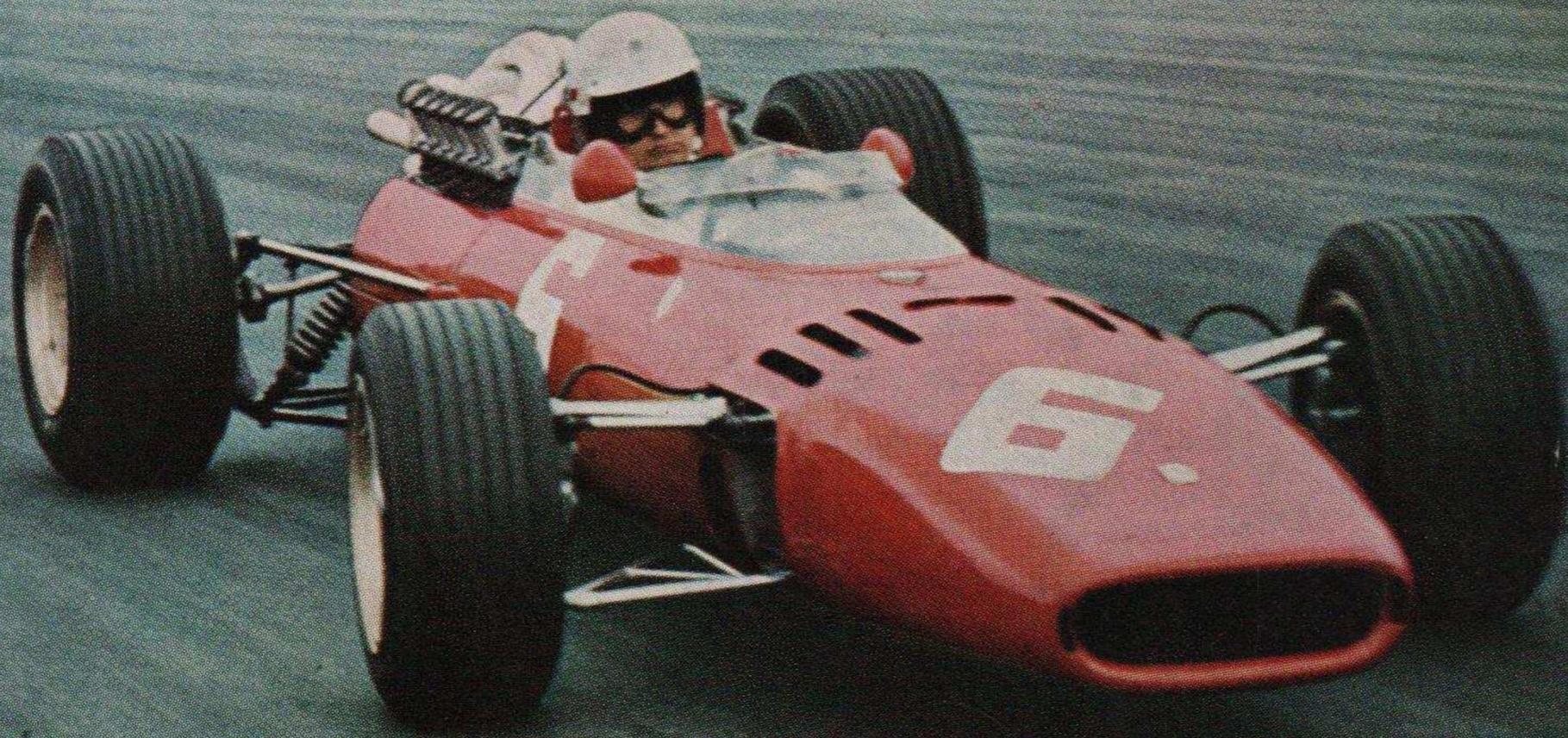


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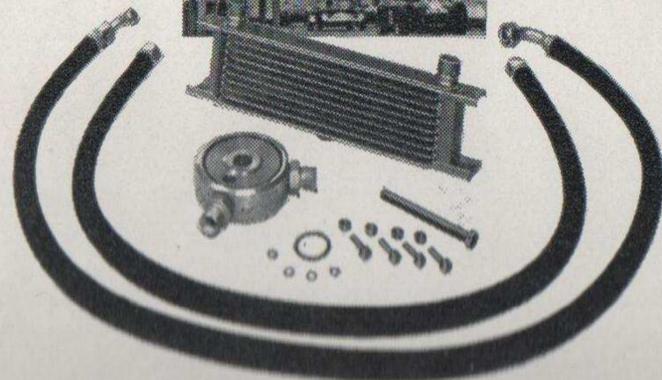
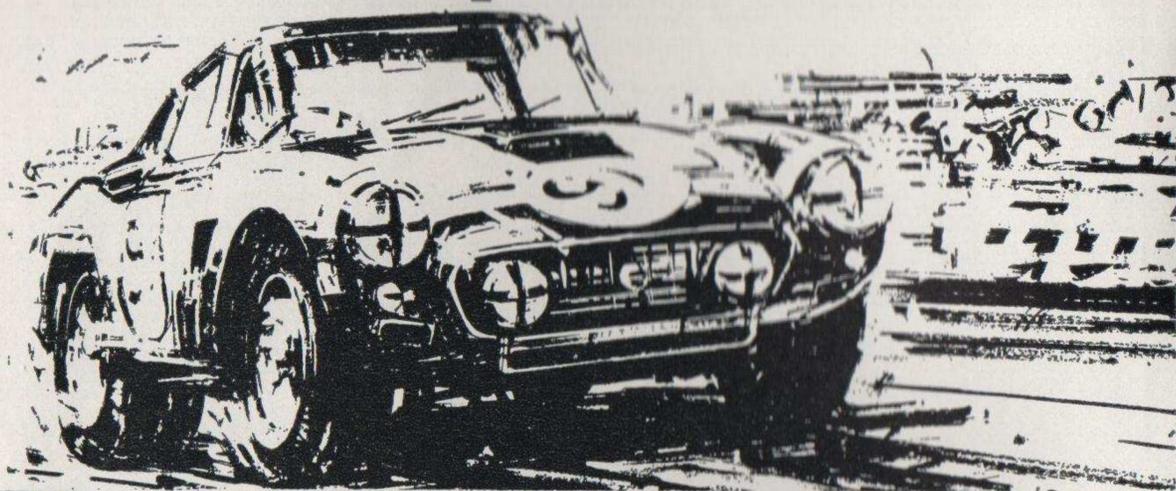
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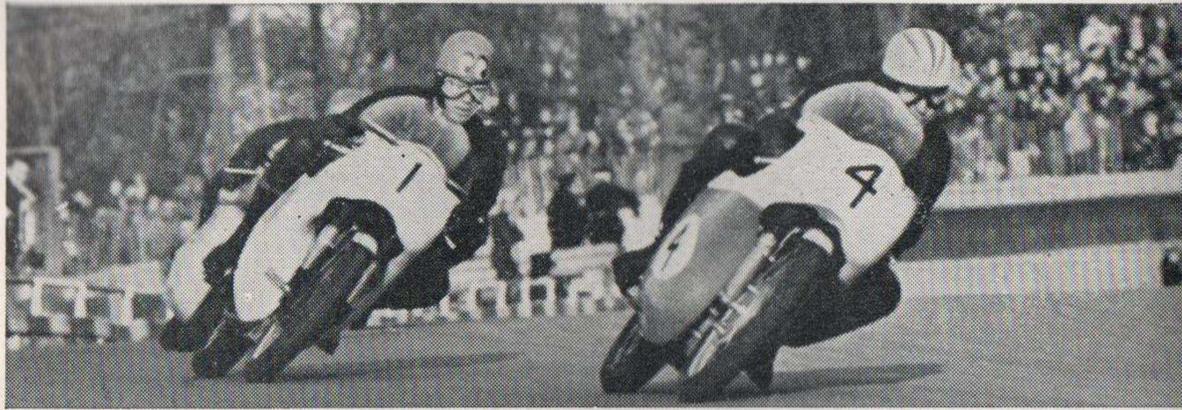
20th Royal Automobile Club

BRITISH GRAND PRIX

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Cover Photograph - Roger Slade

**International "Push-Rod" Trophy
 Race for Formula III Cars** 10.30 a.m.
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- 36 Entrants
- 37 Lap Score Chart

**The "W. D. & H. O. Wills" Trophy Race
 for Sports Cars (Group 4)** 11.30 a.m.

- 38 Entrants
- 39 Lap Score Chart

**The "Ovaltine" Trophy Race for
 Touring Cars (Group 5)** 12.30 p.m.

- 42 Entrants
- 43 Lap Score Chart

Historic Car Parade 1.30 p.m.

20th R.A.C. British Grand Prix 3.00 p.m.

- 44 Entrants
- 45 Lap Score Chart



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Foreword

Wilfrid Andrews

Chairman of the Royal Automobile Club

The R.A.C. British Grand Prix at Silverstone has a rather remarkable list of 'firsts' to its credit. When the race was last held here two years ago, we noted that it was the first time in the history of the British G.P. that Japanese 'works' cars had contested the honours.

Today is an even more noteworthy occasion. For the first time we have a World Champion Driver, Jack Brabham, who is also the world's leading Constructor.

Then there is an American entrant, Dan Gurney, who at Spa earlier this year became the first of our Transatlantic friends to win a Grand Prix in an American car. Which, incidentally, has given rise to speculation concerning the intriguing possibilities of Gurney wresting the Constructor's title from his old team-mate and chief, Brabham.

Team Lotus provide yet another 'first' because in the Dutch Grand Prix, the new Lotus-Ford became the first Post war British car to win a major G.P. on its racing debut.

Finally, this is the first time this year on a British circuit that all the principal Formula One contenders have been gathered together for the same race.

As I write, honours in the big events so far have been shared between Cooper-Maserati, Brabham-Repco, Lotus-Ford and the Anglo-American Eagle. Honda, B.R.M., Ferrari, McLaren and the others are not likely to let that situation continue if they can do anything about it.

So, in every way, today's racing should be worthy of the occasion.

I hope you will all enjoy it and I would like to express my appreciation of the assistance the R.A.C. has been given in organizing today's meeting by the owners of the Silverstone Circuit, the British Racing Drivers' Club, and by the *Daily Express*.

The Royal Automobile Club

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1st £100. 2nd £50. 3rd £25.

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2nd £70. 3rd £50.

In each class:

1st £100. 2nd £50. 3rd £25.

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THE 20th BRITISH GRAND PRIX



by BASIL CARDEW

of the "Daily Express"

The dramatic world championship battle of Grand Prix racing reaches its peak today at Silverstone. And what a thrilling peak it is.

Of the 11 world championship Formula 1 races in the international calendar, today's 245-mile race is sixth—marking roughly half-time in the leviathan struggle.

But it also registers another important juncture. For the

first time the British crowds will be seeing the three-litre Formula 1 cars at their full development stage. Till now these single-seat Grand Prix racers have been going through their teething troubles with engines, chassis, suspension and bodywork. But now they have reached their apex of performance.

And there are two further exciting developments which make the 20th RAC British Grand Prix the greatest racing spectacle of the year in this country.

The fantastically fast Lotus-Ford cars will be competing for the first time here—cars that cost £100,000 to design and build—and that great ace and former world champion Jim Clark will be making his first and probably his last public appearance this season on this side of the Channel.

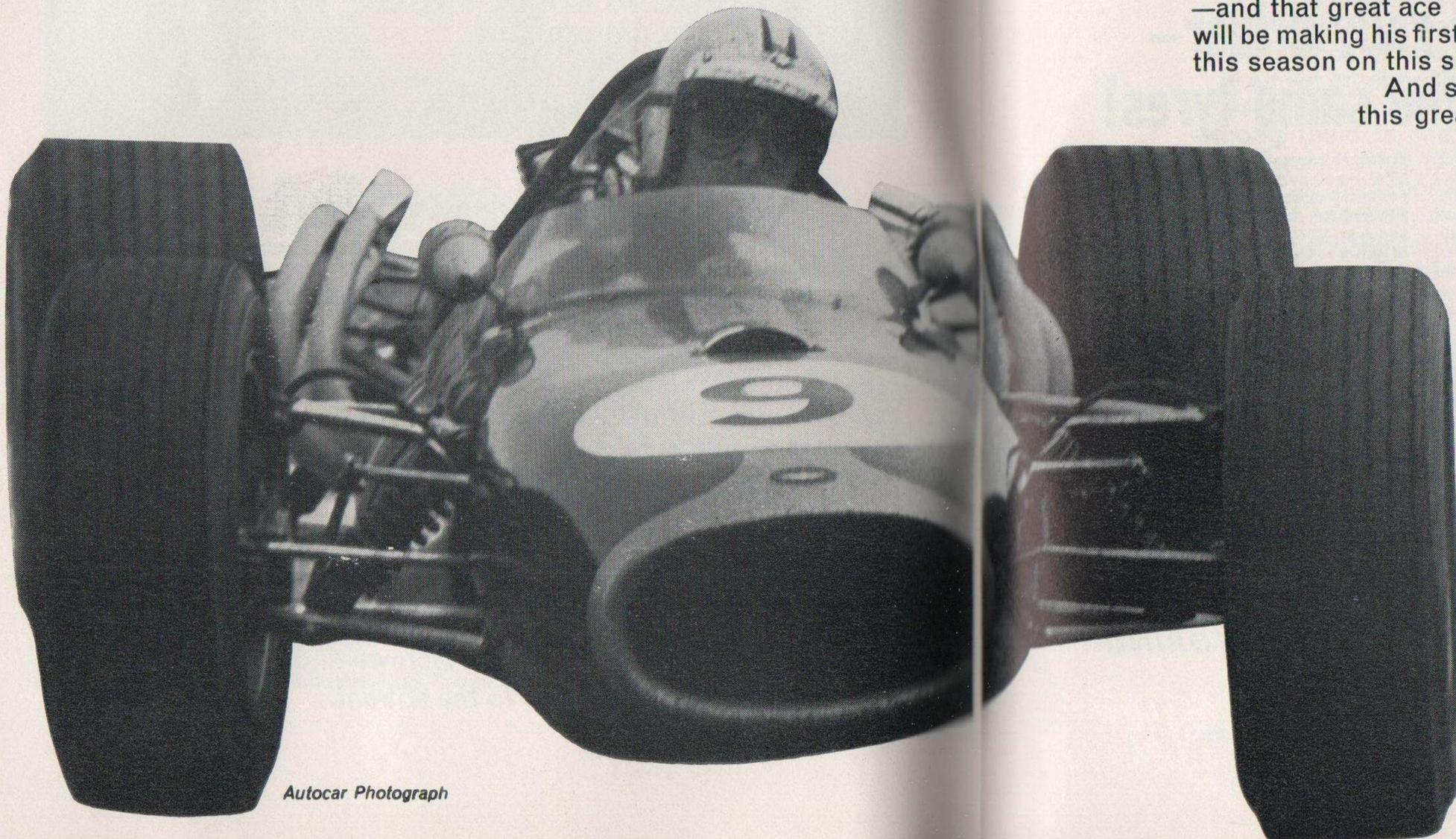
And so the Daily Express is happy to sponsor this great event and continue to carry on its Silverstone support for The Sport which started way back in 1949.

As names make news I will tell you about some of the stars expected to be competing here today.

Colin Chapman, the boss of the Lotus-Ford stable, always seeking perfection, has not only Jim Clark but also another former world champion, Graham Hill, in his team.

Against this formidable challenge there are expected to be just about all the leaders in the coveted drivers' world championship table.

Foremost among them is the reigning world champion, Jack



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Brabham, the evergreen 41-year-old Australian and New Zealander Denis Hulme, both driving the latest versions of the Brabham-Repco car which, helped by its exceedingly light weight, has done so well in the last two seasons.

Another brilliant contender is Dan Gurney, all the way from California. He is 6 ft. 3 in. tall, has his car fitted to his size, and is the fastest American Grand Prix driver alive.

