd. (Driver: Robert Ellice, Jnr.)	Lotus Elan	1594	Yellow/White
29	Robert Gordon (Driver: Peter Jackson)	Lotus Elan	1594	Silver/Maroon
30	Alan Baillie	Lotus Elan	1594	Blue
31	Barnet Motor Co. Ltd. (Driver: John E. Miles or <del>Gerry Marshall</del> )	Lotus Elan	1598	Grey/Blue
32	Don Marriott	Lotus Elan	1594	Blue
33	Keith Burnand	Lotus Elan	1594	Blue
34	Mike Crabtree	Lotus Elan	1594	Blue
35	John Nicholson (1st Reserve)	Lotus Elan	1594	Maroon
36	George Humble (2nd Reserve)	Lotus Elan	1594	Red/Silver
<b>Up to 1150 c.c. class:</b>				
39	Team Diva (Driver: Ian Alexander)	Diva G.T. Ford	1148	White
40	Team Diva (Driver: Doug Mockford)	Diva G.T. Ford	1148	Green
41	Team Diva (Driver: John Bloomfield)	Diva G.T. Ford	1148	Yellow
42	Sir Jon Samuel	Diva G.T. Ford	1148	Green/Blue
43	John Corfield	Diva G.T. Ford	1148	Blue/Red
44	Renato Bertorelli (3rd Reserve)	Lotus XI G.T. Climax	1098	Brown/Orange
45	Mike Walton	Fiat Abarth 1000 G.T.	992	Red

**RESULTS**

Overall:  
 1st..... 2nd..... 3rd..... 4th.....

Winner's Speed.....m.p.h. Fastest Lap: Car No.....at.....m.p.h.

Results continued with Lap Chart and Starting Grid on page 27

**B.A.R.C.**

**MEMBERSHIP APPLICATION FORM**

To: The General Manager, Date.....  
 British Automobile Racing Club, Ltd., Sutherland House, 5-6 Argyll Street,  
 London, W.1.

I desire to be nominated for election by the Council as a Member of  
 British Automobile Racing Club, Ltd., and, if elected, I undertake  
 to abide by the Memorandum and Articles of Association and Rules of  
 the Company.

Surname.....  
 (BLOCK CAPITALS)

Full Christian Names.....  
 (BLOCK CAPITALS)

Wife's full Christian names (if joining).....

Title or Rank (Mr., Mrs. or Miss).....

Address.....  
 (BLOCK CAPITALS)

County..... Telephone No.....

Profession or Occupation.....

Nationality..... Age (if under 21).....

Clubs (if any).....

Proposer's signature..... Membership No.....

Seconders signature..... Membership No.....

If your application is not proposed and seconded by two existing members of the Club, a reference may be given as an alternative. The reference required is a personal one and should be someone (other than a relative) who has known you for some time and would be willing to answer a short questionnaire. A bank reference is not sufficient.

Name and Address of Reference (in block capitals).....

I enclose remittance/Banker's Order for the following:

	£	s.	d.
Entrance Fee	£1	1	0
Annual Subscription	£3	3	0
Overseas Subscription	£1	11	6
Reg. Comp. Mem. (H.Q.)	10	0	0
Reg. Comp. Mem. (Centre)	10	0	0
Joint Membership (Wife)	10	0	0
Reg. Comp. Mem. (Wife)	10	0	0
Insignia (B.A.R.C.)			
R.A.C. Joining Fee	10	6	
R.A.C. Subscription	£1	11	6
<b>Total</b>			

Cheques should be made payable to "BRITISH AUTOMOBILE RACING CLUB, LTD.", and crossed. A Banker's Order form is attached.

I agree: (1) That any Badge(s) issued to me remain the property of the Club, and is/are to be returned immediately should I cease to be a Member.

(2) That the Club reserves the right to require the return of the Badge(s) at any time.

(3) Not to transfer the Badge(s) to any other person.

**Signature**.....

NOTE: Clause 6 of the Company's Memorandum of Association is as follows:

Every Member of the Club undertakes to contribute to the assets of the Club in the event of its being wound up while he is a Member, or within one year afterwards, for payment of the debts and liabilities of the Club contracted before he ceases to be a Member, and the costs, charges and expenses of winding up, and for the adjustment of the rights of the contributors among themselves, such amount as may be required, not exceeding ten shillings.

## INSIGNIA ORDER FORM

Please supply

.....B.A.R.C. Car Badge(s) (£1/10/0 each) (flange/grille) ...	£	:	:
Hand Embroidered Blazer Badge(s):			
.....Gold and silver wire, 3 in. wide (£2/2/0 each) ...	£	:	:
Blazer Buttons (chrome only):			
.....Large (Coat) (2/- each) ...	£	:	:
.....Small (Cuff) (1/9 each) ...	£	:	:
Cuff Links:			
.....Silver and enamel (£3/3/0 per pair) ...	£	:	:
.....Enamel (15/- per pair; special gift box, 2/6 extra)	£	:	:
Terylene Tie(s) (£1 each):			
.....For general wear — dark Blue or Maroon ...	£	:	:
.....For sports wear — Striped ...	£	:	:
Miniature Enamel Badges, 3/4 in. wide:			
.....Unmounted (7/6 each) ...	£	:	:
.....Lapel Badge(s), stud fitting (7/6 each) ...	£	:	:
.....Brooch(es), pin fitting (7/6 each) ...	£	:	:
.....Key Ring(s) (15/- each) ...	£	:	:
Badge Transfer(s) (1/- each):			
.....3 in. wide ...	£	:	:
.....2 in. wide ...	£	:	:
.....Lady's Silver and Marcasite Brooch/Dress Ornament (£4/4/0 each) ...	£	:	:
.....Lady's Silk Scarf (Five colours), Green, White, Blue dark/light, Red, Tan (£2/5/0) ...	£	:	:
.....Tie Tack (silver) (15/- each) ...	£	:	:
.....Tie Pin Badge (silver) (stick pin) (10/6 each) ...	£	:	:
.....Colibri Monogas Cigarette Lighter (£3/10/0) ...	£	:	:
.....Tobacco Pouch (£1/3/6) ...	£	:	:
.....Private Notepaper with Club crest, 200 sheets and envelopes (£1/12/6) ...	£	:	:
<b>TOTAL</b> ...	£	:	:

## REGISTERED COMPETITION MEMBERSHIP

(Fee 10/- for EACH registration required below)

Please register me with the following:

	Main London Register for receipt of Race Regulations.
	South-Western Centre. Based on Southampton.
	Yorkshire Centre. Based on Leeds.
	North-Western Centre. Based on Liverpool.
	South-Eastern Centre. Based on Eastbourne.
	East Midlands Centre. Based on Leicester.
	West Midlands Centre. Based on Worcester.
	Surrey Centre. Based on Leatherhead.
	South Wales Centre. Based on Caerleon.
	Bristol and Bath Centre. Based on Box.
	North Thames Centre. Based on Uxbridge.

FOR OFFICE USE

M.D. No.....

Ack. Date.....

Receipt.....

Ref. Req.....

Membership No.....

ABR No.....

Despatch Note No.....

Expiry Date.....

DO NOT DETACH THIS FORM

## BANKER'S ORDER

To (Name of Bank).....

(Address of Branch).....

NOW

£       :       :

---

On receipt of this Order please pay the sum of.....Pounds

.....Shillings and.....Pence  
and

until further notice from me, pay annually on \*.....w.e.f.....  
the amount of my Annual Subscription for Membership of the British Automobile Racing Club, namely £       :       : to Barclays Bank Limited, Old Broad Street Branch (Code No. 20-63-90) for the account of British Automobile Racing Club, Ltd. (Account No. 22599-1)

ANNUALLY

£       :       :

---

### Note to Member's Banker

Please quote the following number when making payments in respect of this Order.

.....

Signature.....

Date.....

Name (Block Capitals).....

NOTE: \*(a) Insert the 1st of the month following date of your membership application, e.g., if you apply for membership during the month of June, "1st July" should be inserted.

(b) This form, upon completion, should be sent to the General Manager, British Automobile Racing Club, Ltd., Sutherland House, 5-6 Argyll Street, London, W1.

# MEMBERSHIP FEES

## ANNUAL SUBSCRIPTION

The annual subscription is £3 3s. 0d. This subscription entitles a member: (i) to carry the Club badge, (ii) to receive Club publications including the BARCNEWS (iii) to receive general circulars with details of race meetings and other principal events (competitive and social), (iv) to receive concessionary admission arrangements (where these apply) at race meetings and other events organised by the Club. Subscriptions are renewable annually twelve months from the date of enrolment.

## LIFE MEMBERSHIP

The subscription for Life Membership is £50 and this entitles a member to all the privileges outlined above.

## REGISTERED COMPETITION MEMBERSHIP

Two forms of Registered Competition Membership are available to B.A.R.C. Members.

### CENTRES

Centres of the Club at Box, Caerleon, Eastbourne, Leatherhead, Leeds, Leicester, Liverpool, Southampton, Worcester and Uxbridge organise their own sporting and social events.

A Competition Member registered with a Centre is entitled to receive all mailing from the Centre concerned, including regulations for events organised by the Centre, and to enter for any B.A.R.C. Club event. Regulations for H.Q. organised race meetings would only be sent on application to H.Q. Competition Dept.