Gurney's Eagle-Weslake car, which won the Belgian Grand Prix, was designed by Len Terry, an Englishman, and the V-12 engine was designed and built by that great expert Harry Weslake at Rye, Sussex.

Then there is a galaxy of splendid young stars like Jackie Stewart, who leads the works-entered B.R.M.s with their H-16 cylinder engines. He is now fully recovered from his nasty spin in the Belgian Grand Prix last year at Spa. Always he is a potential winner.

The New Zealander Chris Amon, in his early twenties, is another young star in the big race. He leads the always-formidable Ferrari V-12 engine cars flown over from Italy. Jochen Rindt, a young German, is extremely swift in the Cooper Maserati team.

Nor can one discard the chances of that master of speed John Surtees in the Japanese 12-cylinder Honda car. Surtees was a world champion motorcyclist before he turned to four-wheel racing and I doubt that any man has a better record collectively in these two forms of high speed competition.

I could mention several others like Mexican Pedro Rodriguez who is down to handle the second Cooper Maserati and Mike Spence of Maidenhead in the No. 2 B.R.M.

And we must not forget the private entrants without whose presence no major race can be staged. Greatest enthusiast among them is the ever-enthusiastic Rob Walker, former patron of Stirling Moss and whose Cooper Maserati is now piloted by the experienced Swiss driver Jo Siffert.

Bob Anderson, another motorcyclist turned driver, usually drives a privately-entered Brabham Climax, and a newcomer is Frenchman Guy Ligier, also a Cooper Maserati lone wolf.

So much for the main event of the day—the RAC British Grand Prix. But fans will also be thrilled by international races for sports cars, production cars and the fast Formula III models which each have all-star entries.

In a day of gilt-edged racing, enthusiasts will find many new amenities here at Silverstone this year including the new Daily Express bridge which carries cars directly into the paddock and pits.

On behalf of the Daily Express, which is sponsoring the meeting, and the British Racing Drivers' Club, I wish all participants on both sides of the barriers an outstanding day of excitement and high-speed spectacle.

A day that should set new standards of thrills and enjoyment.

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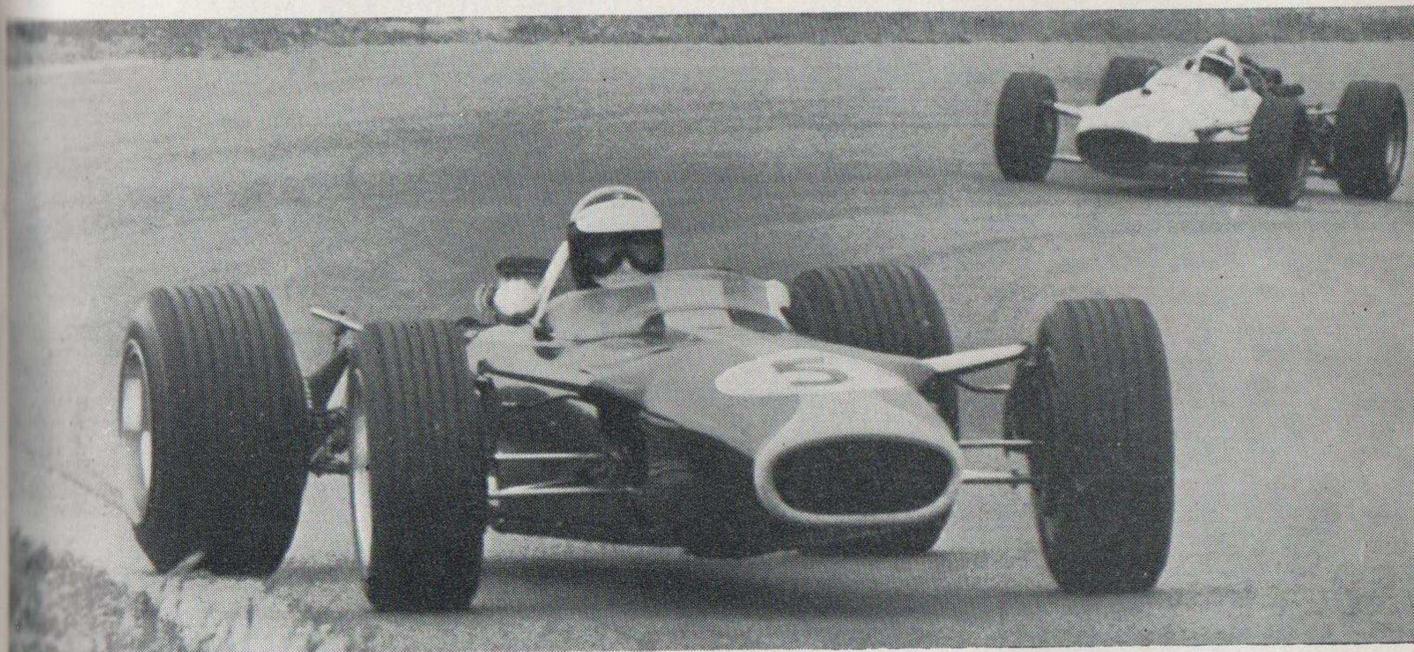
This Season – So Far PETER GARNIER

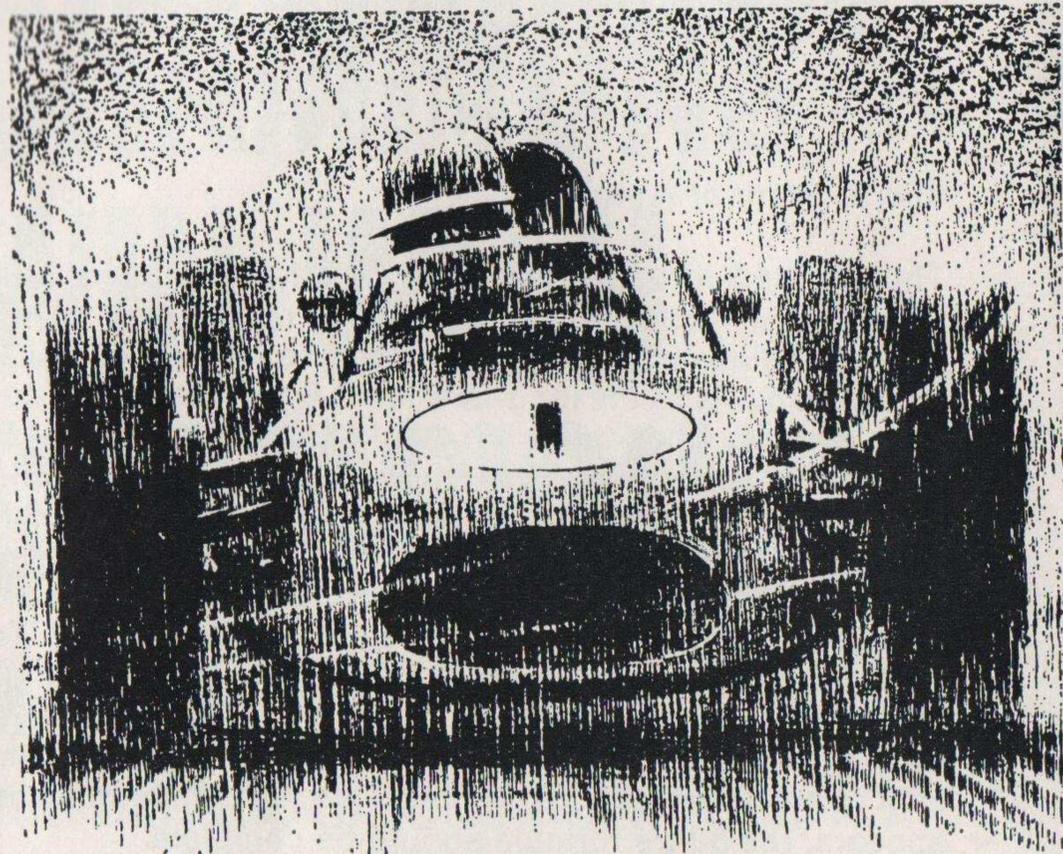
Sports Editor of Autocar

Though the 3-litre Grand Prix Formula 1 has been with us for 1½ seasons, there are still a few cars racing with make-do, interim engines until their 3-litre engines are ready—which, in effect, amounts to the long-awaited B.R.M. vee-12, the 'customers' engine. Cooper, Ferrari, Eagle, Brabham, Honda, Lotus and B.R.M. themselves all have 3-litre units. But Bruce McLaren, after an unhappy season last year with vee-8 Ford and Serenissima units, has been filling the gap with a Formula-car powered by a 2.1-litre Tasman B.R.M. vee-8—with a new Formula 1 car ready and waiting for the B.R.M. vee-12. Team Parnell, too, as an offshoot of B.R.M., have been using the 1966, 1,916 c.c., and the 1967, 2,070 c.c. Tasman vee-8's as interim engines. And, finally, the French constructor Matra is said to have five vee-12's on order—so that, when this engine appears, the 3-litre formula should be complete.

Europe's Formula 1 season opened at Brands Hatch on 12 March—an opportunity for the constructors to try out relative performances in a non-Championship event, which produced a remarkably interesting field. The final, as well as the two preliminary heats, were won by Dan Gurney's Eagle-Weslake, with Ginther's Eagle second in Heat 2, and third in Heat 1 to Surtees' Honda. Ferrari brought three cars, one of them a brand new version of the 36-valve, 24-plug vee-12 with

Jim Clark
1967
Lotus-Ford
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the exhausts inside the vee. Driven by Bandini, this car was beset by damper troubles during the heats, but in the final, when the troubles had been cured, it all but caught and passed Gurney's Eagle. The two British formula 1 races that followed can not be regarded as indicative of anything since both produced 'Division 2' entries—Oulton Park because it was a charity meeting, and Silverstone because it was much too close to the World Championship Monaco G.P. for the constructors to risk damage to the extremely expensive cars of the present formula—which can cost anywhere between £15,000 and £30,000.

The Championship season opened in Europe with the Monaco G.P.—with ten 3-litre cars on the starting grid, instead of last year's seven. Ferrari fielded two of his new cars, for Bandini and Amon; B.R.M., still doubtful about their H-16, gave Spence this engine, and their No. 1 Jackie Stewart the well-proved 2.1-litre vee-8 Tasman unit; Brabham produced the first complete Repco-Brabham unit, while Hulme used the Oldsmobile-based unit of 1966; Lotus, still waiting for their new Ford-Cosworth, used a 2-litre Climax vee-8 in Clark's car and a 2.1-litre B.R.M. in Hill's; Gurney entered two Eagles, of which Ginther's did not qualify for a start; Cooper, though they

Denny
Hulme
Brabham-
Repco

Photo: Autocar





We don't just talk about reliability. We prove it.

Words won't pull you out of a snowdrift.

Or glue you to a hairpin bend, smooth out a cart track, and power you through a swamp.

That's why BMC go international rallying.

It's under these exaggerated conditions that we make sure we're not exaggerating our claims. In the process of making sure, we've become

the most successful international rally team in Britain.

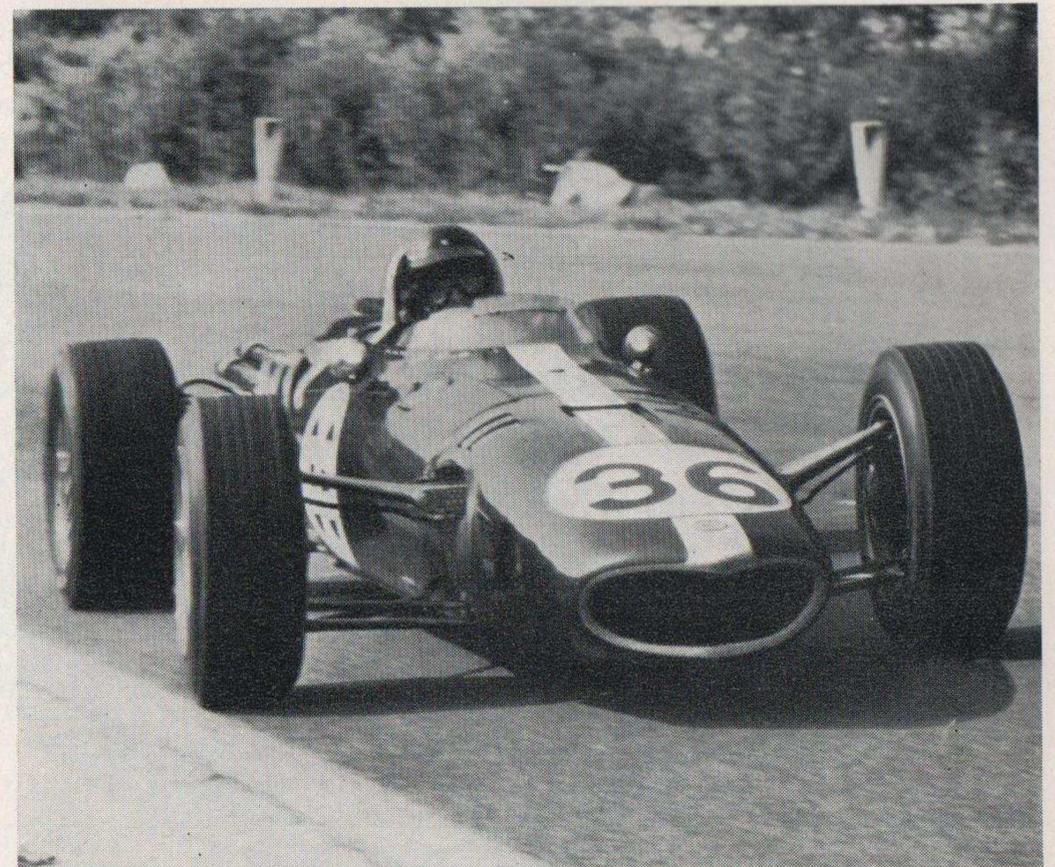
Our BMC car above may look a bit different to your BMC car.

But all the vital experience we've learnt in ours is passed on to yours—whether it's Austin, Austin-Healey, MG, Morris, Riley, Wolseley or Vanden Plas. Rely on it.



Dan Gurney
Eagle-
Weslake

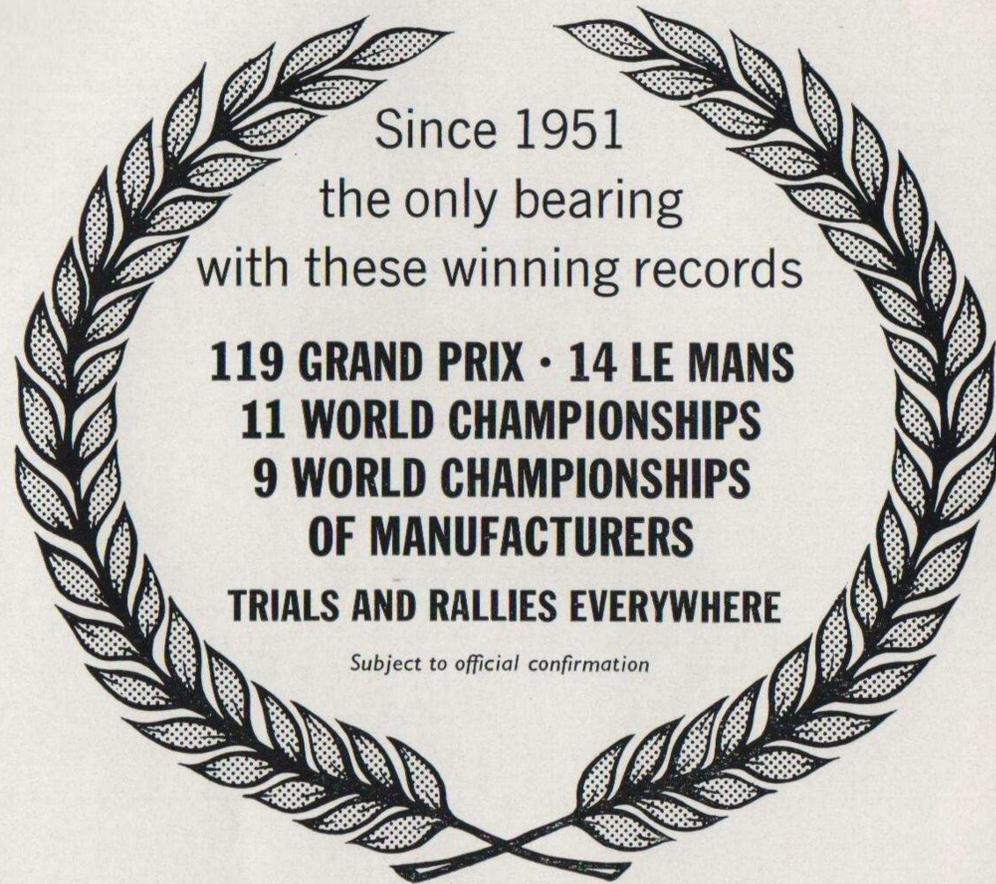
*Autocar
Photograph*



received the new Maserati vee-12 a few hours before the race, preferred to trust the 1966 version; and Honda—via Surtees—ran their single car, prepared by Honda mechanics under Surtees' supervision at Slough. Indeed, except for Ferrari, all the Formula 1 contenders are based in England this season.

Though Hulme was the extremely popular winner of the race, it might have been otherwise had not Stewart (who led for eight laps) had transmission trouble and retired. Gurney, too, might have been a challenger if the drive to his metering unit had not broken during lap 4, when he was lying third. The race was marred by the tragic accident to Bandini's Ferrari when lying second. Graham Hill did extremely well to bring the 2.1-litre Lotus-B.R.M. through to second place in the face of so much 3-litre opposition—but, again, this would have been otherwise had not Amon's Ferrari stopped with a puncture which cost him 2 minutes and dropped him to third.

The Dutch G.P. at Zandvoort produced the very exciting new Lotus 49, fitted with the brand new Ford-Cosworth 3-litre vee-8. Two cars made their debut, Hill's taking pole position on the grid with a lap in 1 min. 24.6 sec., and Clark's winning at 104.45 m.p.h. The race produced some interesting lap times. During practice, every one of the 17 starters bettered the existing lap record of 1 min. 30.6 sec., set up by Hulme's 3-litre Repco-Brabham last year. Yet, surprisingly, Clark's



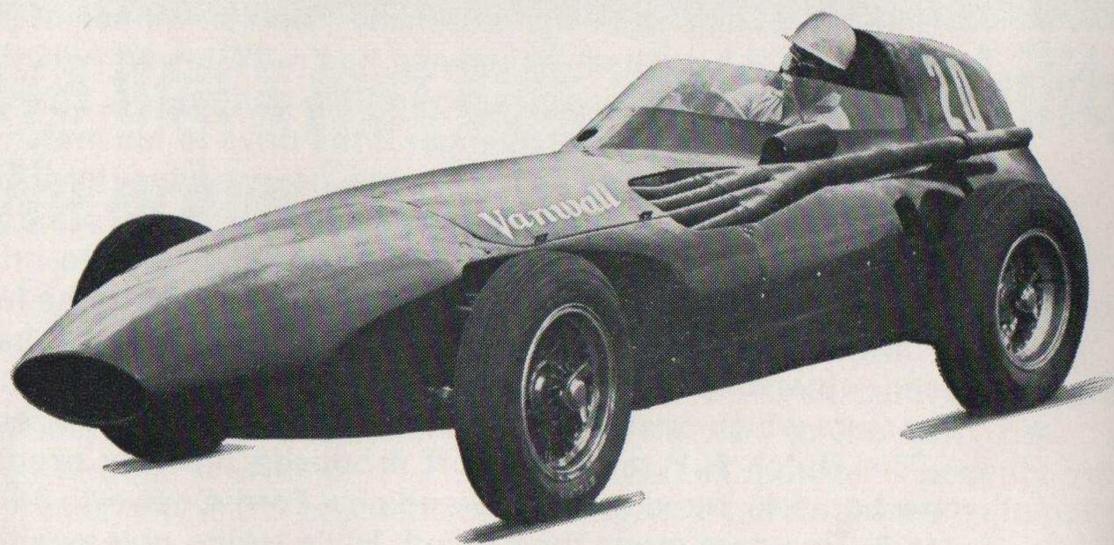
Since 1951
the only bearing
with these winning records

**119 GRAND PRIX • 14 LE MANS
11 WORLD CHAMPIONSHIPS
9 WORLD CHAMPIONSHIPS
OF MANUFACTURERS
TRIALS AND RALLIES EVERYWHERE**

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Race-track proved for the motorways of the world

**VANDERVELL
BEARINGS AND BUSHES**



Tony Brooks/Stirling Moss drove this 'Vanwall' to win the British Grand Prix in July 1957—just 10 years ago. This was the first Grand Prix victory for an all-British team since H.O.D. Segrave won the French Grand Prix in 1923.

VANDERVELL PRODUCTS LIMITED • WESTERN AVENUE • ACTON • LONDON W3



fastest race lap (1 min. 28.08 sec., and a new official record) was slower than the practice times put up by 15 of the 17 starters. That Hill, in an identical car, was capable of bettering this by nearly 4 sec. during practice must indicate how much Clark had in hand in winning the race. The two Repco-Brabhams, driven by Brabham and Hulme, followed Clark home in second and third positions—confirming, after Hulme's Monaco win, that despite their dated space-frame construction in fact of total monocoque opposition, the Brabhams could well win the Constructors'—if not the Drivers'—Championship for the second year running. Short of Ginther's services following unhappy experiences at Indianapolis, Gurney ran only one car—which retired (again lying third) with the same fault as at Monte Carlo. Ferraris driven by Amon and Parkes took fourth and fifth places; the Honda again retired, as did Stewart (this time with an H-16 B.R.M.), and Spence's H-16 again went through to finish, this time eighth.

The Belgian G.P. at Spa confirmed the tremendous potential of the new Lotus-Fords, with Clark putting in a staggering practice lap in 3 min. 28.1 sec. (151.57 m.p.h.)—to an existing lap record of 3 min. 49.2 sec.—and comfortably leading the race for the first 12 laps. But, like his team mate Graham Hill whose Lotus-Ford had survived only two laps, Clark too was in clutch trouble and made two pit stops, falling right back. Stewart took over the lead in the H-16 B.R.M., with Gurney's Eagle-Weslake second—also after a pit stop, but an extremely brief one in his case, and lying 14 sec. behind. In an inspired drive, Gurney caught and passed Stewart during the next eight laps—helped perhaps to a slight extent by Stewart's staying-in-gear troubles which steadily worsened towards the end. But the Eagle-Weslake had at last been able to show its pace, unhampered by metering-drive failures, and this single entry won the race from Stewart's B.R.M., with Amon's Ferrari third and Rindt's Cooper-Maserati fourth.

On sheer performance, therefore, the Lotus-Fords undoubtedly have the edge—but there is very little in it now between the Eagles and the B.R.M. H-16 (given reliability, which may now have been achieved); and again Spence drove a steady race in his H-16 B.R.M., despite having to conserve fuel due to an initially under-filled tank, to finish fifth. At Spa the Brabhams were never really in the chase, due to lubrication problems, and the Coopers and Ferraris seemed pretty equally matched in the 'second flight'. Ferrari unfortunately suffered a second set-back so far as drivers are concerned when Mike Parkes crashed on the opening lap on some oil—badly breaking a leg. So Ferrari's driver problem now becomes serious.



When a tyre
is safe for racing
it's safe for you
—that's why

Firestone
go racing

Silverstone A.D. 1167–1967 CLIVE RANGER

For the last two days the cream of motor racing have been racing against the clock in an effort to win pole position on the starting grid of Britain's premier motor race . . . the 20th British Grand Prix.

As the sophisticated 3-litre Formula One cars are rolled out on to the dummy grid, spare a thought for the days of Villorasi, Gonzales, Farina, Fangio and Moss—great men who, today, are the giants in the Grand Prix Hall of Fame.

All these brilliant men and more have contributed to the fascinating history of Silverstone, Britain's best circuit, which this year receives the Grand Prix circus for the thirteenth time for a British Grand Prix. But they are only a part of the history of the Silverstone circuit, which is bisected by the Northants/Bucks border.

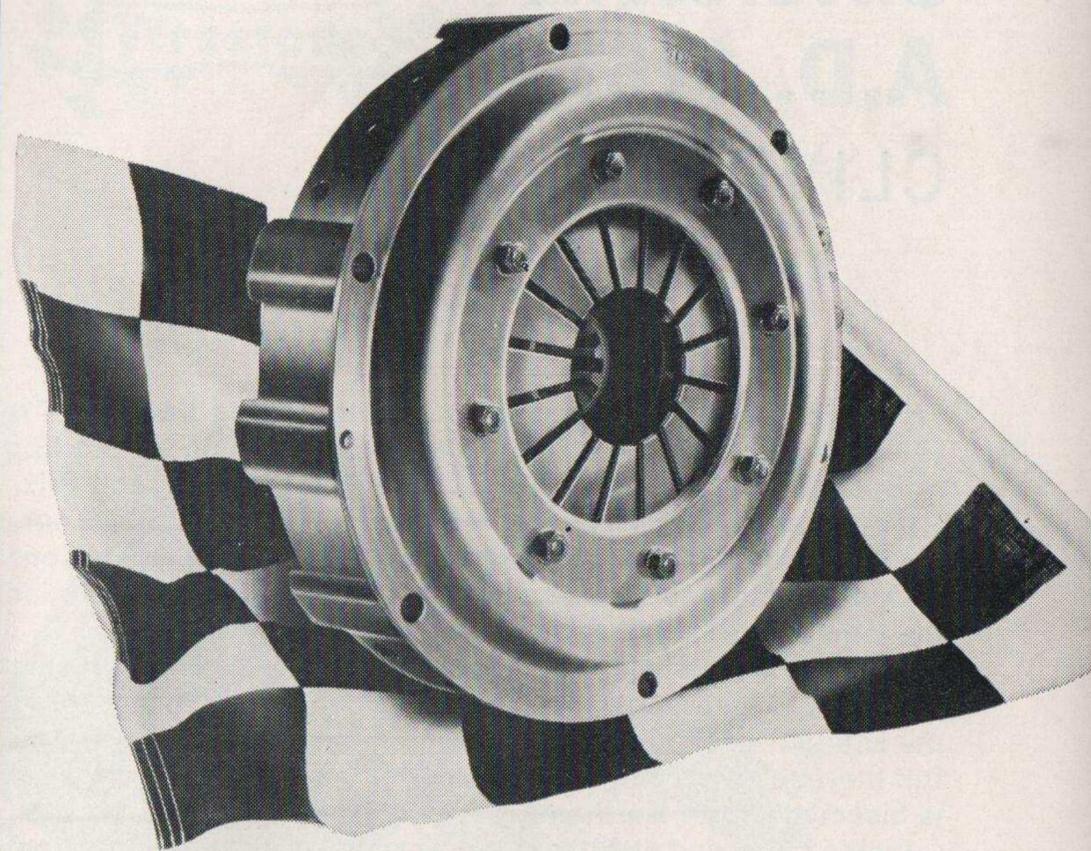
Inside the circuit at Abbey Curve can be found the foundations and ruins of the Priory of Luffield, which was depressed at about the time of Henry VIII's dissolution of the monasteries. And halfway between Becketts and Chapel corners are the ruins of the Chapel of St. Thomas à Beckett. There is also mention, in the Domesday Book, of Stou, one of the manors in the Bochinghamschire (Buckinghamshire) Hundred of Stodvald. Part of the Silverstone circuit belongs to Stowe school. There is also a barrow (prehistoric burial ground) on the edge of the club circuit.

Twenty years ago, in 1947, the Royal Automobile Club leased the Silverstone aerodrome for motor racing from the Air Ministry, who had been using the aerodrome as a Lancaster bomber training base.

In 1949 the long association between the B.R.D.C. and the *Daily Express* was started, to co-promote the first International Trophy meeting. Without the continued and invaluable backing of the *Daily Express* it is unlikely we would all be here to watch the Grand Prix.

In 1952, the organization of the British Grand Prix was handed over to the exclusive and unique British Racing Drivers' Club, who now lease the circuit.

The B.R.D.C. was formed in 1928 out of the amateur drivers of Bentleys at Le Mans and the habitual drivers at Brooklands. The club is exclusive and unique because membership is by election, by people who, in the eyes of the committee, are qualified to do so. The first President-in-Chief of the club was the late Duke of Kent—it is now the Duke of Edinburgh. Among the club's membership are six World Champion Drivers: Jack Brabham, O.B.E., Phil Hill, Jim Clark, O.B.E., Graham Hill, Juan Fangio and John Surtees, O.B.E. All but Phil Hill and Juan Fangio will be seen in action today.



**Four out of
the last Five**

World Champions
won on a
BORG & BECK CLUTCH

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Lockheed Hydraulic Disc and Drum Brakes: AP Steering
and Suspension Joints: Purolator oil, fuel and air Filters.
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Aerial Photograph
of site of Luffield
Abbey

The very first British Grand Prix at Silverstone to count for the then newly created World Championship of Drivers, was in May 1950 before King George VI and Queen Elizabeth, and a vast crowd of 115,000 spectators. The race was won by G. Farina driving an Alfa Romeo. Farina went on to become the first World Champion Driver.

It was also at Silverstone, in the 1951 International Trophy meeting, that an incredible deluge of rain converted the track into a river a foot deep. The race was stopped after six laps and Reg Parnell's Thinwall Ferrari, which was in the lead, was pronounced the winner.

Rain was again the cause of an almost unique happening in 1960. Parked in front of the pits during practice for the Grand Prix was a new Aston Martin. Driving Rob Walker's Cooper, Stirling 'Rain-master' Moss pulled away from the Paddock and on to the track. As he roared past the pits he lost the car in a big way and, with everyone watching, spun backwards into the parked Aston. The public unveiling of the car was postponed until it had been rebuilt!

In 1962 Graham Hill drove a magnificent race in his B.R.M. to get its nose ahead of Jim Clark's Lotus. The decision was in doubt right up to flag-fall, and it gave B.R.M. their very first major win. Two years later Hill won himself the World Championship and B.R.M. the Constructors' Championship.

It is a remarkable and heartening fact that more Britons have won the British Grand Prix than any other single nationality. Stirling Moss won twice at Aintree and Peter Collins took his Ferrari to victory in 1958. Jack Brabham, three times World Champion driver, took the chequered flag two years running in 1959 and '60 then again in 1966. And Jim Clark, twice World Champion, shepherded four wins in consecutive years, from 1962 to 1965.

The Silverstone circuit is one of the fastest of the European Grand Prix race circuits. It is 2 miles 2·927 yards long, with five right-hand corners and three left-handers joined by six long, fast straights and two short straights.

Such a circuit makes great demands on the car, and more especially its tyres.

With the advent of the 3000 c.c. (or 1500 c.c. supercharged) Formula One cars, the lap record stands to last year's World Champion Jack Brabham, with a lap speed of 117·34 m.p.h.

This year's Grand Prix, the sixth in the Championship series of eleven races, follows the French Grand Prix, this year run on the Le Mans Bugatti circuit. The race is run over a distance of about 240 miles (80 laps), so the winning car will have to be reliable. In contrast to last year's World Championship, where the competing cars were of a mixed capacity, this year the major teams will be fielding cars of 3 litres, which will make for close racing, calling for a very high degree of driver skill.

The winning driver will not only receive the coveted Mervyn O'Gorman Trophy and a cheque for £1,000, he will also get nine valuable World Championship points. Which again makes this mid-Championship race all the more important.

And when the winner takes the rostrum to receive the tributes of the crowd, the echoes will ring down the years to that first Championship victor and the Royal applause he so richly deserved.