### H.Q. (RACE REGULATIONS)

A Competition Member registered on the Main London Register is entitled to receive all Race Regulations and details of main Club events and to enter all Club events. (Regulations for Centre events would be sent on application to the Centre secretary concerned.)

A Competition Member may register with any Centre or H.Q. by completing the application form with an "X" in the appropriate space (or spaces) and paying the annual fee of 10s. for each registration. Life Members may register with H.Q. or any one Centre without payment of the annual fee.

## JOINT MEMBERSHIP

The wife of a member may become a Joint Member on payment of an additional annual subscription of 10s. No additional entrance fee is required. She may also become a Registered Competition Member of the same category as her husband for a further fee of 10s.

## COMBINED B.A.R.C./R.A.C. MEMBERSHIP

A member may combine his annual subscription with that of the R.A.C. for a total joint payment of £4 14s. 6d., thereby saving 10s. 6d. per annum on the two subscriptions. This combined membership covers full Associate Membership of the R.A.C. and the service is the same as that obtained by direct Associate Membership, including the Road Guide Service, the "Get-you-home" scheme, free legal defence and advice, home and foreign touring information and assistance, and other useful services.

If the member is not already a member of the R.A.C. the R.A.C. joining fee of 10s. 6d. is also payable. This covers the loan of the R.A.C. car badge and telephone box key.

## OVERSEAS MEMBERSHIP

Keen motorists resident overseas may qualify for membership at a reduced subscription of £1 11s. 6d. Overseas members receive copies of the B.A.R.C. NEWS and are entitled to display the Club's car badge and other insignia.

## ENROLMENT FEE

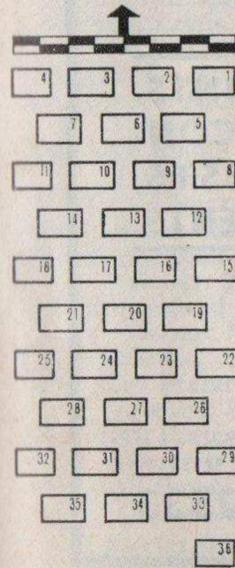
A fee of £1 1s. 0d. is payable on enrolment. For full details of the total amount payable at the time of joining and for subsequent payments see the table on the front page of the application form.

## JUNIOR SECTION

Membership of the Junior Section is open to boys and girls between the ages of 13 and 17 years.

The annual subscription is 10s. 6d. and there is an entrance fee of 5s. Junior Members are entitled to receive: (a) An enamel lapel or brooch badge, (b) A membership card, (c) The B.A.R.C. NEWS, (d) The right to apply for admission for themselves and their friends to B.A.R.C. private Members' Meetings at many racing circuits, (e) The right, on reaching the age of 17, to transfer to full membership of the Club without payment of the normal entrance fee of £1 1s. An enrolment form will be sent on request.

Starting Grid



## Starting Grid and Lap Chart for Event 3

## The Wills Sports Car Race

Continued from page 22

Over 2500 c.c. class:  
 1st..... 2nd..... 3rd..... 4th.....  
 Winner's Speed.....m.p.h. Fastest Lap: Car No.....at.....m.p.h.

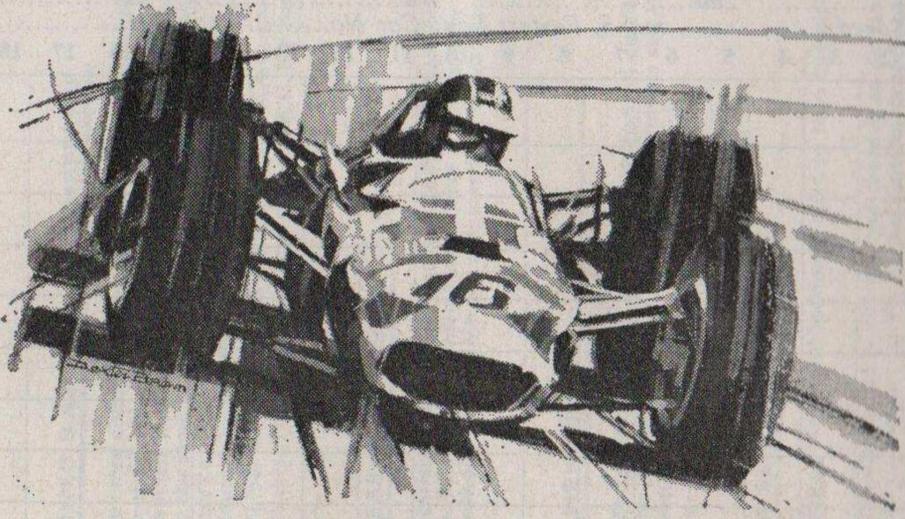
1601-2500 c.c. class:  
 1st..... 2nd..... 3rd..... 4th.....  
 Winner's Speed.....m.p.h. Fastest Lap: Car No.....at.....m.p.h.

1151-1600 c.c. class:  
 1st..... 2nd..... 3rd..... 4th.....  
 Winner's Speed.....m.p.h. Fastest Lap: Car No.....at.....m.p.h.

Up to 1150 c.c. class:  
 1st..... 2nd..... 3rd..... 4th.....  
 Winner's Speed.....m.p.h. Fastest Lap: Car No.....at.....m.p.h.

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# The BRITISH AUTOMOBILE RACING CLUB



**"MOTOR RACING  
AT ITS BEST"**

**WHATEVER YOUR INTEREST IN THE SPORT OF  
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CIATED SPORTING ACTIVITIES OF THE MOTORING  
ENTHUSIAST, YOU WILL BENEFIT BY BEING A  
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**SUTHERLAND HOUSE, 5-6 ARGYLL ST.,**

**LONDON, W.1.**

**GERrard 2533**

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8 6 19 14  
33 24  
440  
25-38 22

## Event 5

## BARC EASTER TROPHY SALOON CAR RACE

**Start  
4.30 p.m.**

(20 LAPS)

No.	Entrant and Driver	Car	c.c.	Colour
<b>Over 2000 c.c. class:</b>				
1	Robert Asheroft Racing Ltd. (Driver: Peter Gethin)	Chevrolet Camaro	5300	Blue
2	Hugh Dibley	Chevrolet Camaro	5300	Green
3	Sir Gawaïne Baillie (Driver: Brian Muir)	Ford Falcon	4727	Blue
4	Alan Mann Racing Ltd. (Driver: Frank Gardner)	Ford Falcon	4727	Red/Gold
5	Roy Pierpoint	Ford Falcon	4727	White/Red
6	Richard Bond	Ford Falcon	4727	Red/Gold
7	D.R. Racing Division (Driver: Jack Oliver)	Ford Mustang	4727	White/Red
8	Curtis Speed Racing Team (Driver: Robin Smith)	Ford Mustang	4727	White/Red
9	Bryan Thomson Racing (Australia) (Driver: Bryan Thomson) (6th Reserve)	Ford Mustang	4727	Green/Gold
<del>10</del>	<del>Autodelta S.p.A. (Driver: To be nominated)</del>	<del>Alfa Romeo Giulia G.T.A.</del>	<del>2198</del>	<del>Red</del>
<del>11</del>	<del>Autodelta S.p.A. (Driver: To be nominated)</del>	<del>Alfa Romeo Giulia G.T.A.</del>	<del>2198</del>	<del>Red</del>
<b>1301-2000 c.c. class:</b>				
12	Team Lotus Ltd. (Driver: Graham Hill)	Ford Lotus Cortina	1598	White
14	Team Lotus Ltd. (Driver: To be nominated)	Ford Lotus Cortina	1598	White
15	Brian Newton	Ford Lotus Cortina	1594	White/Gold
<del>16</del>	<del>W. F. Vaughan (1st Reserve)</del>	<del>Ford Lotus Cortina</del>	<del>1558</del>	<del>White/Green</del>
17	Vic Elford	Porsche 911	1991	Red
18	Willie Green (Driver: Entrant or John Wales) (7th Reserve)	B.M.W. 2000 Tisa	1991	Red
<b>1001-1300 c.c. class:</b>				
19	The Cooper Car Company Ltd. (Driver: John Rhodes)	Morris Cooper 'S'	1275	Green/White
20	The Cooper Car Company Ltd. (Driver: John Handley)	Morris Cooper 'S'	1275	Green/White
<del>21</del>	<del>Vitafoam Developments (Driver: Tony Fall)</del>	<del>Morris Cooper 'S'</del>	<del>1293</del>	<del>Blue</del>
22	Vitafoam Developments (Driver: Harry Ratcliffe)	Morris Cooper 'S' s/c	1285	Blue
23	Don Moore (Driver: Timo Makinen)	Morris Cooper 'S'	1275	Green/White
24	Alexander Engineering Company Ltd. (Driver: Chris Montague)	Morris Cooper 'S'	1293	Blue/White
25	Gordon Spice	Morris Cooper 'S'	1293	Blue/White
<del>26</del>	<del>John Lewis</del>	<del>Morris Cooper 'S'</del>	<del>1298</del>	<del>Red/Black</del>
27	Mac Ross (2nd Reserve)	Morris Cooper 'S'	1293	Gold/Black
28	Phil De Banks	Morris Cooper 'S'	1293	Red/Black
29	Equipe Arden (Driver: Steve Neal)	Austin Cooper 'S'	1293	Blue/Silver
30	McKechnie Racing Organisation (Driver: Barrie Williams)	Austin Cooper 'S'	1293	Blue
31	David Buckett (5th Reserve)	Austin Cooper 'S'	1293	Grey/White
<del>32</del>	<del>William Shaw (4th Reserve)</del>	<del>Austin Cooper 'S'</del>	<del>1293</del>	<del>Maroon/Silver</del>
33	Superspeed Conversions Ltd. (Driver: Mike Young)	Ford Anglia	1293	Red
34	Superspeed Conversions Ltd. (Driver: Nick Brittan)	Ford Anglia	1293	Red
<b>Up to 1000 c.c. class:</b>				
37	Alan Fraser Racing Team (Driver: Bernard Unett)	Hillman Imp	998	Blue/White
38	Alan Fraser Racing Team (Driver: Tony Lanfranchi)	Hillman Imp	998	Blue/White
39	Paul Emery (Driver: Bill McGovern)	Hillman Imp	998	Black/Yellow

Entries continue on page 31 together with Results, Lap Chart and Starting Grid.