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Jack Brabham, World Champion 1966

The strong silent man of motor racing says a few words about oil

“Some people say that all oils are the same, more or less. Well, I know that's not true. And let me tell you this: if I thought there were a better oil than Esso I'd use it - contract or no contract. Now you know as well as I do that the oil I use on the race track is different from the oils we sell on our forecourts. On the race track the engine is being driven to its limits for - at the most - a few hundred miles. But on the roads the oil must survive thousands of miles - in fair weather and foul, in hot and cold, on the motorway and in the stop-go driving of town traffic today. And so the motor oils used for racing and for everyday driving must be vastly different, because they have vastly different jobs to do. But although the motor oils are vastly different, they all come from the same stable. The same scientists are responsible for them. The same company produces them. And they're all winners.”

Jack Brabham

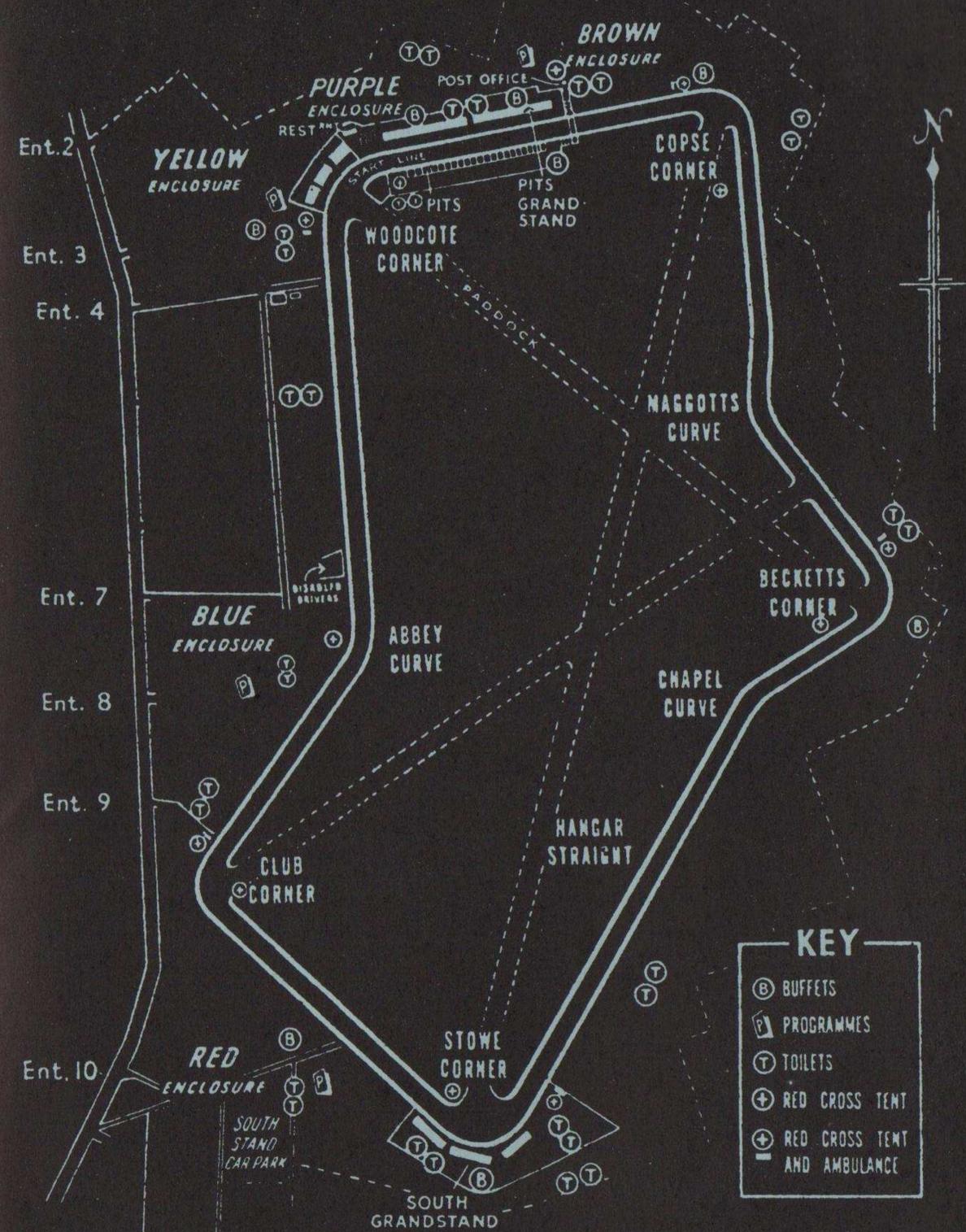
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THE STRONG SILENT OIL

SILVERSTONE CIRCUIT

20th R.A.C. BRITISH GRAND PRIX



WARNING: Motor Racing is dangerous and all persons attending at this track do so entirely at their own risk

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, are absolved from all liability arising out of accidents howsoever caused, whether by negligence or otherwise, resulting in damage to property and/or personal injury to spectators.

ALL RACES ARE RUN IN A CLOCKWISE DIRECTION

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RACE I

INTERNATIONAL FORMULA III RACE

FOR THE 'PUSH ROD' TROPHY

SPONSORED BY G.K.N. SCREWS AND FASTENERS LTD.

START 10.30 a.m. 20 LAPS, approx. 60 miles

To the Entrant of the car finishing 1st:

THE PUSH ROD TROPHY and £100

2nd—£50 3rd—£25 4th—£15

Race Entries

Table with 4 columns: NO., DRIVER, CAR and ENTRANT, CAPACITY. Lists 38 drivers including Terry Ogilvie-Hardy, Ken Crook, David Berry, etc.

Lap Score Chart

Lap Nos. 1-20

Grid for Lap Score Chart with columns 1-20 and 20 rows for recording lap times.

RACE 2

INTERNATIONAL SPORTS CAR RACE

FOR THE W. D. & H. O. WILLS TROPHY

START 11.30 a.m. 20 LAPS approx. 60 miles

To the Entrant of the car recording the highest average speed:

THE W. D. & H. O. WILLS TROPHY and £100

2nd—£70 3rd—£50

In each class: 1st—£100 2nd—£50 3rd—£25

Full details of class awards on page 15.

Race Entries

NO.	DRIVER	CAR AND ENTRANT	CAPACITY
Up to 2,000 c.c.			
1	KEITH BURNARD	Lotus/Keith Burnard	1594
2	LEO CLOUDE	Lotus/Ian Walker	1594
3	DON MARRIOTT	Lotus/Don Marriott	1594
4	BOB ELLICE	Lotus/John R. Cave, Uptune (Racing) Ltd.	1594
5	MIKE CRABTREE	Lotus/Michael J. Crabtree	1594
6	J. K. LUMSDEN-TAYLOR	Lotus/John S. Calvert	1594
7	PETER JACKSON	Lotus/Robert Gordon	1594
8	GEORGE HUMBLE	Lotus/George Humble	1594
9	BILL DRYDEN	Lotus/J. W. Cuthbert	1594
10	ALAN BAILLIE	Lotus/Alan Baillie	1594
11	JOHN HINE	Lotus/Chris Barber	1594
12	JOHN NICHOLSON	Lotus/John R. Nicholson	1594
14	D. C. HARDWICK	Lotus/D. C. Hardwick	1598
15	BILL NICHOLSON	M.G./W. Nicholson	1798
16	JOHN MORRIS	Porsche/Mefco Racing	1966
17	ALAIN DE CADENET	Porsche/Alain de Cadenet	1966
18	TONY DEAN	Porsche/A. G. Dean (Racing) Ltd.	1991
19	BILL BRADLEY	Porsche/Midland Racing Partnership Ltd.	1991
20	MIKE DE'UDY	Porsche/Michael G. De'udy	1991
Over 2,000 c.c.			
30	RICHARD ATTWOOD	Ferrari/Maranello Concessionaires Ltd.	3285
31	ROLLO FEILDING	Ferrari/Drummond Racing Organisation	3285
32	DAVID SKAILES	Ferrari/D. S. D. Skales	3285
33	DAVID PIPER	Ferrari/David R. Piper	3285
34	JEFF EDMONDS	Ferrari/Jeff Edmonds	3285
35	DAVID PROPHET	Ferrari/David Prophet	3285
36	PETER CLARKE	Ferrari/Peter Clarke	3285
37	WARREN PEARCE	Jaguar/Warren Pearce Racing Organisation	3787
*38	ROGER ECCLES	Ford/Alan Eccles	4721
*39	JOHN QUICK	Jaguar/Warren Pearce Racing Organization	3781
40	RON FRY	Ford/Ron Fry	4727
41	CHARLES LUCAS	Ford/C. Lucas (Eng.) Ltd.	4727
42	EDWARD S. NELSON	Ford/Edward S. Nelson	4727
43	COLIN CRABBE	Ford/Colin Crabbe	4727
44	JOHN HARRIS	Ford/Malcolm Gartlan	4736
45	T. J. DRURY	Ford/Terence J. Drury	4736
46	PETER SUTCLIFFE	Ford/Peter Sutcliffe	4736
47	PAUL HAWKINS	Ford/Paul Hawkins	4736
48	ERIC LIDDELL	Ford/J. N. Cuthbert	4736

*Reserves

Starting positions on the grid are determined by the speeds actually set up by competitors during practice. Prior to the race, the commentator will announce the positions of the cars on the grid.

Lap Score Chart

Lap Nos. 1-20

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
							37													
							48													
							41													
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							27													
							1													
							8													
							4													

RACE 4

START 3.00 p.m.

20th R.A.C. BRIT

THE MERVYN O'GORMAN TROPHY

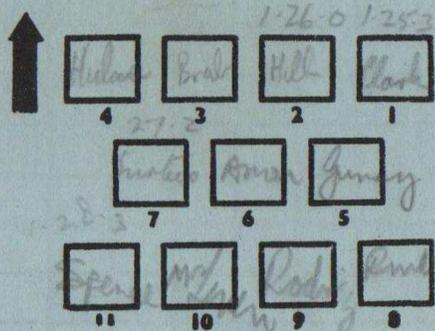
(See page 15 for full list of Awards)

Race Entries

NO.	DRIVER	CAR and ENTRANT	Country	CAPACITY
1	JACK BRABHAM	Brabham-Repco / Brabham Racing Organisation Ltd.	AUS	2996
2	DENNY HULME	Brabham-Repco / Brabham Racing Organisation Ltd.	NZ	2996
3	JACKIE STEWART	B.R.M. / Owen Racing Organisation	GB	2998
4	MIKE SPENCE	B.R.M. / Owen Racing Organisation	GB	2998
5	JIM CLARK	Lotus-Ford / Team Lotus Limited	GB	2994
6	GRAHAM HILL	Lotus-Ford / Team Lotus Limited	GB	2994
7	JOHN SURTEES	Honda / Honda Racing	GB	2992
8	CHRISAMON	Ferrari / S.E.F.A.C. Ferrari	NZ	2999
9	DANGURNEY	Eagle-Weslake / Anglo American Racers	USA	2992
10	BRUCE McLAREN	Eagle-Weslake / Anglo American Racers	NZ	2992
11	JOCHEN RINDT	Cooper-Maserati / The Cooper Car Co. Ltd.	A	2997
12	PEDRO RODRIGUEZ	Cooper-Maserati / The Cooper Car Co. Ltd.	M	2997
14	ALAN REES	Cooper-Maserati / The Cooper Car Co. Ltd.	GB	2997
15	CHRIS IRWIN	B.R.M. / R.H.H. Parnell	GB	2998
16	PIERS COURAGE	B.R.M. / R.H.H. Parnell	GB	2070
17	JO SIFFERT	Cooper-Maserati / R. R. C. Walker & J. Durlacher	CH	2997
18	GUY LIGIER	Cooper-Maserati / Driver	F	2997
19	BOB ANDERSON	Brabham-Climax / Driver	GB	2750
20	DAVID HOBBS	B.R.M. / Bernard White Racing	GB	2100
21	ROBIN DARLINGTON	McLaren / Robin Darlington	GB	2997
22	SILVIO MOSER	Cooper-ATS / Charles Vogele	CH	2700
23	JO BONNIER	Cooper-Maserati / J. Bonnier	S	2997

GB = Great Britain. AUS = Australia. A = Austria. NZ = New Zealand.
 USA = United States of America. F = France. CH = Switzerland. M = Mexico.
 S = Sweden

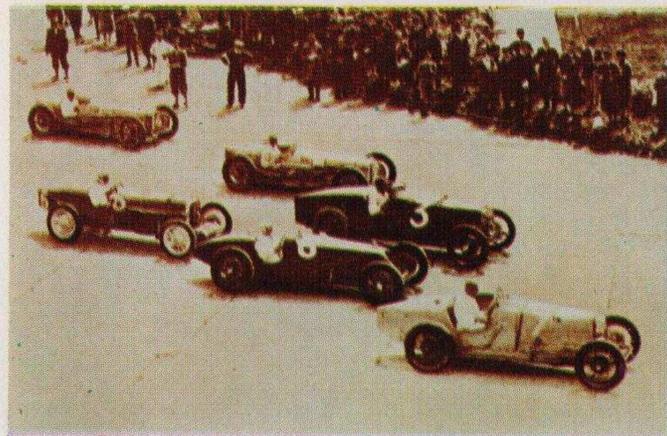
STARTING GRID



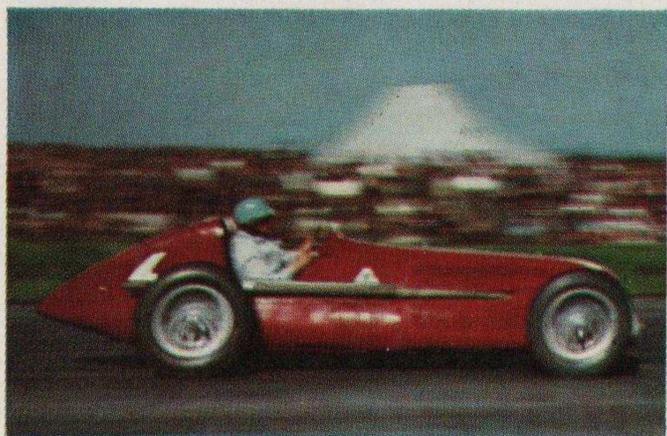
Starting positions on the grid are determined by the speeds actually set up by competitors during practice. Prior to the race, the commentator will announce the positions of the cars on the grid, and the numbers of the first eleven cars can be entered in the boxes provided

Handwritten notes on the right page:
 Hill
 Clark
 Hulme
 Brabham
 Amun
 Codrington
 Surtees
 Hill
 15-9-68
 Hobbs
 Rees

40 years on!



1926. First British G.P., Brooklands. Malcolm Campbell drove the Bugatti (7). Capt. Eyston, the A.M. (3). Louis Wagner (Delage No. 14) won at an average 71.61 mph.

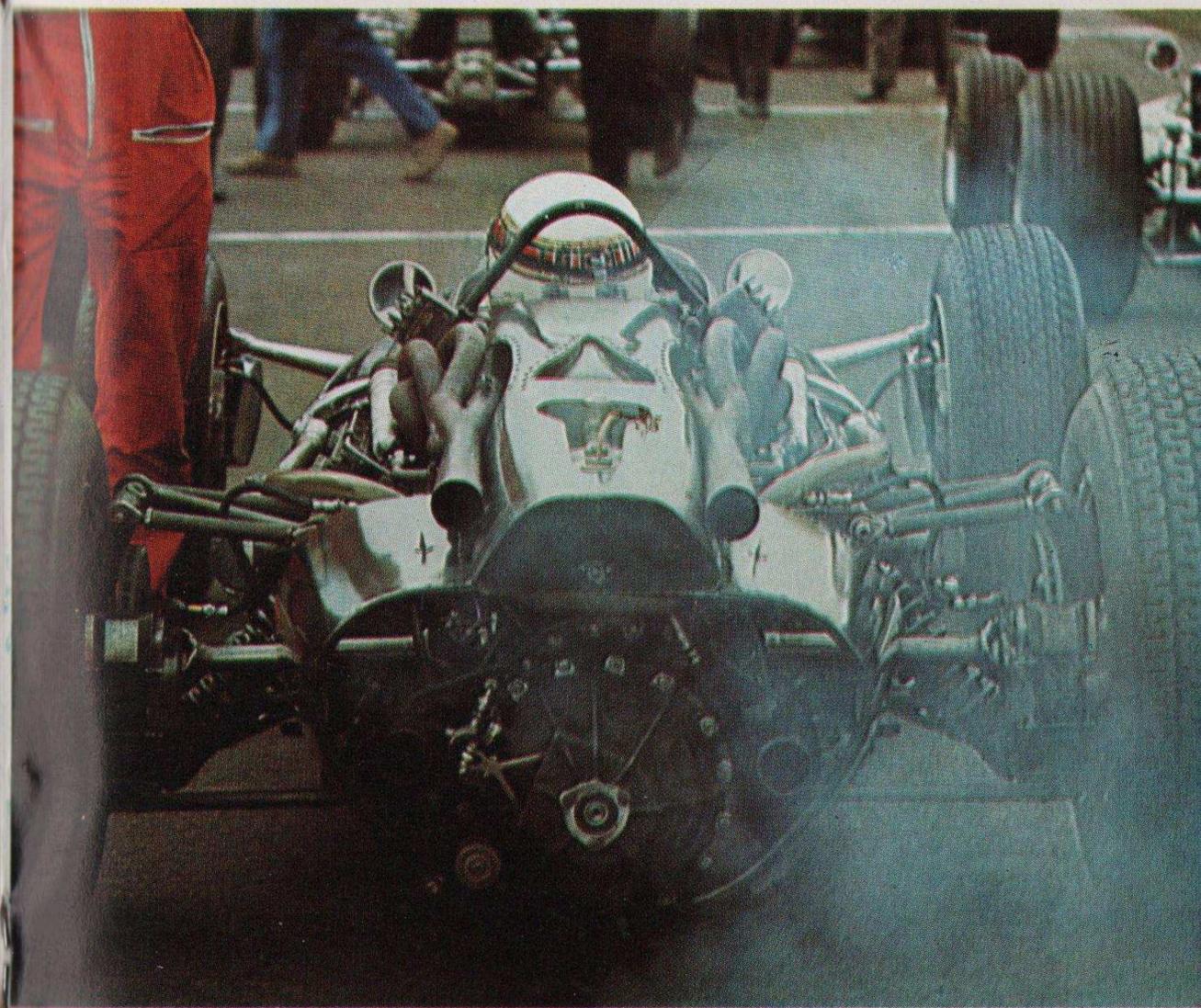


1950. One of many wins for the Alfa-Romeo 158's—Fangio was first, Parnell (above) third. A year later, Alfa lost their crown to Ferrari, who have won this race five times. Both teams have always used Shell.



1962. Perhaps the finest finish ever at Silverstone. In the International Trophy, Graham Hill made up 5 seconds on the last lap and caught Jim Clark at Woodcote Corner to win by a whisker.

400 brakehorsepower back!



The H.16 BRM is recognised as the most advanced and complex Formula One power unit on the circuits. In fact, it's virtually two engines in one—specifically, two V.8's lying on their sides, with sixteen cylinders, two variable-throw crankshafts, eight camshafts... Truly, an ingenious piece of machinery.

Shell are vitally concerned with the BRM's performance. Shell scientists helped produce designs for the BRM combustion chamber, permitting

efficient breathing and combustion. When the flag goes down for today's tests, Shell will be on trial with BRM. And you'll get the benefit—the petrol in the BRM's tanks is exactly the same as the Super Shell you buy at the pumps. It's just got to be good.

BRM say  **good-mileage Shell** 

HISTORIC CAR DEMONSTRATION

BY MEMBERS OF

Club Internationale des Ancien Pilotes de Grands Prix.

Representatives of the Comité d'Honneur
S.A.R. The Prince Bertil of Sweden
S.A.S. The Prince and Princess de Meternich
The President of the C.S.I. M. Maurice Baumgartner

L. CHIRON Bugatti Type 35 B(s)

Owned by G. St. John. Won the 1930 Bugatti Grand Prix driven by J. Zanelli. Third - French Grand Prix, Pau 1930. Car was first prize given by Ettore Bugatti for the Bugatti GP 1929.

P. ETANCELIN Maserati 2-9(s)

Owned by Colin Crabbe. Similar to the car driven by Etancelin in defeating Chiron and Lehoux, Scuderia Ferrari, Alfa Romeo, at Dieppe, 1934. Type driven by Nuvolari, Campari and Etancelin.

F. CORTESE Ferrari 625 2-litre

Owned by J. Sievwright. One of only two Grand Prix Ferrari in private hands. Once the property of Peter Collins, and similar to Mike Hawthorn's team car.

COUNT G. LURANI K 3 MG Magnette

This car, now in single seater form, is the actual car Count "Johnny" Lurani drove in 1933 with Captain G. E. T. Eyston.

C. A. S. BROOKS Vanwall

Owned by Vandervell Products Limited. Winner of 1958 Belgian, German and Italian Grands Prix. Winner of 1958 Constructors' Championship. Third position Drivers' Championship 1958.

J. D. HAMILTON D-Type Jaguar

Owned by Peter Skidmore. First D Type built, and the second D Type owned by Duncan Hamilton and regularly raced by him. Present owner has had the car for six years.

R. SALVADORI Aston Martin DB2/4/250

Owned by Peter Brewer. Driven by Salvadori in 1959 B.R.D.C. Trophy. Set up lap record on its debut, finished second.

R. R. C. WALKER Delage 1½-litre(s)

Owned by R. R. C. (Rob) Walker. Car driven with success by Dick Seaman during 1936 Voiturette season, when he won at Pescara, Berne and Donington in successive week-ends.

S. MOSS Mercedes-Benz 300 SLR

Owned by Daimler-Benz A.G. Type of car with which Moss won the 1955 Mille Miglia, Targa Florio and the Tourist Trophy.

J. M. FANGIO Mercedes-Benz 196

Owned by Daimler-Benz A.G. The car with which he won the 1955 world drivers championship.

A. GORDINI F.I.A.T. Ballila Mille Miglia

Owned by G. Liston-Young. This car was the basis of the Gordini car produced after the war. Similar to the winning car in the 1936 and 1938 Bol d'Or 24 hours, driven single handed by Gordini.

H. L. BROOKE E.R.A. R.I.B. 1488(s)

Owned by Patrick Marsh. Originally owned by H. L. Brooke, who drove it in the late '40's at Albi, Nice, Chimay and Marseille Grands Prix. First production E.R.A. sold to Dick Seaman, Billy Cotton and T. C. Harrison.

Major A. P. R. ROLT, MC E.R.A. R. 4 D. Hanuman II

Owned by David Kergon, secretary of the E.R.A. Club. First owned by Prince Birabongse of Siam (B. Bira), then by David Murray of Ecurie Ecosse.

L. LESTON Connaught B. Type

Owned by Alan McKechnie. Was driven by Leston in the Italian Grand Prix. Similar to the car with which Tony Brooks won the Syracuse GP of 1955.

L. MACKLIN H.W.M.

Owned by Major Charles Lambton and Major O. R. H. Chichester. Winner of 1952 B.R.D.C. Trophy at Silverstone, Macklin drove with Stirling Moss in the H.W.M. team.

R. MAYS B.R.M. V-16

Owned by the Owen Organisation. This car holds the award for the most distinctive engine noise. Forerunner of today's entry in the Grand Prix.

BARON H. von HANSTEIN B.M.W. 328

Owned by R. A. Hutchings. Similar to the car von Hanstein drove in the pre-war works team. In streamlined form this type won the 1940 Mille Miglia.

D. MURRAY D-Type Jaguar

Owned by Neil Corner. Actual car entered by Ecurie Ecosse to win 1957 Le Mans driven by Ron Flockhart and Ivor Bueb. Was driven against Indy car at Monza.

C. SHELBY Aston Martin DB3S

Owned by R. Glydon. Forerunner of the type driven by Carroll Shelby when he won the 1958 Le Mans with Roy Salvadori.

T. H. WISDOM E.R.A. R. 14 B.

Owned by D. G. Day. Raced by Bob Gerard in 1947 and 1948. Reg Parnell won the Swedish GP in this car.

J. LUCAS Maserati 250 F

Owned by A. C. M. Millar. J. Lucas was team driver in long distance races for Maserati and Ferrari.

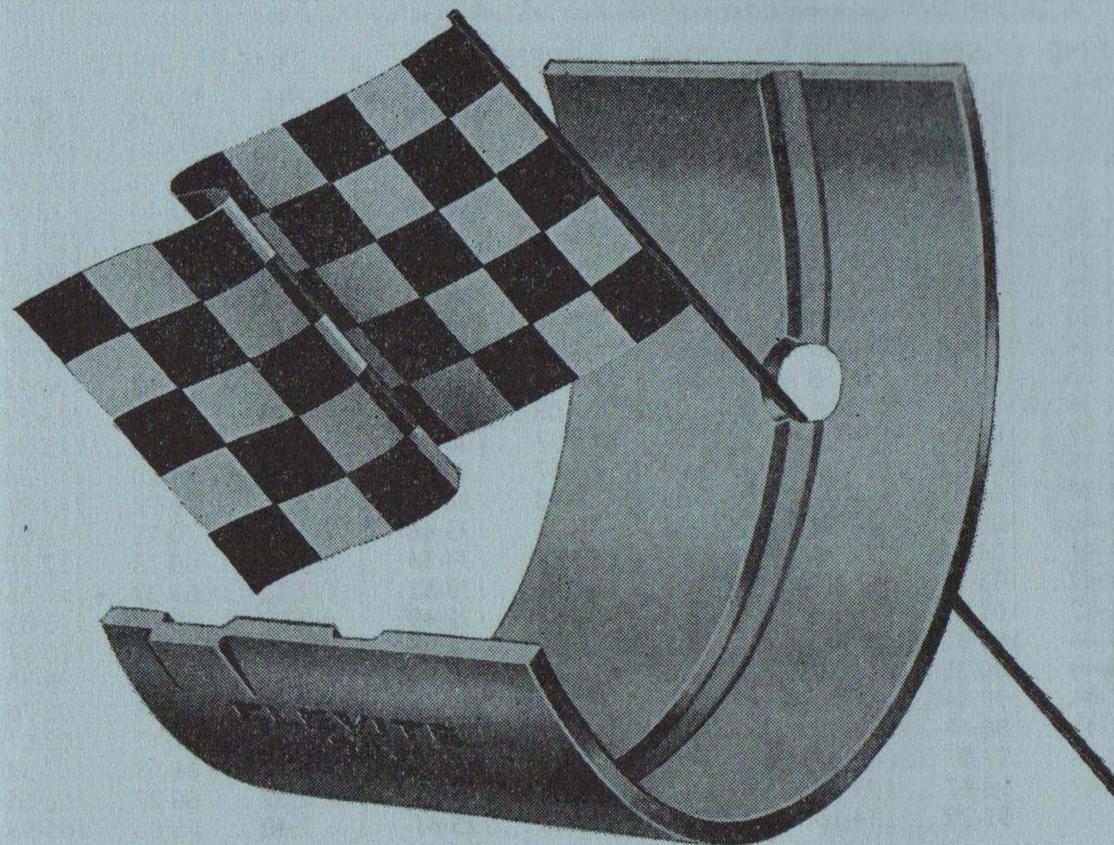
Baron de GRAFFENRIED Maserati 250 F

Owned by the Hon. P. Lindsay. One of the last 250 F's built by the works. Baron de Graffenried won the 1949 British Grand Prix on a 4CLT Maserati.

SILVERSTONE G.P. CIRCUIT

EXISTING LAP RECORDS AT 15th JULY 1967

Category	Time	Speed	Car	Driver	When Established
Racing Cars					
Formula I (1946/53)	1 45.5	100.16	Thinwall Spec.	G. Farina	18. 7.53
" II (1951/53)	1 50.0	97.79	Ferrari	A. Ascari	19. 7.52
" I (1954/60)	1 34.2	111.86	Maserati	F. Gonzales	19. 7.52
" II (1954/60)	1 43.4	101.91	Lotus	I. Ireland	14. 5.60
" III	1 54.0	92.43	Lotus	C. Allison	3. 5.58
" I (1961/65)	1 32.2	114.29	Cooper	J. Russell	2. 5.59
" I (1966/70)	1 29.8	117.34	Cooper	S. Lewis-Evans	3. 5.58
" II (1967/71)	1 29.2	118.18	B.R.M.	G. Hill	10. 7.65
" Jr. (1959/63)	1 39.4	108.01	Brabham	J. Brabham	14. 5.66
" III	1 38.0	107.52	Lotus	G. Hill	27. 3.67
Historic Racing (P/Wr)	1 55.8	90.99	Brabham	J. Rindt	27. 3.67
Historic Racing (Pt/Wr)	1 44.2	101.12	Lotus	P. Arundell	20. 7.63
Formule Libre	1 36.6	109.08	E.R.A.	C. Williams	29. 4.67
			Maserati	P. Waller	14. 5.66
			Lotus-Chev.	C. Lucas	20.5.67
				C. Summers	3.10.64
Sports Cars					
1100	1 44.8	100.55	Lotus	M. Beckwith	6.10.62
1100 to 1500	1 46.0	99.41	Lotus	C. Allison	19. 7.60
1500 to 2000	1 37.2	108.41	Brabham	D. Hulme	15. 5.65
2000 to 3000	1 37.6	107.96	Cooper	R. Salvadori	11. 5.63
3000 to 4000	1 41.6	103.71	Ferrari	M. Parkes	20. 7.63
4000 to 5000	1 30.8	116.05	McLaren	C. Amon	14. 5.66
Over 5000	1 28.8	118.66	Lola	D. Hulme	14. 5.66
Touring Cars					
750 to 1000 Grps. 1/2	2 01.8	86.51	Austin	W. Banks	15. 5.65
750 to 1000 Grp. 5	1 51.6	94.42	Ford Anglia	J. Fitzpatrick	29. 4.67
1000 to 1300 Grps. 1/2	1 55.2	91.46	Austin	S. Neal	24. 7.65
1000 to 1300 Grp. 5	1 50.8	95.10	Morris Cooper	J. Rhodes	29. 4.67
1300 to 1600 Grps. 1/2	1 51.4	94.59	Ford	J. Sears	10. 7.65
1300 to 2000 Grp. 5	1 47.8	97.75	Ford Lotus	P. Hawkins	20. 5.67
			Cortina		
1600 to 2000 Grp. 5	1 55.2	91.46	B.M.W.	K. Greene	14. 5.66
2000 to 2600 Grps. 1/2	2 05.0	84.30	Ford	A. Mann	20. 7.63
2600 to 3500 Grps. 1/2	1 59.2	88.40	Jaguar	I. Bueb	2. 5.59
3500 to 5000 Grps. 1/2	1 50.0	95.79	Ford	M. Salmon	10. 7.65
			Ford	Sir G. Baillie	10. 7.65
3500 to 5000 Grp. 5	1 41.6	103.71	Ford Mustang	J. Oliver	29. 4.67
Over 5000 Grps. 1/2	1 49.6	96.14	Ford	J. Sears	22. 5.64
Over 5000 Grp. 5	1 41.4	103.92	Ford Falcon	F. Gardner	29. 4.67
G.T. Cars					
Up to 750	2 24.4	72.97	Saab	S. Hurrell	2. 5.59
750 to 1000	1 59.4	88.40	Marcos	T. Webber	20. 7.63
1000 to 1300	1 47.8	97.75	Lotus	T. Taylor	12. 5.62
1300 to 1600	1 43.0	102.30	Lotus	K. Burnand	29. 4.67
1600 to 2000	1 36.0	109.76	Porsche	T. Dean	29. 4.67
2000 to 2600	1 56.8	90.22	Morgan	A. House	3.10.64
2600 to 3500	1 34.6	111.39	Ferrari	D. Piper	29. 4.67
3500 to 5000	1 34.6	111.39	Ford	D. Hulme	29. 4.67



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Silverstone Lap Speed Table

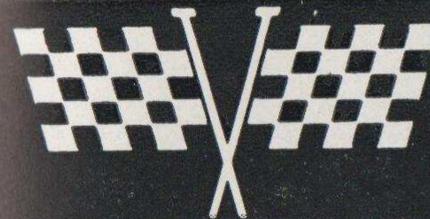
One lap of Silverstone Circuit equals 2 miles, 2·927 yards (4·71 kilometres). To ascertain the speed of any individual car, time it for one complete lap and read off the speed from this table.