# MALLORY PARK

## SUNDAY 14th MAY, 2.30 p.m.

# INTERNATIONAL 'GUARDS TROPHY'

## BRITISH CHAMPIONSHIP RACE FOR EUROPEAN FORMULA RACING CARS



Organised by the B.R.S.C.C. Sponsored by the makers of Guards cigarettes.

Practice from 2 p.m. Saturday and from 9.45 a.m. Sunday

RESERVED ENCLOSURES: 20/- Adults, GRANDSTANDS and Paddock each 10/- extra. PARKING FREE. CHILDREN FREE.

SUPPORTING EVENTS FOR TOURING AND GRAND TOURING CARS

Mallory Park Circuit Ltd., Kirkby Mallory, Leicester. Tel: Earl Shilton 3306

Off the A.47 and A.447 between Hinckley and Leicester. Within easy reach of all parts of the Midlands and only 7 miles from the M.1.

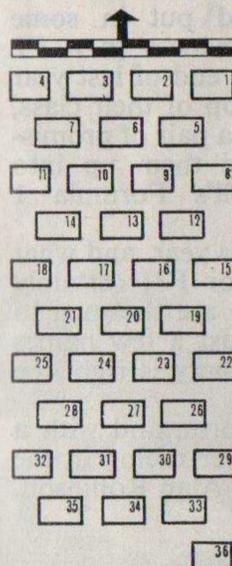
Continued from page 29

40	Paul Emery (Driver: Michael Brandon)	Hillman Imp	998	Black/Yellow
41	Robert Driver (Driver: Peter Gaydon)	Hillman Imp	998	Red/White
42	Team Broadspeed (Driver: John Fitzpatrick)	Ford Anglia	997	Maroon/Silver
43	Team Broadspeed (Driver: Anita Taylor)	Ford Anglia	997	Maroon/Silver
44	McKechnie Racing Organisation (Driver: Chris Lambert)	Ford Anglia	997	Blue
45	John Aley (Driver: Paul Hughes)	Fiat Abarth 1000 Berlina	982	White
46	Sidney Greene (Driver: Ian Bax) (3rd Reserve)	Austin Cooper 'S'	970	Maroon/Silver

### Lap Chart and Starting Grid for Event 5

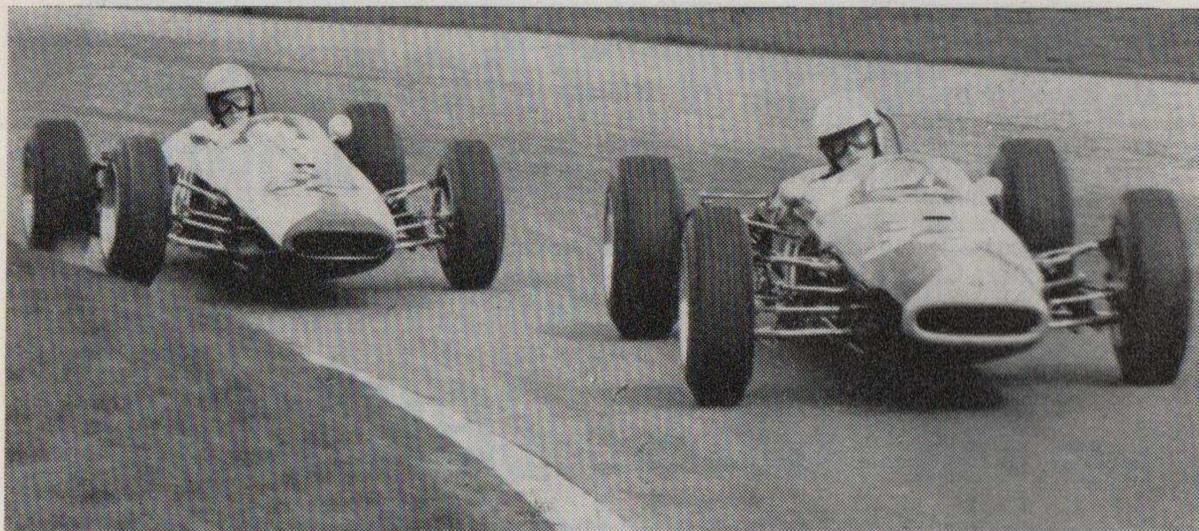
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#### Starting Grid



#### RESULTS. EVENT 5

<b>Overall:</b>	1st .....	2nd .....
	3rd .....	Fastest Lap .....
	Winner's Speed .....	m.p.h.
<b>Over 2000 c.c. class:</b>	1st .....	2nd .....
	3rd .....	Fastest Lap .....
	Winner's Speed .....	m.p.h.
<b>1301-2000 c.c. class:</b>	1st .....	2nd .....
	3rd .....	Fastest Lap .....
	Winner's Speed .....	m.p.h.
<b>1001-1300 c.c. class:</b>	1st .....	2nd .....
	3rd .....	Fastest Lap .....
	Winner's Speed .....	m.p.h.
<b>Up to 1000 c.c. class:</b>	1st .....	2nd .....
	3rd .....	Fastest Lap .....
	Winner's Speed .....	m.p.h.



Chris Williams leads Chris Irwin at Goodwood Easter Monday last year.

## STARS OF TOMORROW

Looking down the entry list for the Wills Formula 3 race, you may be forgiven if only a handful or so names are even familiar. These are the stars of tomorrow, the young men who in the most junior class of international single-seater racing are battling with each other for recognition and promotion to Formula 2 and eventually Grand Prix racing itself. Formula 3 is probably the most highly competitive class of racing there is, and as a result, few must succeed. It is also the natural school for future Grand Prix stars, for no junior class of racing is more professional than Formula 3.

Formula 3 started in 1964, and is designed for "monoplace" (that means one seat) racing cars, powered by a production engine of not more than 1,000 c.c. un-supercharged. In an attempt to keep the cost within the bounds of reason, it is specified that only one carburettor be fitted, that the transmission must have just four forward gears and reverse, and that the weight must be no lighter than 400 Kgs. unladen.

Development costs, material and the highly specialised technicians needed for building and maintaining racing cars, have regrettably pushed the cost sky-high, till now a F3 car "ready to go" costs well in excess of two thousand pounds.

In the first year of F3, Scotland's Jackie Stewart leapt to prominence, sweeping literally all before him in a Cooper-B.M.C. Now of course Jackie is a regular Grand Prix contender for top honours, thanks to his early days in F3.

1965 saw a gaggle of prominent new names emerge, amongst them, Jean-Pierre Beltoise of France and home drivers Chris Irwin and Piers Courage. The former

by  
Paul  
Watson

really put France back on the racing map, and last year was upgraded to F2. Irwin and Courage spent most of 1966 consolidating their '65 form within the bounds of F3, although Irwin did put in some surprisingly fine performances in a F2 Brabham-Honda. By the end of last year both were right at the top of their class, and B.R.M., looking for a pair of promising newcomers, snapped them up into theirs and Tim Parnell's Formula 1 team's.

And so we come to this year, and what may be the best ever for F3; certainly 1967 is wide open. Who are the men to watch? Well, here are just a few names that should if the machinery is right, be up there in front.

Right on top of his form, and with a successful season of winter racing in the Argentine behind him, is Alan Rollinson.

Already a winner this season, Alan has the advantage of an almost unbroken twelve months racing, while his rivals have not raced seriously for almost five long months. Alan drives for wealthy farmer Frank Lythgoe.

Peter Gethin, a driver of tremendous potential, was picked to represent England (with Irwin and Courage) in last year's European F3 Challenge. Peter has his on and off days, but Silverstone could well be an "on" day, and if so he will be hard to beat. Peter drives for Manchester sports car dealer Rodney Bloor, although he himself comes from Epsom.

Chris Williams is a driver highly respected by all his rivals. Noted for his relaxed and smooth style, for the immaculate preparation of his cars; the black and gold colours of independent driver Chris Williams from Shere, Surrey, will undoubtedly be in the leading pack.