TIME SPEED			TIME SPEED			TIME SPEED		
m.s.	m.p.h.	k.p.h.	m.s.	m.p.h.	k.p.h.	m.s.	m.p.h.	k.p.h.
1·26 ...	122·53 ...	197·19	1·51 ...	94·93 ...	152·77	2·16 ...	77·48 ...	124·69
1·27 ...	121·12 ...	194·92	1·52 ...	94·08 ...	151·41	2·17 ...	76·91 ...	123·78
1·28 ...	119·74 ...	192·70	1·53 ...	93·25 ...	150·06	2·18 ...	76·36 ...	122·88
1·29 ...	118·40 ...	190·54	1·54 ...	92·43 ...	148·75	2·19 ...	75·81 ...	122·00
1·30 ...	117·08 ...	188·42	1·55 ...	91·63 ...	147·46	2·20 ...	75·57 ...	121·12
1·31 ...	115·79 ...	186·35	1·56 ...	90·84 ...	146·18	2·21 ...	74·73 ...	120·26
1·32 ...	114·53 ...	184·33	1·57 ...	90·06 ...	144·93	2·22 ...	74·21 ...	119·42
1·33 ...	113·30 ...	182·34	1·58 ...	89·30 ...	143·71	2·23 ...	73·69 ...	118·58
1·34 ...	112·10 ...	180·40	1·59 ...	88·55 ...	142·50	2·24 ...	73·17 ...	117·76
1·35 ...	110·91 ...	178·50	2·00 ...	87·81 ...	141·31	2·25 ...	72·67 ...	116·95
1·36 ...	109·76 ...	176·64	2·01 ...	87·08 ...	140·14	2·26 ...	72·17 ...	116·14
1·37 ...	108·63 ...	174·82	2·02 ...	85·37 ...	138·99	2·27 ...	71·68 ...	115·36
1·38 ...	107·52 ...	173·05	2·03 ...	85·67 ...	137·86	2·28 ...	71·20 ...	114·58
1·39 ...	106·43 ...	171·29	2·04 ...	84·98 ...	136·75	2·29 ...	70·72 ...	113·81
1·40 ...	105·37 ...	169·58	2·05 ...	84·30 ...	135·66	2·30 ...	70·25 ...	113·05
1·41 ...	104·33 ...	167·90	2·06 ...	83·63 ...	134·56	2·31 ...	69·78 ...	112·30
1·42 ...	103·31 ...	166·25	2·07 ...	82·97 ...	133·52	2·32 ...	69·32 ...	111·56
1·43 ...	102·30 ...	164·54	2·08 ...	82·32 ...	132·48	2·33 ...	68·87 ...	110·83
1·44 ...	101·32 ...	163·05	2·09 ...	81·68 ...	131·45	2·34 ...	68·42 ...	110·11
1·45 ...	100·35 ...	161·50	2·10 ...	81·06 ...	130·44	2·35 ...	67·98 ...	109·40
1·46 ...	99·41 ...	159·98	2·11 ...	80·44 ...	129·44	2·36 ...	67·55 ...	108·70
1·47 ...	98·48 ...	158·48	2·12 ...	79·83 ...	128·49	2·37 ...	67·12 ...	108·01
1·48 ...	97·57 ...	157·01	2·13 ...	79·23 ...	127·50	2·38 ...	66·69 ...	107·32
1·49 ...	96·67 ...	155·57	2·14 ...	78·64 ...	126·55	2·39 ...	66·27 ...	106·65
1·50 ...	95·79 ...	154·16	2·15 ...	78·05 ...	125·61	2·40 ...	65·86 ...	105·98

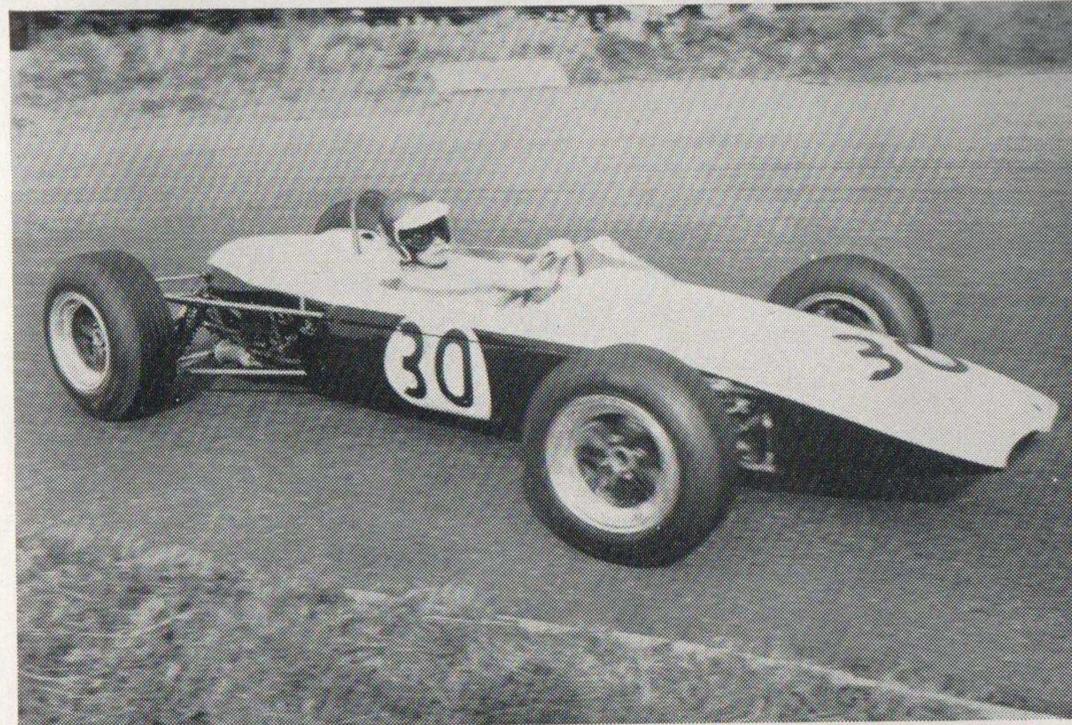
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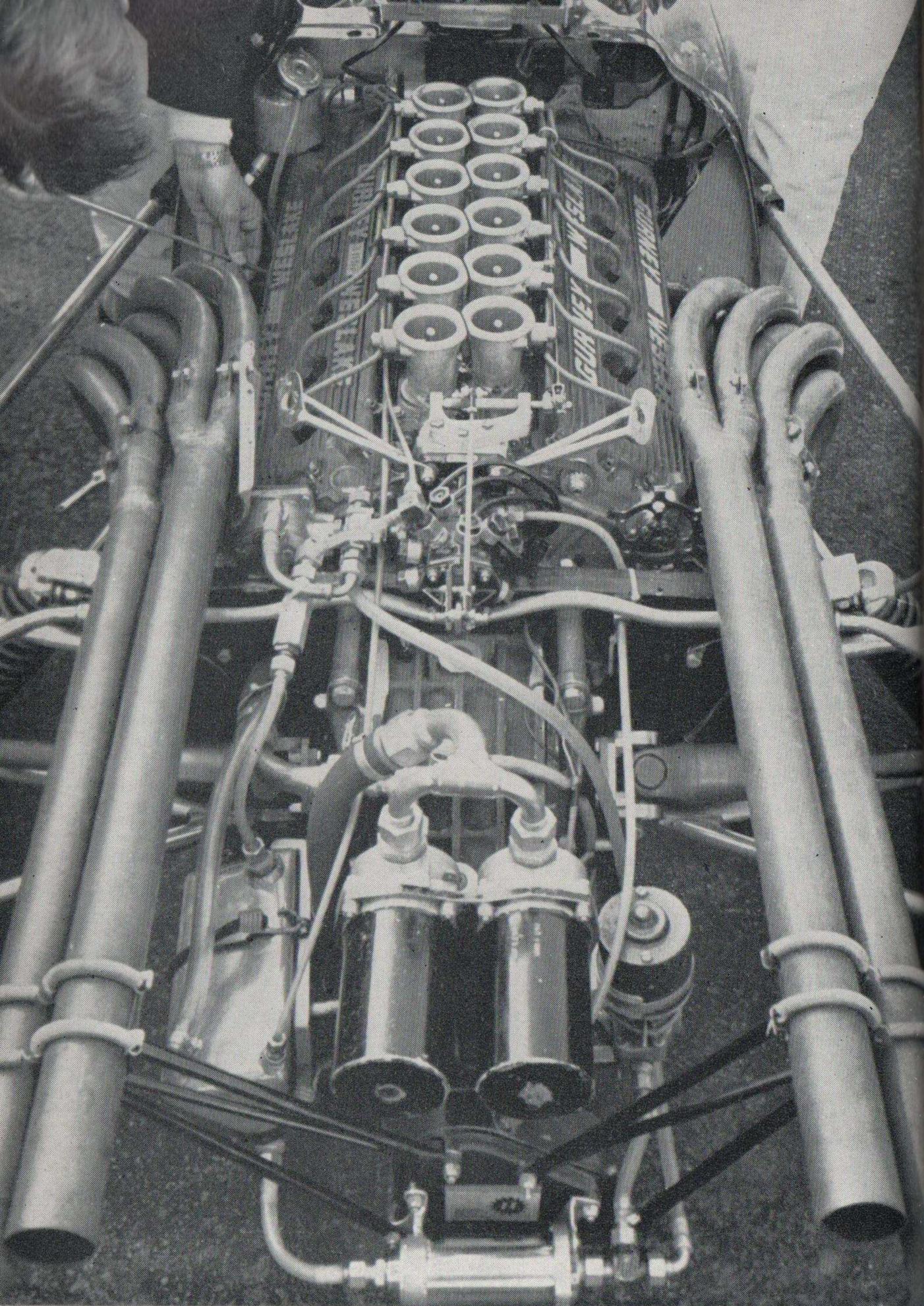
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Technical Aspects of Formula I

JOHN BOLSTER

Technical Editor—Autosport

The current grand prix regulations are now in their second season. After wild rumours of 32-cylinder and 24-cylinder engines, we have actually seen 16-cylinder, 12-cylinder, and 8-cylinder cars racing and most of the laurels have gone to the latter type so far. I think that this will go down in history as the eight-cylinder formula.

Last year, the success of the simple, single-camshaft per bank, Repco-Brabham was thought by many to be a flash in the pan. Yet, the multi-cylinder brigade shows no sign of overwhelming our Jack, and a new eight-cylinder contender has now joined him. The Lotus, with its Ford Cosworth V-8 engine, won the Dutch Grand Prix at its first appearance, with eight-cylinder Brabhams second and third.

So far, the 'twelves' and 'sixteens' hardly look like putting the V-8's out of business and I propose to stick my neck out and suggest that they never will. It is true that the simple type of engine may be easier to develop and that it may therefore be expected to hold an initial advantage, but it also has some solid virtues which no other type possesses.

The object of the exercise is to produce a single-seater racing car with an unsupercharged 3-litre engine. It must weigh more than 1100 lbs., and if it cannot carry enough fuel for a full-length grand prix it will be at a hopeless disadvantage. It is extremely difficult to build a full 3-litre car down to the minimum weight, only the Lotus and the Brabham being anywhere near it. In addition, the fuel load must be added, and so the petrol consumption of the engine has a very real importance.

It is logical to decide, first of all, how much power is needed to win a grand prix or, to put it another way, how little power would suffice. If the Lotus weighs 1102 lbs. as they say, and we assume that the engine gives 410 or 420 b.h.p., we have some sort of a yardstick from which to work, forgetting for a moment that there are light cars and heavy drivers. If a multi-cylinder car weighed 1500 lbs., it would need about 570 b.h.p. to equal the acceleration of the Lotus, though its maximum speed would admittedly be considerably greater if its frontal area were comparable.

However, an engine developing 570 b.h.p. needs much more

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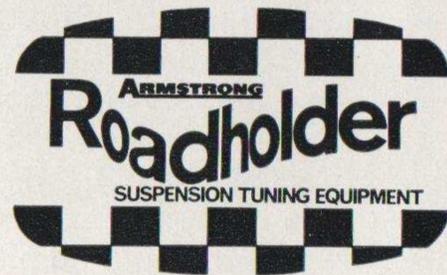
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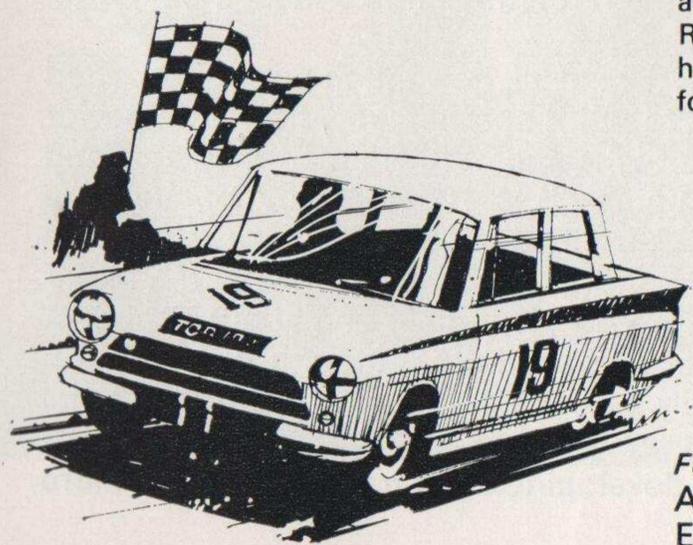
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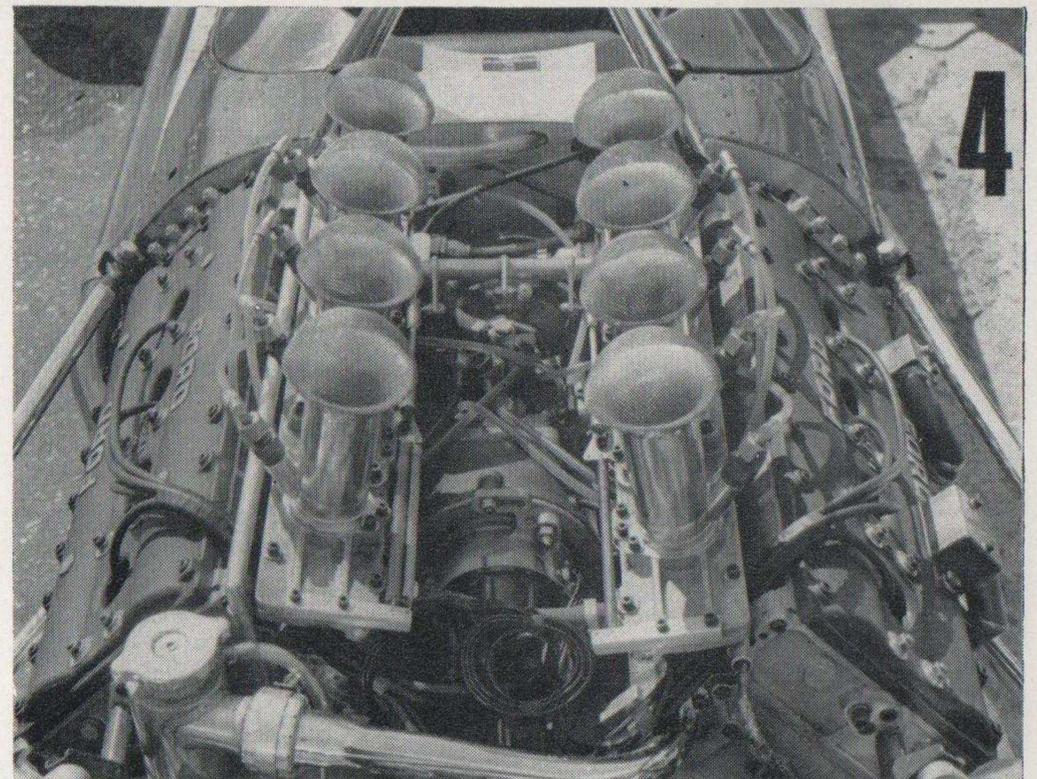
fuel than one giving 420 b.h.p. The weight therefore goes up again, by which time our monster will need heavier tyres and brakes to cope with the situation. In spite of its high maximum speed, the Lotus will out-accelerate it away from every corner, which would be decisive on the majority of circuits. There can be only one conclusion.