Motor Racing Stables, who offer schooling to those who want to learn to race, have one of their star tutors entered today—Tony Lanfranchi. This Yorkshire renegade can drive anything from a Mini to a Formula 1 car, a fact that will doubtless pay-off in today's race.

Derek Bell, farmer and director of a large caravan site near Bognor Regis, is a driver everyone will fear. Last year Derek had rotten luck with a Lotus, but this season has joined the newly formed Felday team as their star driver in a Brabham. Derek is in cracking form, and if the pundits are proved right, then he and Rollinson should be joint favourites for this race.

Two "near veterans", but with a vast amount of single-seater experience, are Mike Beckwith and John "The Beard" Fenning. Mike takes the wheel of the Chequered Flag's highly promising DAF automatic transmission car, and John a

privately-owned Brabham. Both have all the skill and determination to win this race.

John Cardwell is probably one of the most underrated F3 drivers of today. A real trier, he had shocking luck last year, but persevering with a Lotus 41, he will once more be trying to tumble the many Brabham's. Another Lotus is entered for John Miles, son of actor Bernard Miles. This is John's first season in single-seaters, but if his record over the past two years with Diva's and Elan's is anything to go by, then we can expect fireworks from this young man.

Another new man to join the ranks of top F3 pilots, is Mike Walker. Mike was a late developer, and after an indifferent start to the '66 season, he shot to prominence during the latter months, and has maintained this form during the first few club races of the '67 season.

These then are the top F3 names here today; but there are others too, any one of which might pull a surprise out of the bag. Men like John Hine, Morris Nunn, Rollo Feilding and Clive Baker.

A special welcome should go out to our overseas visitors, Prince Adan Czartoryski from Spain, Mervyn Wingfield from the Republic of Ireland, Mac Daghorn from the tiny holiday island of Jersey and Howden Ganley from New Zealand.

Jack Brabham must be a proud man to see no fewer than twenty-five of his cars entered, and likewise Ford's, whose engines, modified either by Cosworth or Holbay, power every one of the forty-car entry. The big question is, can the Lotus and DAF minority tumble the overpowering Brabham opposition. Whatever the answer, Messrs. W. D. & H. O. Wills must surely have more than one driver/customer after this breathtaking race.

Formula 3s fight it out at BARC Silverstone Meeting.





*A Ford G.T.40 similar to the nine entered here today.*

The Wills Sports Car Race starting at 2.20 p.m. this afternoon should be a really exciting 20-laps. The words Sports Car is probably a little confusing, as the cars you will be seeing in this event have been known in the past as Grand Touring Cars, but this year the name has been changed. There must have been fifty cars built of the same model to be eligible to race under the new Group 4 sports cars rules.

\* \* \*

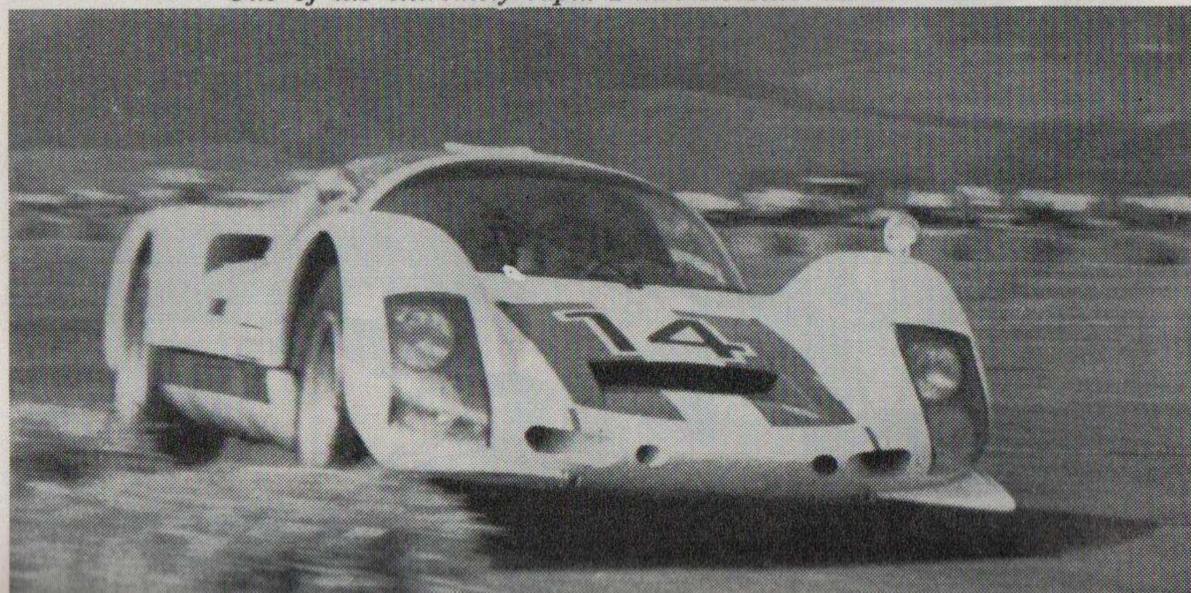
Obviously the big Ford GT40's will provide most of the spectacle, and with Grand Prix driver Denny Hulme at the wheel of the car entered by Sidney Taylor this is one which will probably lead the field. Other drivers in the eight similar cars entered who could provide a win are Michael Salmon and Paul Hawkins, who hails from Australia and has considerable racing experience in virtually every type of car, including Formula 1.

\* \* \*

The main threat to the Fords will, of course, come from the Italian Ferraris.

David Piper will be driving his own green-painted 250 LM, and is one of the very best long-distance Sports and Grand Touring Car drivers with successes on circuits throughout the world, particularly in South Africa.

*One of the extremely rapid 2-litre Porsche Carrera 6s.*



Rollo Feilding, now the Earl of Denbigh, will be driving a car entered and owned by George Drummond. Feilding's late father was president of the Silverstone Circuit Club and often raced himself.

## JOTTINGS ON THE SPORTS CAR RACE

In the 2-litre class the Porsche Carrera 6's, whose engines are less than half the size of that of the Fords, could well prove a threat for overall honours. Michael de Udy is extremely experienced and very fast and currently holds the outright Grand Touring car record at Silverstone.

\* \* \*

A similar car has been entered for Gerhard Koch, the German Racing Champion, and it will be interesting to see how this driver performs on a circuit yet unknown to him.

\* \* \*

In the smaller classes there will be thirteen Lotus Elans and five Divas. These cars will provide a good duel of their own for class honours.

## BEHIND THE SCENES



*General Manager, Bob Clarke*

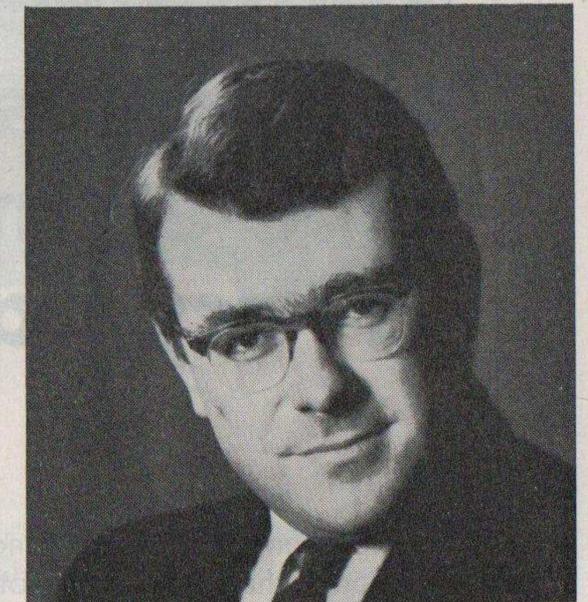
I wonder how many of you spectators realise just how much is involved in organising a race of today's calibre, and in particular the two people who are mainly responsible.

It all started many months ago with the booking of the circuit for an International meeting. Once this was done the race programme had to be discussed. Consideration must be given so that events appeal to spectators and competitors alike. To attract the big drivers a Formula 2 race was agreed to be the main attraction.

Public admission, publicity and advertising comes next, the printing and distribution of posters, the arranging of TV and radio coverage, the catering facilities for the public and, in fact, all the administration details which have to be completed before the day are left in the very capable hands of the B.A.R.C.'s General Manager, Bob Clarke. No doubt his hurried breakfast this morning would be eaten with crossed fingers wondering if he has arranged enough gatekeepers, if parking plans are adequate and if the weather is fine enough to attract the big crowd which is needed to warrant the vast amount of work which has gone into making this day possible.

From the competitors angle, regulations and entry forms have to be drawn up and sent out to all the prospective

entrants. The major works racing teams have to be contacted and negotiations take place for entries, expenses, starting money and drivers contracted to appear. This side of things is left to Grahame White, the Club's Competition Manager. On race day Grahame becomes the all important Clerk of the Course. For those of you new to this game—the clerk of the course is rather like a headmaster sometimes called upon to reprimand drivers who step out of line and marshals who are not quite with it. But before the C. of C.'s armband is donned there is the endless paperwork—collating entries for the programme pages and entry lists for competitors, wording additional regulations, preparing practicable scrutineering and practice times and many other details to make sure that the jigsaw puzzle all fits on the day. To help ensure this, all officials are hand chosen and circulated with details and instructions on their various jobs. All marshals, be they flag, fire, course, paddock, start line or observers, or the all important doctors, are completely voluntary, and without



*Competitions Manager, Grahame White*

their enthusiasm and love of motor racing (and a mad passion to leave home at an unearthly hour) this event would not be possible.