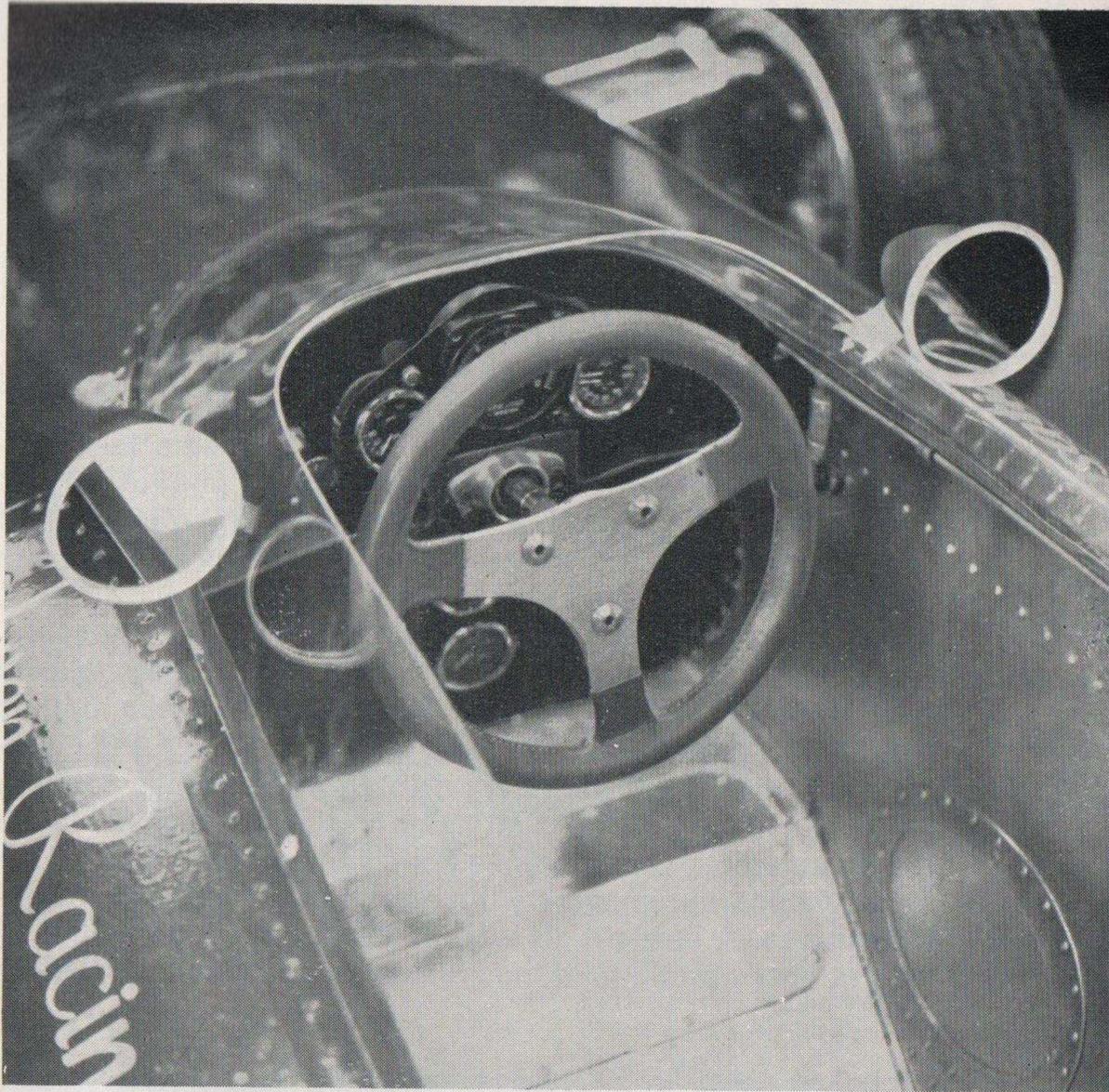
To be competitive, a Formula I car must weigh 1100 lbs. as near as dammit. If it weighs more it needs more power and therefore more fuel, which again puts up the weight. The minimum weight is also the maximum, for all practical purposes.

It has so far proved extremely difficult to build a 12- or 16-cylinder car down to the weight limit. Let us suppose, however, that this is achieved, when the multi-cylinder cars might be on an even footing with the V-8's. Nevertheless, there is more frictional and heat loss in an engine of many cylinders, and so a slightly greater fuel consumption might be expected. More important, perhaps, is the ability of an engine with relatively few cylinders to accelerate hard in the middle revolution ranges.

Unfortunately, the temptation to design a really modern 3-litre 4-cylinder power unit must be resisted. The latest racing cars have their engines solidly mounted as part of the structure and our imaginary 'four-banger' would shake everything loose. A straight six would have its revolutions limited by torsional vibrations of the crankshaft and would be too big

Ford-Lotus V.8





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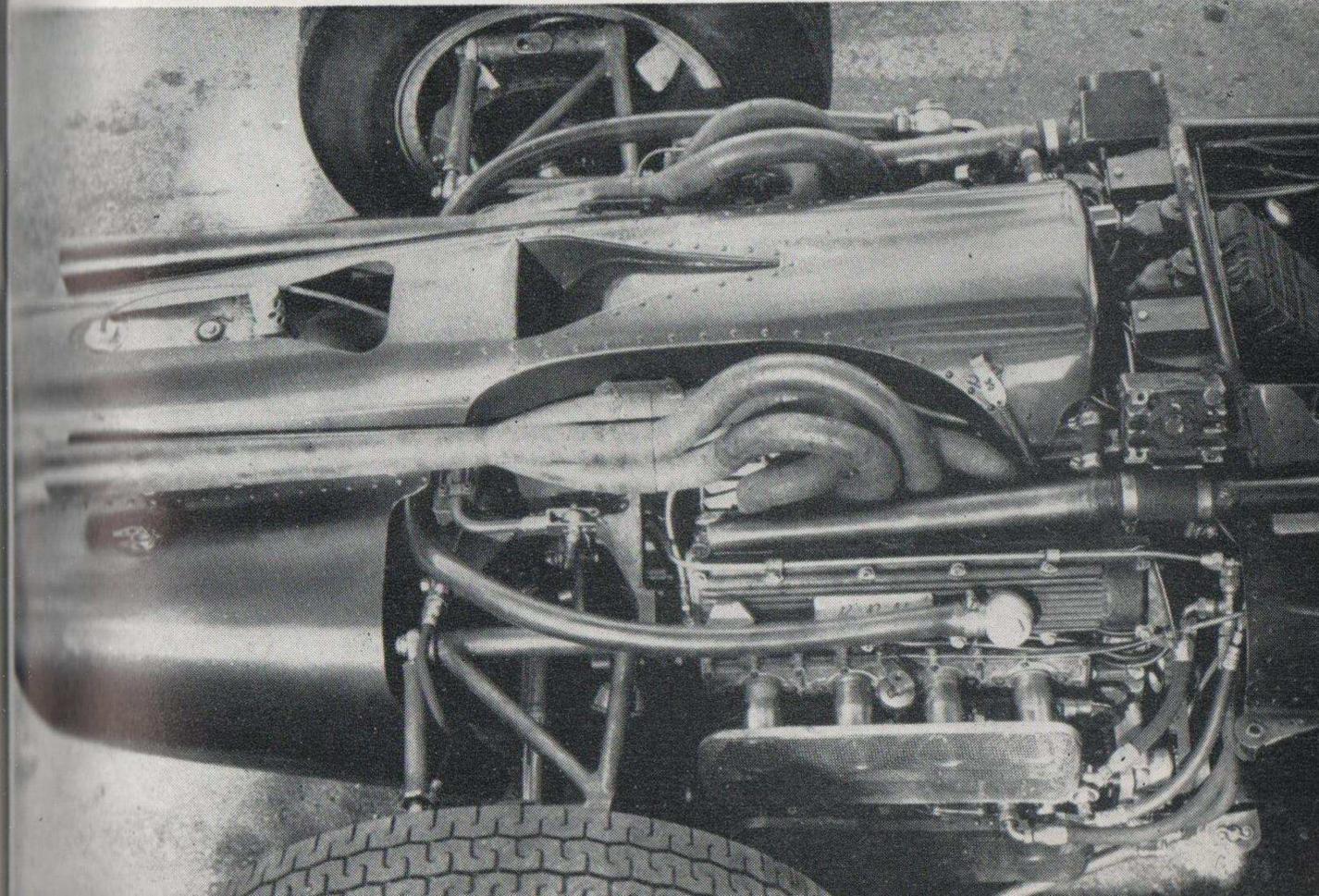
to fit into a modern single-seater. A V-6 would be attractive for the tighter circuits, as Ferrari has proved, but 400 b.h.p. would take some getting.

So, the V-8 is the minimum, it would appear, but will the multiris run rings round it eventually? Let us not forget that both types of engine can be developed further, and that to get more power will mean increasing revolutions. The relatively heavy pistons and connecting rods of the 'eight' might be a limiting factor, but it has such a rigid little crankshaft. The orthodox V-12 has a six-cylinder shaft, and torsional troubles may be expected at extremely high speeds. There tends to be a limit in both cases, it would appear.

Of course, you can have an extra shaft and a train of gears, taking the power from the centre of a V-12 crankshaft. Alternatively, you can put two flat-eights one on top of the other and you have an H-16. Honda did the first and B.R.M. the second, obtaining vast power outputs in each case, but both cars were way above that inescapable 1100 lbs. It would appear that crankshafts geared together, or driving by gears from the centre, exact too great a weight penalty.

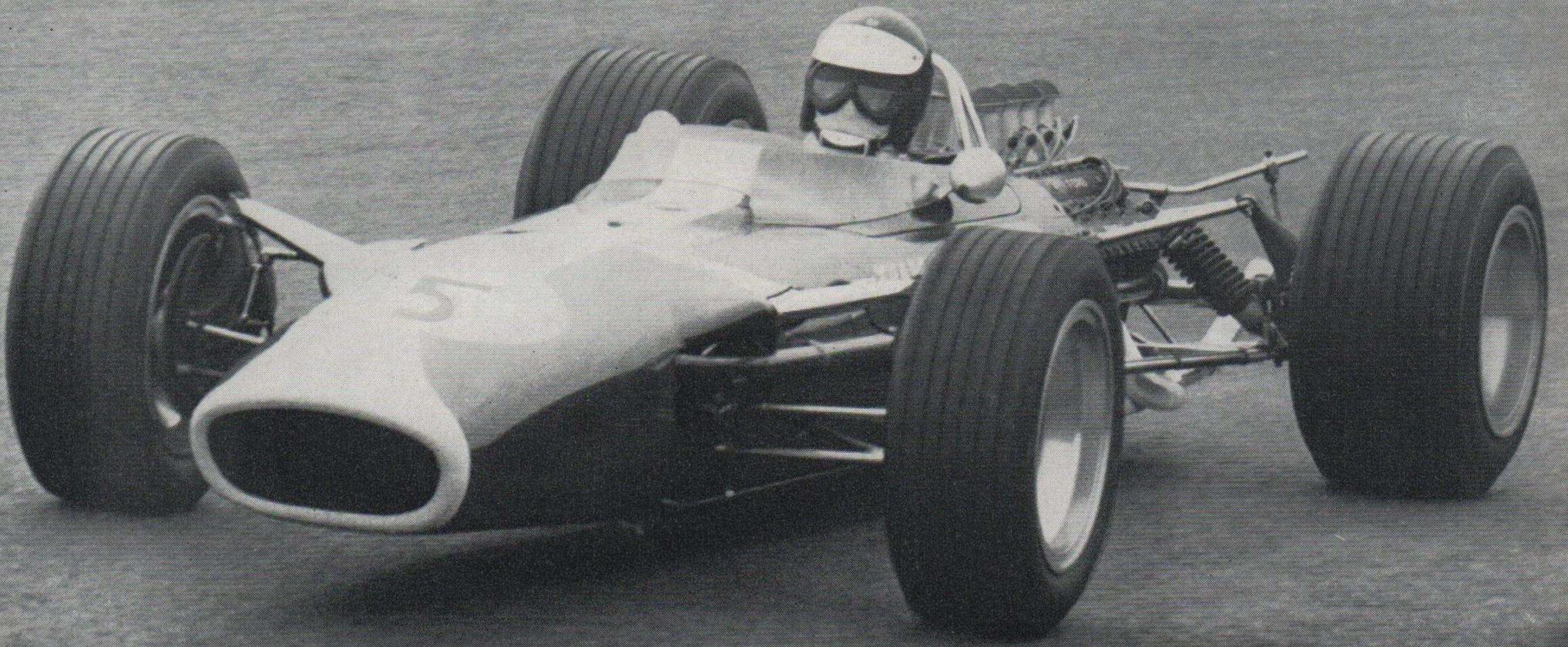
Yet, there's more power and speed waiting round the corner if somebody could build a really light 24-cylinder engine. Nevertheless, it will have to be good to knock our old friend the V-8 off its pedestal.