So please remember Mr., Mrs. or Miss Spectator that this feast of motor racing would not have been possible without the full co-operation of all these back-room boys and girls, and there are some 250 of them here today, who, it could be said, are dedicated to putting on a show for you.

**Do you define a sports car as having two seats, a high-powered engine, a racy Italian name and costing at least £2000?**

**Then here's one that seats five, does 108 mph and costs only £1068. (We even give it a racy Italian name.)**

Some define the new Cortina Lotus as a racing car disguised as a family saloon. Others say it's the other way round. Both definitions fit it exactly. New Cortina Lotus gives you a family-size saloon with rally car performance. The 1558 cc twin overhead camshaft engine fed by double twin-choke Weber carburettors accelerates from 0-60 in 10.4 seconds and develops a top speed of 108 mph. All this power is kept well in hand by radial ply tyres on 5½ J rims, servo-assisted brakes all round, anti-roll bar, radius arms, lowered suspension and all-synchromesh gearbox. Cortina Lotus holds its own on road or track. For looks and comfort it can't be beaten. Upholstered and trimmed in Cirrus 200. Deep-pile carpeted door-to-door. Contoured bucket front seats, spacious back seat. 'Aeroflow' ventilation

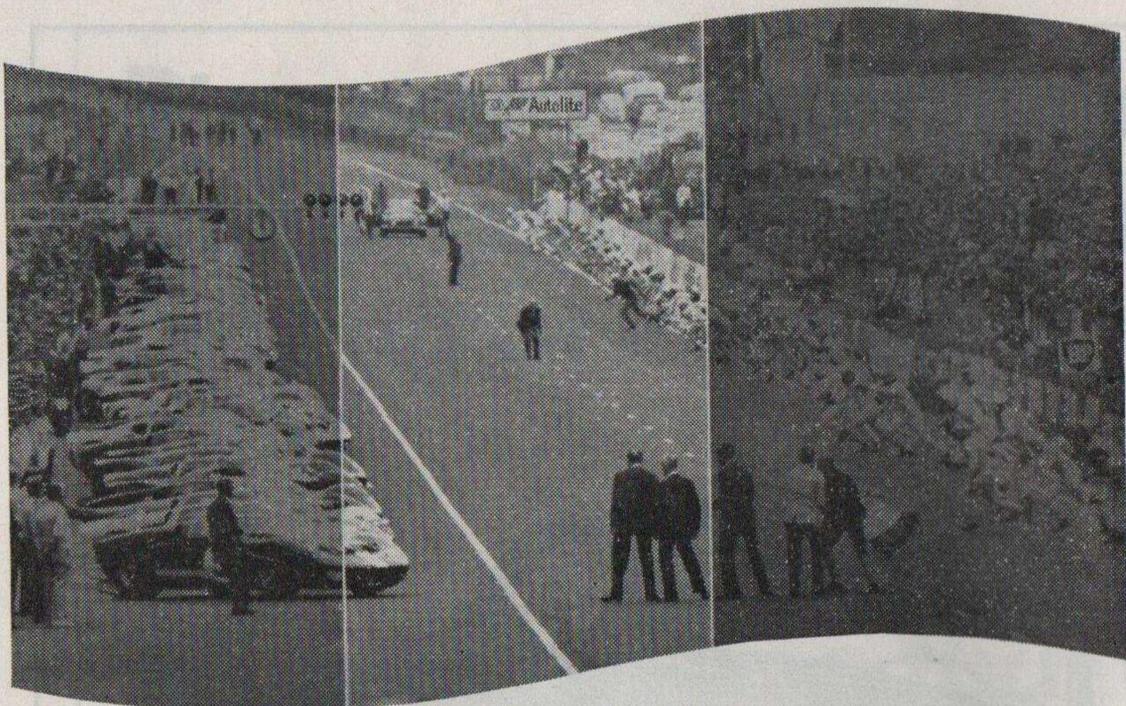


freshens the air every 40 seconds. Full 'Gear'—wide range of special Cortina Lotus racing and rallying equipment available from the Ford Competitions Department. Recommended delivered price (including p.t.) £1,068\* New Cortina Lotus—the car you can drive from A to B, or Start to finish.

\*(This price does not apply in Northern Ireland.)

**New Cortina Lotus**





# 24 Heures du Mans

see this great motoring spectacle - **FREE**

There are 6 all-inclusive tickets-for-two for Le Mans '67 going FREE! Where? In the Ford Performance Car Competition which lasts from March 15th to May 20th. Anyone who orders a car from the Ford Performance Range on or between these dates automatically qualifies for entry in the competition. You can get full details from your local Ford Dealer. The competition is quite simply an interesting test of your knowledge of performance cars.

Even if you don't order a car now you can still enter the competition and win one of 100 runner-up prizes - a copy of the lavishly illustrated Auto-course '67 and an exciting LP of Le Mans '66 where Ford GT's scooped all first three places.

Make a Le Mans start for your local Ford Dealers and book your trip to Le Mans now by ordering a GT or Lotus version of the exciting New Cortina or a new Corsair with the 2-litre V4 performance engine.



## The W. D. & H. O. Wills Trophy Race

The main event of the day is for Formula 2 Racing Cars and will be run in two halves, each of 20 laps, with the accumulative time counting towards the overall results. To the overall winner will go the W. D. & H. O. Wills Trophy. Prize money is on a scale in accordance with the European Challenge Championship series and the R.A.C. Racing Car Championship of Great Britain. The European Challenge Championship is for non-classified drivers only. Classified drivers are those who have gained points in the Formula 1 Championship events or who have been placed in the first three finishers on two occasions in the Prototype Sports Car Championship events. Each of the classified drivers will have a star on the side of his car.

First, £250; Second, £150; Third, £100; Fourth, £75; Fifth, £50; Sixth, £25.

In addition to these awards separate awards will be made to drivers who are not included in the F.I.A. list of classified drivers for 1967. These awards are as follows:-

Highest placed non-classified driver £500.

2nd. £350	5th. £275	8th. £220
3rd. £325	6th. £250	9th. £210
4th. £300	7th. £230	10th. and below £200

## The Wills Formula 3 Race

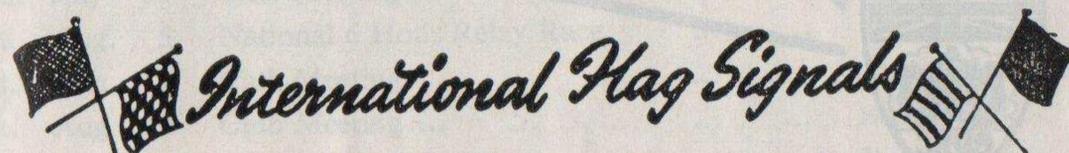
First, £100 and the Wills Formula 3 Trophy; Second, £85; Third, £70; Fourth, £55; Fifth, £40; Sixth, £30; Seventh, £20; Eighth, £10.

## The Wills Sports Car Race

First (irrespective of class) £50 and the Wills Sports Car Trophy. In each class: First, £20; Second, £15; Third, £10.

## B.A.R.C. Easter Trophy Saloon Car Race

First (irrespective of class) £50 and the B.A.R.C. Easter Trophy. In each class: First, £20; Second, £15; Third, £10.



**Red:** Signal for complete and immediate stop.

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

**Yellow (Steady):** Take care, danger.

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

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

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

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

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

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

The Union Jack will be used for starting the races.

FORMULA I  
RACE

SALOON CAR  
RACE

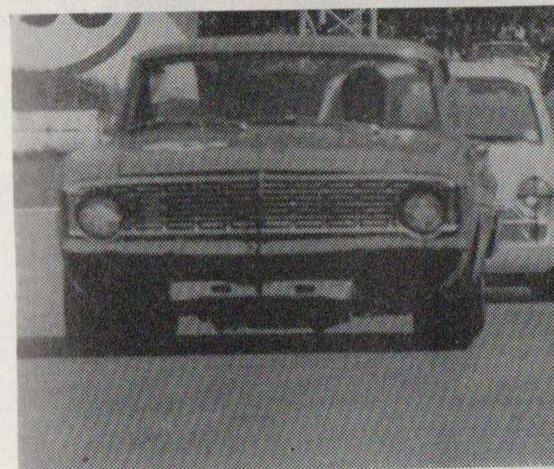
SPORTS CAR  
RACE

FORMULA III  
RACE

HISTORIC  
CAR  
RACE



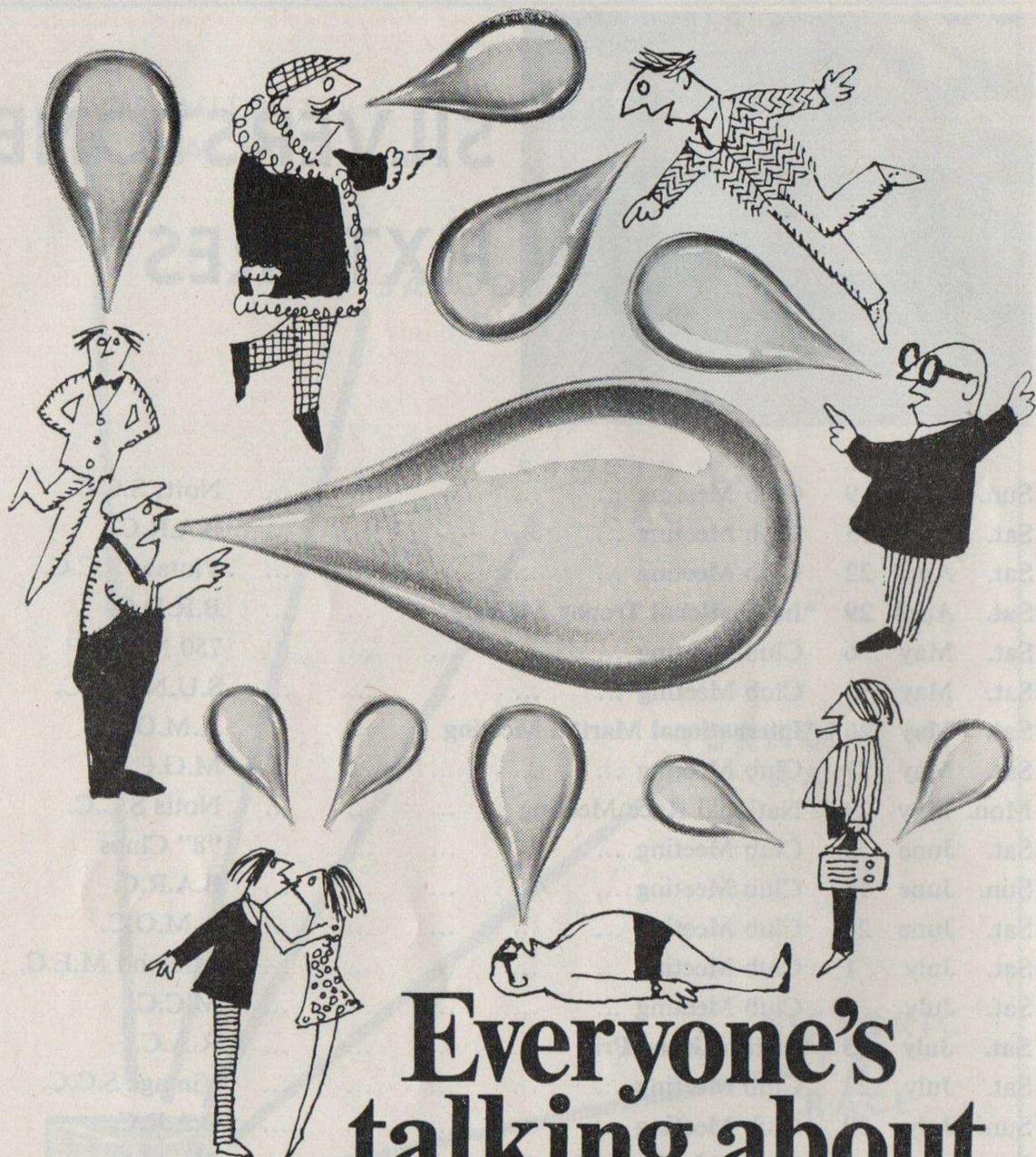
**19th INTERNATIONAL TROPHY  
SILVERSTONE  
29th APRIL 1967**



**SILVERSTONE  
FIXTURES**

Sun.	April	9	Club Meeting ... ..	Notts S.C.C.
Sat.	April	15	Club Meeting ... ..	B.A.R.C.
Sat.	April	22	Club Meeting ... ..	Vintage S.C.C.
Sat.	April	29	<b>*International Trophy Meeting</b>	B.R.D.C.
Sat.	May	6	Club Meeting ... ..	750 M.C.
Sat.	May	13	Club Meeting ... ..	S.U.N.B.A.C.
Sat.	May	20	<b>*International Martini Meeting</b>	A.M.O.C.
Sat.	May	27	Club Meeting ... ..	M.G.C.C.
Mon.	May	29	National Race Meeting	Notts S.C.C.
Sat.	June	3	Club Meeting ... ..	"8" Clubs
Sun.	June	18	Club Meeting ... ..	B.A.R.C.
Sat.	June	24	Club Meeting ... ..	A.M.O.C.
Sat.	July	1	Club Meeting ... ..	Midland M.E.C.
Sat.	July	8	Club Meeting ... ..	M.C.C.
Sat.	July	15	<b>*British Grand Prix</b>	R.A.C.
Sat.	July	23	Club Meeting ... ..	Vintage S.C.C.
Sun.	July	30	Club Meeting ... ..	B.A.R.C.
Sat.	Aug.	5	National 6 Hour Relay Race	750 M.C.
Sat.	Aug.	12	Club Meeting ... ..	Austin-Healey C.C.
Sat.	Aug.	19	Club Meeting ... ..	Bentley D.C.
Sat.	Aug.	26	National Race Meeting	Jaguar D.C.
Mon.	Aug.	28	Club Meeting ... ..	Notts S.C.C.
Sat.	Sept.	2	Club Meeting ... ..	S.U.N.B.A.C.
Sat.	Sept.	9	Club Meeting ... ..	Peterborough M.C.
Sat.	Sept.	16	Club Meeting ... ..	M.G.C.C.
Sun.	Sept.	24	Club Meeting ... ..	Notts S.C.C.
Sat.	Sept.	30	Club Meeting ... ..	North Staffs. M.C.
Sat.	Oct.	7	Club Meeting ... ..	B.A.R.C.
Sat.	Oct.	14	<b>*Clubmen's Championship Meeting</b>	B.R.D.C.

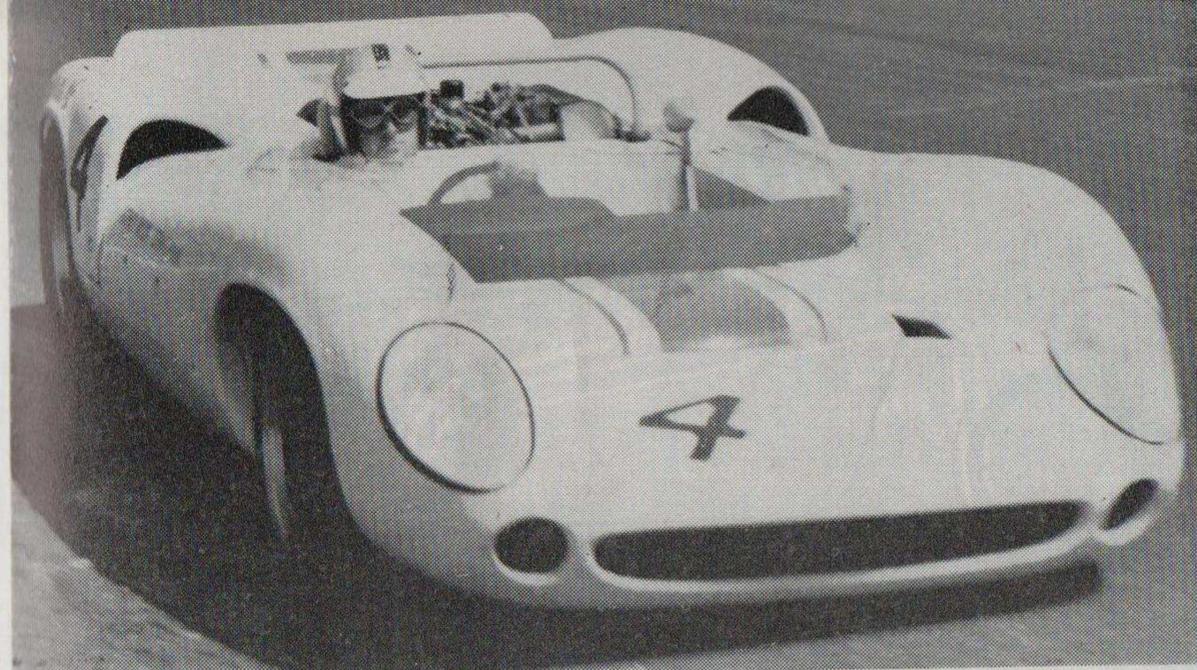
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Denny Hulme driving Sidney Taylor's Lola T70. This is the car in which he holds the outright lap record for the Silverstone circuit.

## SILVERSTONE LAP RECORDS

### OUTRIGHT RECORD:

D. Hulme (Lola T70), 1 min. 28.2 sec., 118.66 m.p.h.

### FORMULA 1 RECORD:

J. Brabham (Repcos Brabham), 1 min. 29.8 sec., 117.34 m.p.h.

### FORMULA 3 RECORD:

J. Fenning (Brabham Ford), 1 min. 39.8 sec., 105.58 m.p.h.

### SALOON CARS:

750 to 1000 c.c.: J. Fitzpatrick (Ford Anglia), 1 min. 56.0 sec., 90.84 m.p.h.

1001 to 1300 c.c.: J. Rhodes (Austin Cooper), 1 min. 58.0 sec., 93.25 m.p.h.

1301 to 2000 c.c.: P. Arundell (Ford Lotus/Cortina), J. Ickx (Ford Lotus Cortina), 1 min. 48.0 sec., 97.57 m.p.h.

Over 2000 c.c.: B. Muir (Ford Galaxie), 1 min. 45.4 sec., 99.97 m.p.h.

### SPORTS CARS (GROUP 4):

Up to 1150 c.c.: Not yet established.

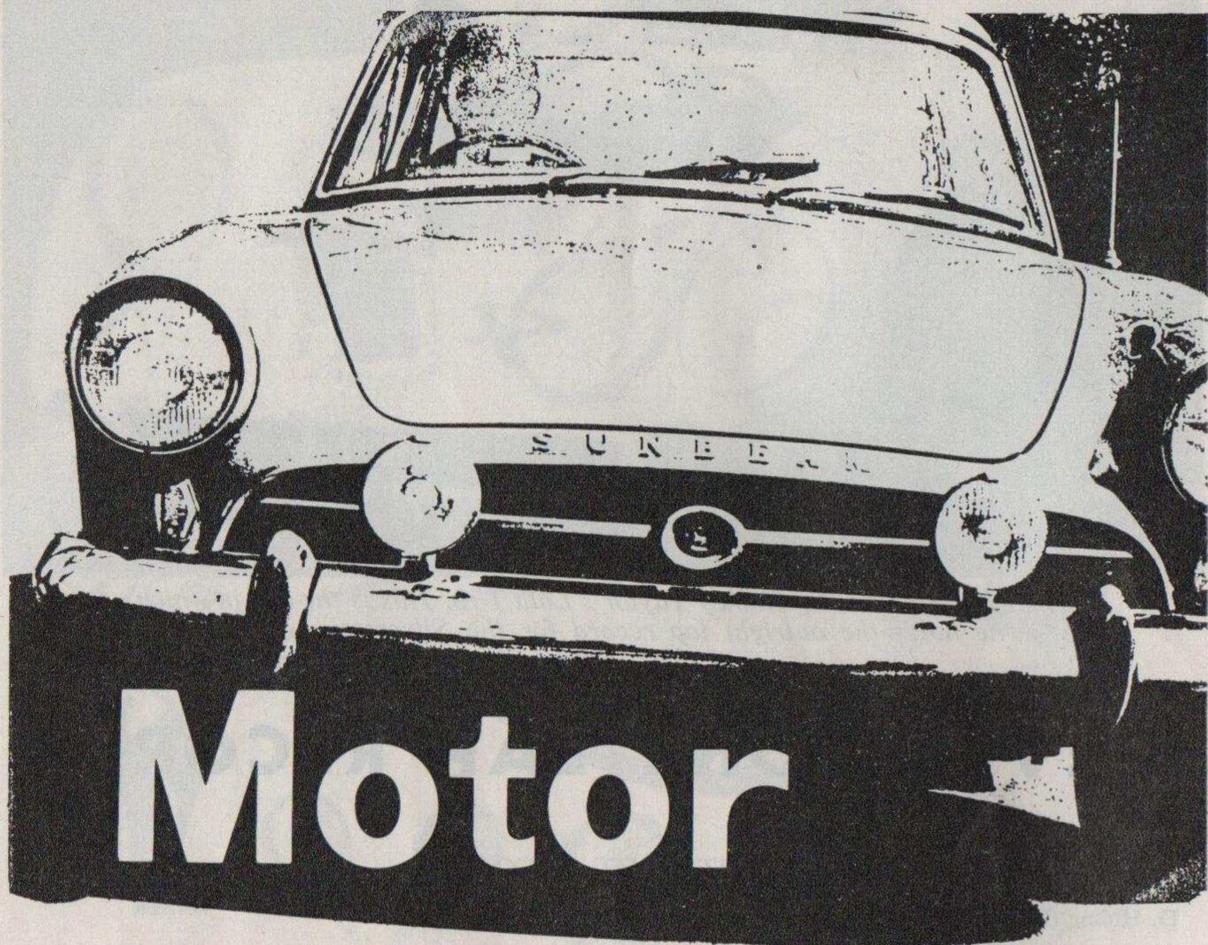
1151 to 1600 c.c.: Sir John Whitmore (Lotus Elan), 1 min. 48.0 sec., 97.57 m.p.h.

1601 to 2500 c.c.: M. de Udy (Porsche Carrera 6), 1 min. 40.0 sec., 105.37 m.p.h.

Over 2500 c.c.: Not yet established.

### FORMULA 2:

M. Costin (Brabham Climax), 1 min. 39.8 sec., 105.58 m.p.h. This is the fastest lap recorded by a Formula 2 car but not during a Formula 2 race, therefore it does not constitute a lap record.



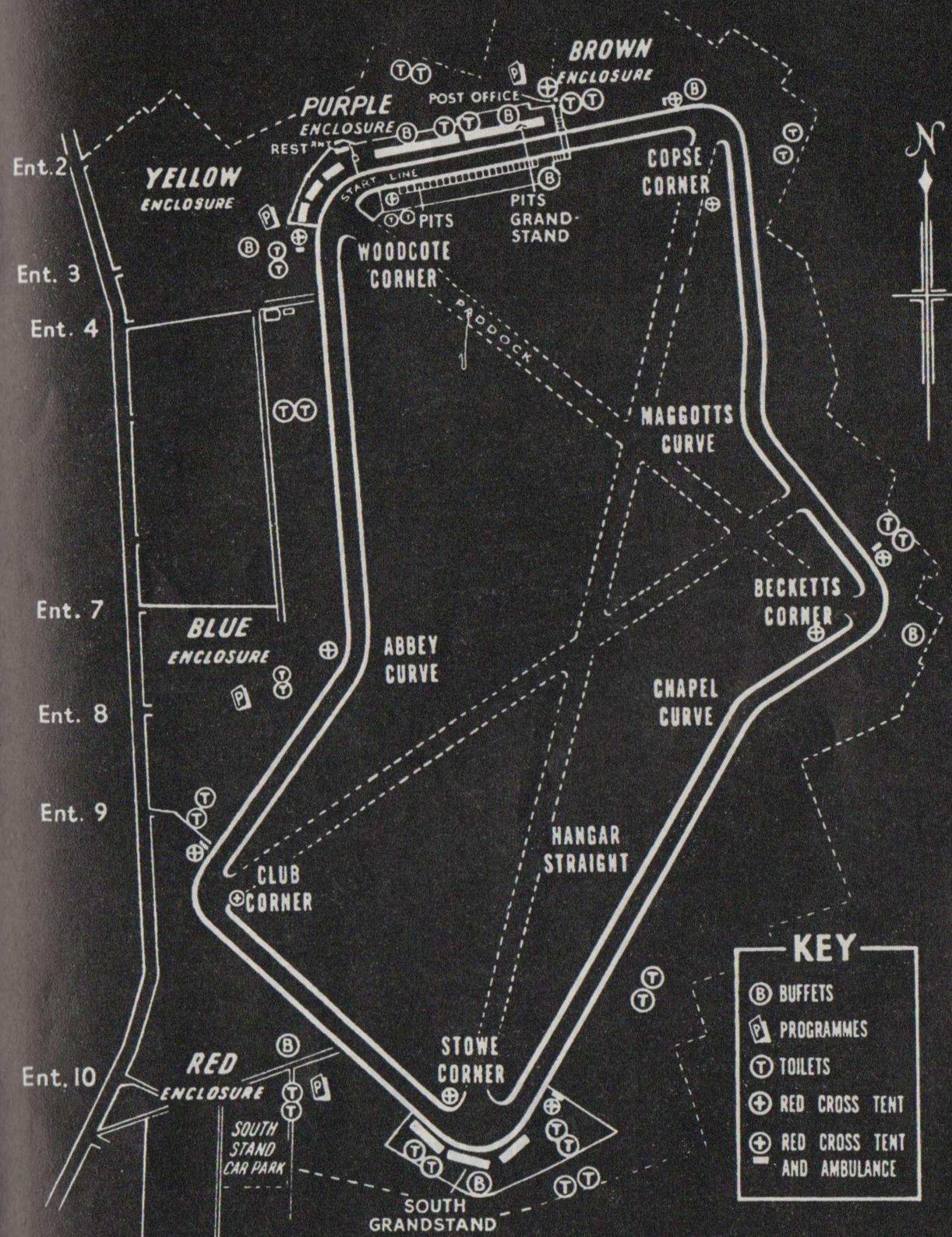
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RoSPA 52 Grosvenor Gardens, London, S.W.1

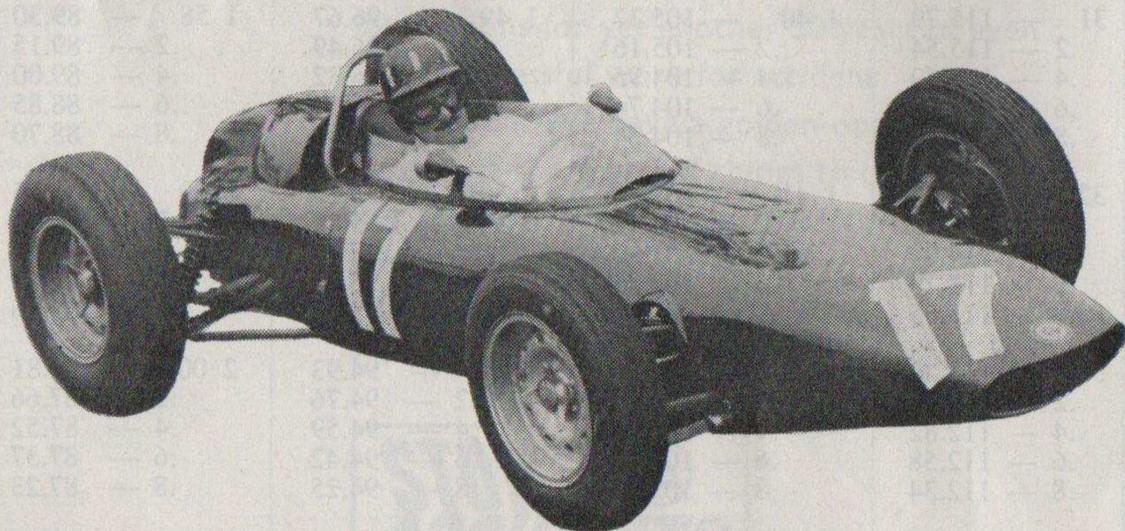
## Silverstone G.P. Circuit Lap Speed Table

1 lap = 2.927 miles

LAP TIME	SPEED						
M. S.	M.P.H.						
1 27 —	121.12	1 36 —	109.76	1 45 —	100.35	1 54 —	92.43
.2 —	120.84	.2 —	109.53	.2 —	100.16	.2 —	92.27
.4 —	120.56	.4 —	109.31	.4 —	99.97	.4 —	92.11
.6 —	120.29	.6 —	109.08	.6 —	99.78	.6 —	91.95
.8 —	120.01	.8 —	108.86	.8 —	99.60	.8 —	91.79
1 28 —	119.74	1 37 —	108.63	1 46 —	99.41	1 55 —	91.63
.2 —	119.47	.2 —	108.41	.2 —	99.22	.2 —	91.47
.4 —	119.20	.4 —	108.18	.4 —	99.03	.4 —	91.31
.6 —	118.93	.6 —	107.96	.6 —	98.85	.6 —	91.15
.8 —	118.66	.8 —	107.74	.8 —	98.66	.8 —	90.99
1 29 —	118.40	1 38 —	107.52	1 47 —	98.48	1 56 —	90.84
.2 —	118.13	.2 —	107.30	.2 —	98.29	.2 —	90.68
.4 —	117.87	.4 —	107.09	.4 —	98.11	.4 —	90.53
.6 —	117.60	.6 —	106.87	.6 —	97.93	.6 —	90.37
.8 —	117.34	.8 —	106.65	.8 —	97.75	.8 —	90.22
1 30 —	117.08	1 39 —	106.44	1 48 —	97.57	1 57 —	90.06
.2 —	116.82	.2 —	106.22	.2 —	97.39	.2 —	89.99
.4 —	116.56	.4 —	106.01	.4 —	97.21	.4 —	89.75
.6 —	116.30	.6 —	105.80	.6 —	97.03	.6 —	89.60
.8 —	116.05	.8 —	105.48	.8 —	96.85	.8 —	89.45
1 31 —	115.79	1 40 —	105.37	1 49 —	96.67	1 58 —	89.30
.2 —	115.54	.2 —	105.16	.2 —	96.49	.2 —	89.15
.4 —	115.29	.4 —	104.95	.4 —	96.32	.4 —	89.00
.6 —	115.03	.6 —	104.74	.6 —	96.14	.6 —	88.85
.8 —	114.78	.8 —	104.54	.8 —	95.97	.8 —	88.70
1 32 —	114.53	1 41 —	104.33	1 50 —	95.79	1 59 —	88.55
.2 —	114.29	.2 —	104.12	.2 —	95.62	.2 —	88.40
.4 —	114.04	.4 —	103.92	.4 —	95.45	.4 —	88.25
.6 —	113.79	.6 —	103.71	.6 —	95.27	.6 —	88.10
.8 —	113.55	.8 —	103.51	.8 —	95.10	.8 —	87.96
1 33 —	113.30	1 42 —	103.31	1 51 —	94.93	2 00 —	87.81
.2 —	113.06	.2 —	103.10	.2 —	94.76	.2 —	87.66
.4 —	112.82	.4 —	102.90	.4 —	94.59	.4 —	87.52
.6 —	112.58	.6 —	102.70	.6 —	94.42	.6 —	87.37
.8 —	112.34	.8 —	102.50	.8 —	94.25	.8 —	87.23
1 34 —	112.10	1 43 —	102.30	1 52 —	94.08	2 01 —	87.08
.2 —	111.86	.2 —	102.10	.2 —	93.91	.2 —	86.94
.4 —	111.62	.4 —	101.91	.4 —	93.75	.4 —	86.80
.6 —	111.39	.6 —	101.71	.6 —	93.58	.6 —	86.66
.8 —	111.15	.8 —	101.51	.8 —	93.42	.8 —	86.51
1 35 —	110.92	1 44 —	101.32	1 53 —	93.25	2 02 —	86.37
.2 —	110.68	.2 —	101.12	.2 —	93.08	.2 —	86.23
.4 —	110.45	.4 —	100.93	.4 —	92.92	.4 —	86.09
.6 —	110.22	.6 —	100.74	.6 —	92.76	.6 —	85.95
.8 —	109.99	.8 —	100.55	.8 —	92.59	.8 —	85.81

LAP TIME	SPEED						
M.S.	M.P.H.	M. S.	M.P.H.	M. S.	M.P.H.	M. S.	M.P.H.
2 03 —	85.67	2 06 —	83.63	2 09 —	81.68	2 12 —	79.83
.2 —	85.54	.2 —	83.50	.2 —	81.56	.2 —	79.71
.4 —	85.39	.4 —	83.36	.4 —	81.43	.4 —	79.59
.6 —	85.25	.6 —	83.23	.6 —	81.31	.6 —	79.47
.8 —	85.12	.8 —	83.10	.8 —	81.18	.8 —	79.35
2 04 —	84.98	2 07 —	82.97	2 10 —	81.06	2 13 —	79.23
.2 —	84.84	.2 —	82.84	.2 —	80.93	.2 —	79.11
.4 —	84.71	.4 —	82.71	.4 —	80.81	.4 —	78.99
.6 —	84.57	.6 —	82.58	.6 —	80.68	.6 —	78.87
.8 —	84.43	.8 —	82.45	.8 —	80.56	.8 —	78.75
2 05 —	84.30	2 08 —	82.32	2 11 —	80.44	2 14 —	78.64
.2 —	84.16	.2 —	82.19	.2 —	80.31	.2 —	78.52
.4 —	84.03	.4 —	82.07	.4 —	80.19	.4 —	78.40
.6 —	83.90	.6 —	81.94	.6 —	80.07	.6 —	78.29
.8 —	83.76	.8 —	81.81	.8 —	79.95	.8 —	78.17

## HEPOLITE LEADS!

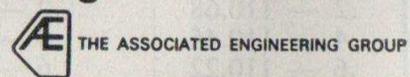


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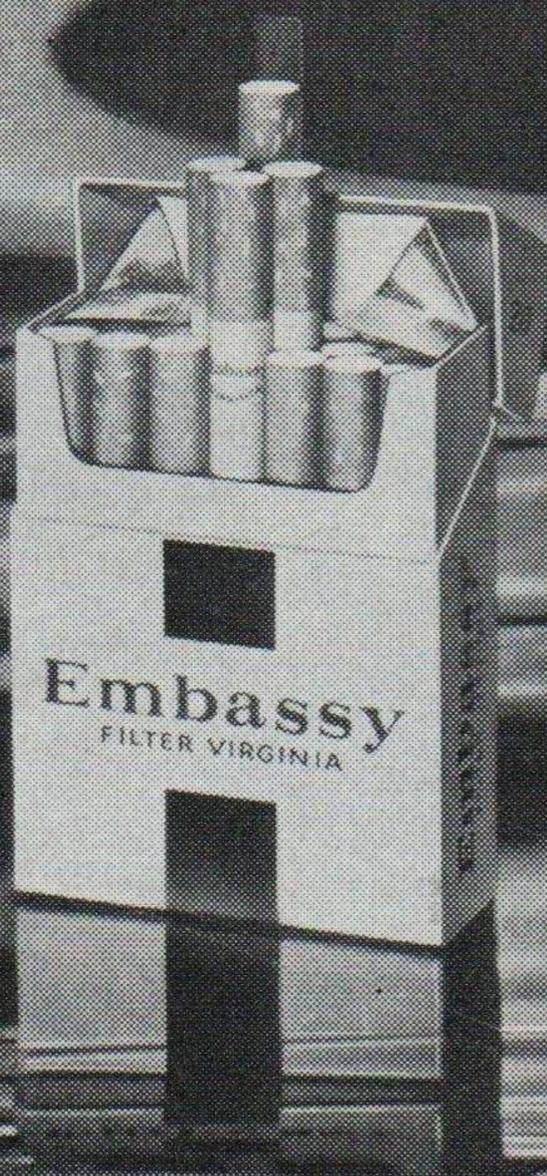
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