B.R.M.
H.16



8 GRAND PRIX RIVALRY

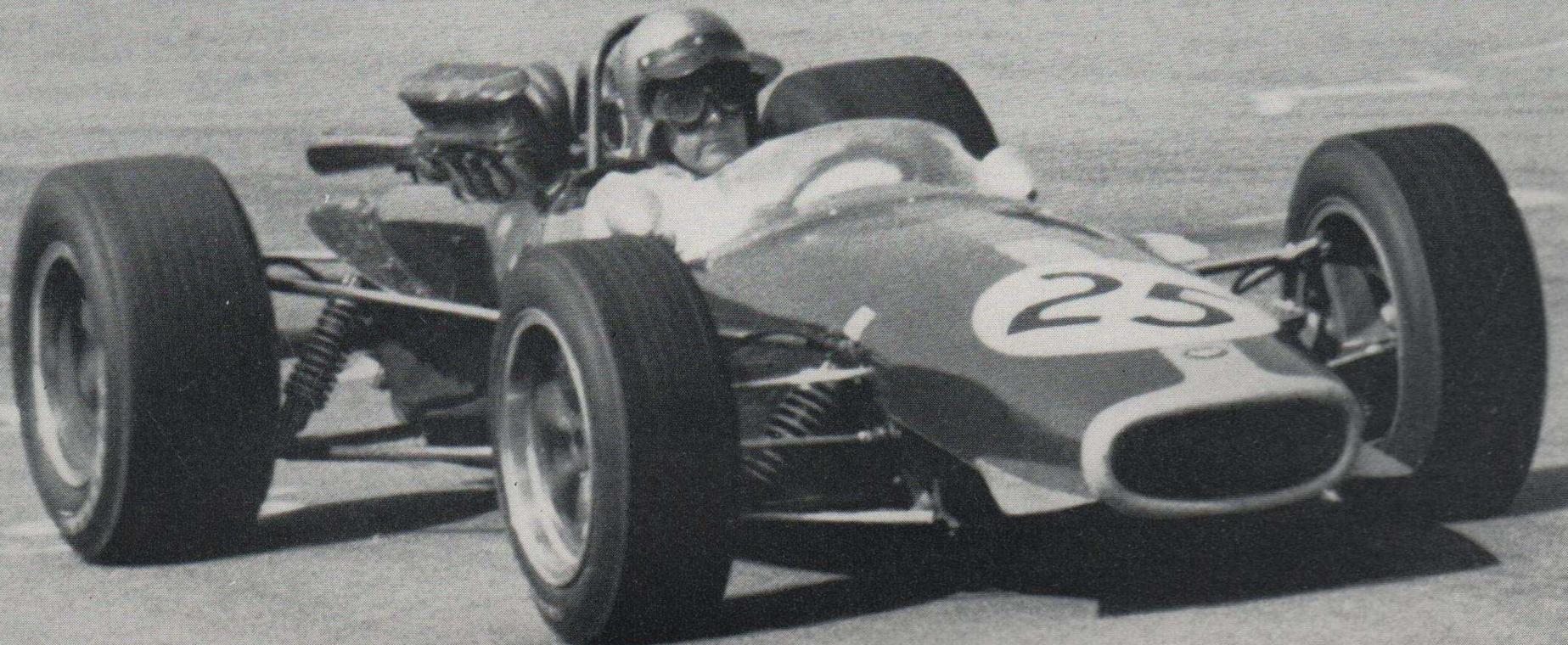
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Above: **Jim Clark — Lotus-Ford**

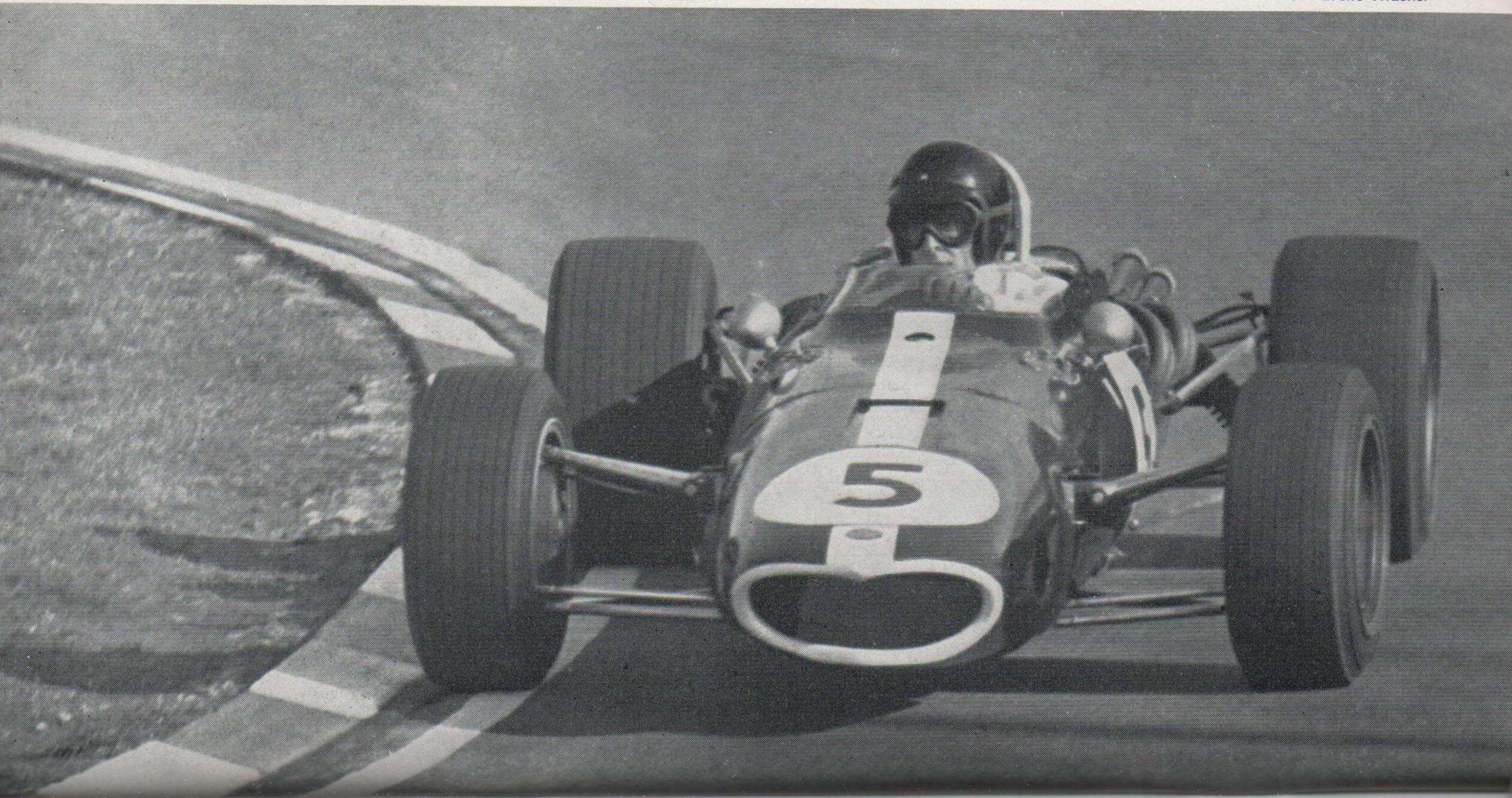
Below: **Jack Brabham — Brabham-Repco**

Photo: Autosport



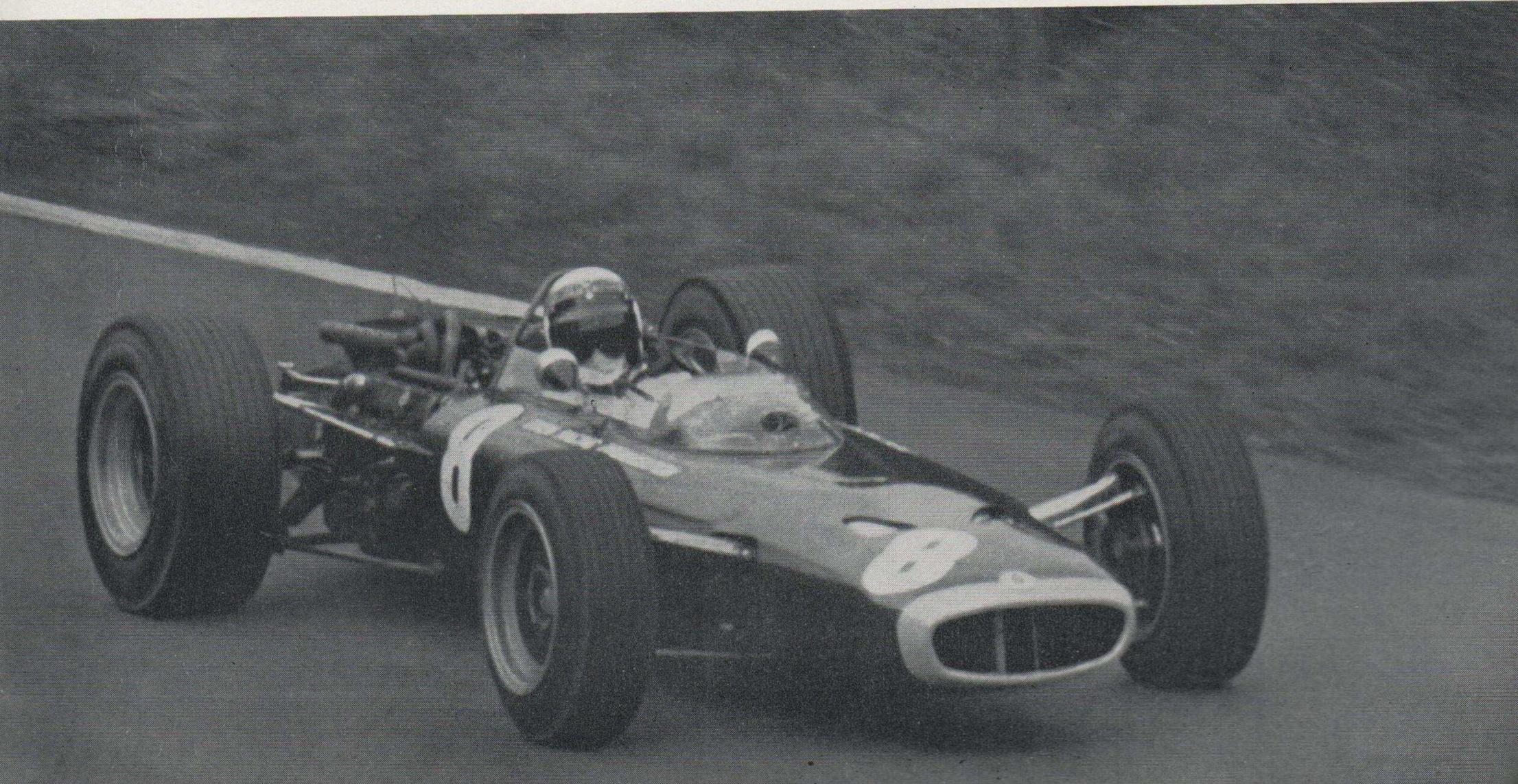
Dan Gurney — Eagle-Weslake

Photo: Leslie Thacker



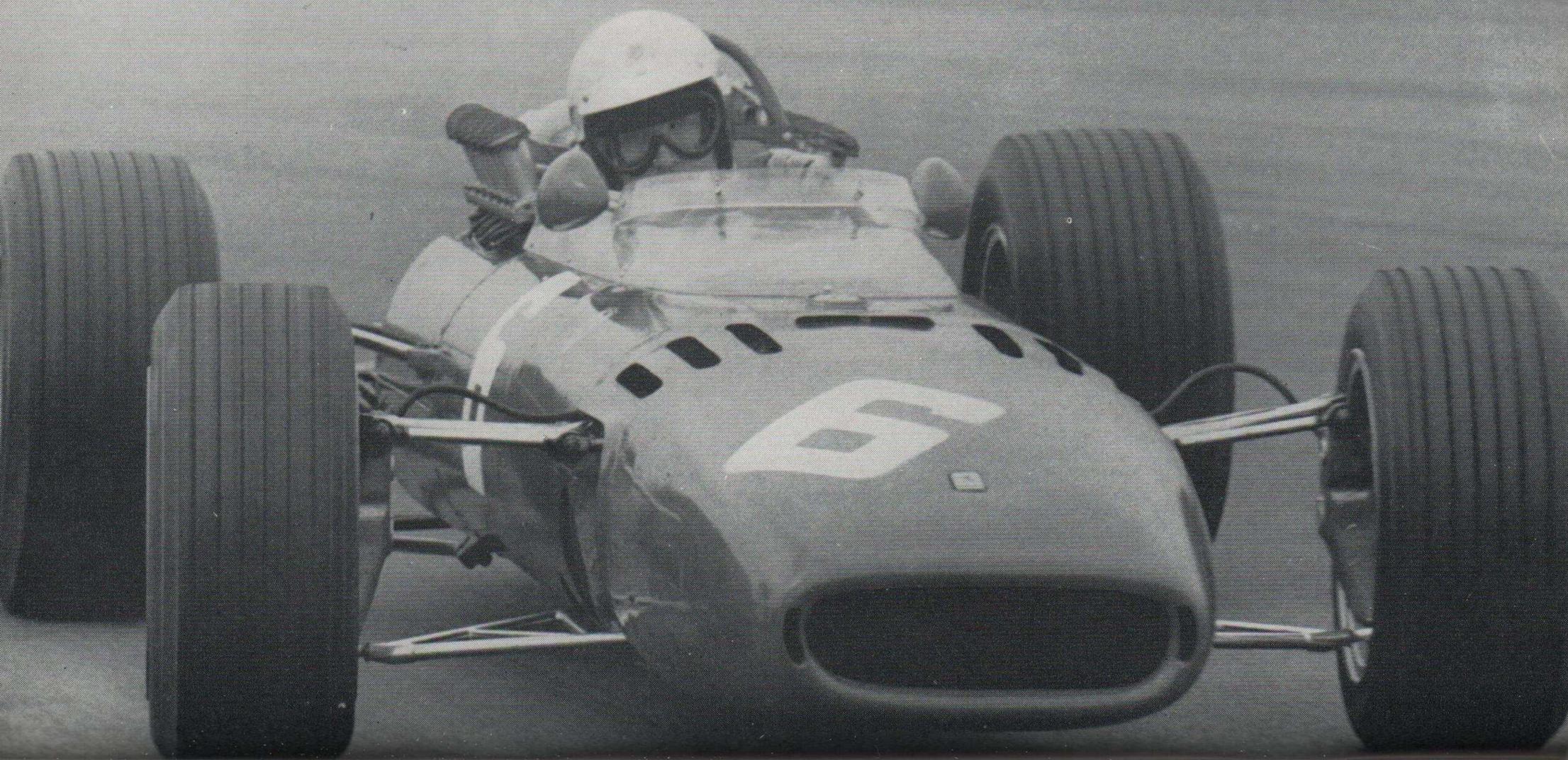
Jackie Stewart — BRM

Photo: Leslie Thacker



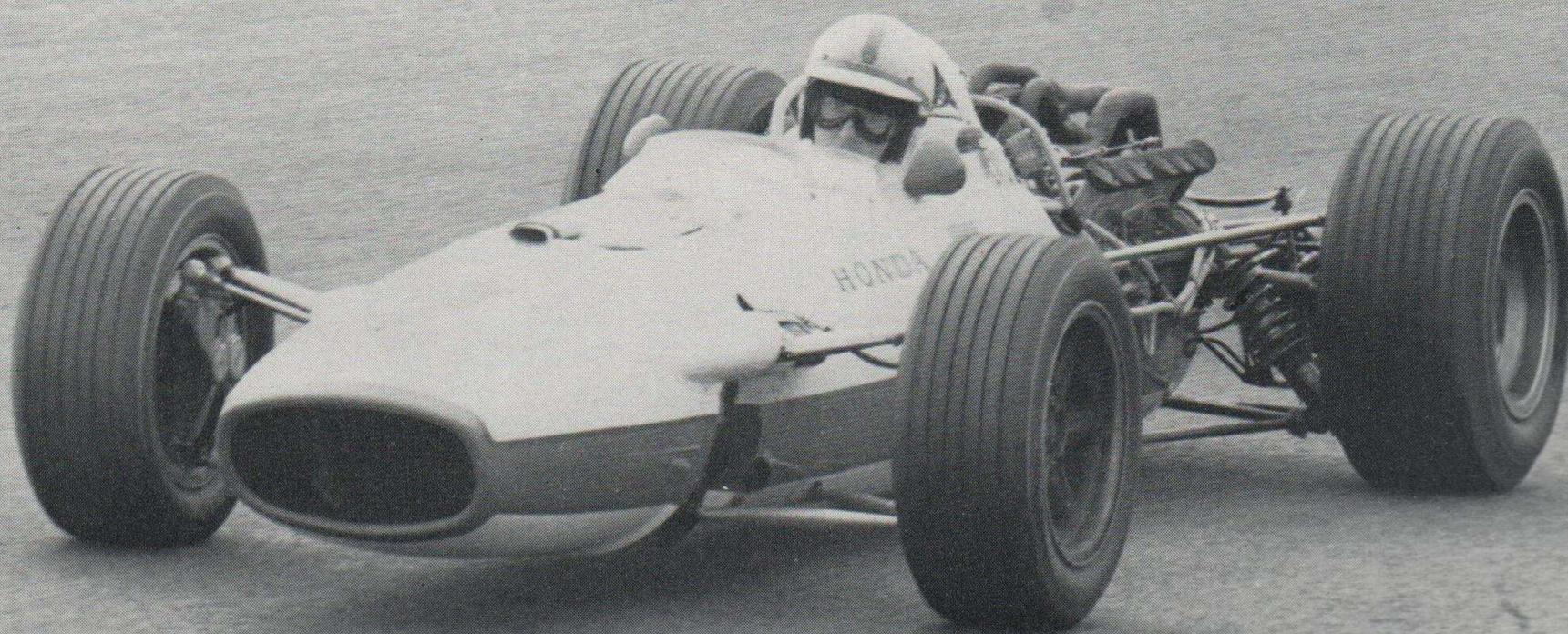
Mike Parkes — Ferrari

Photo: Autosport



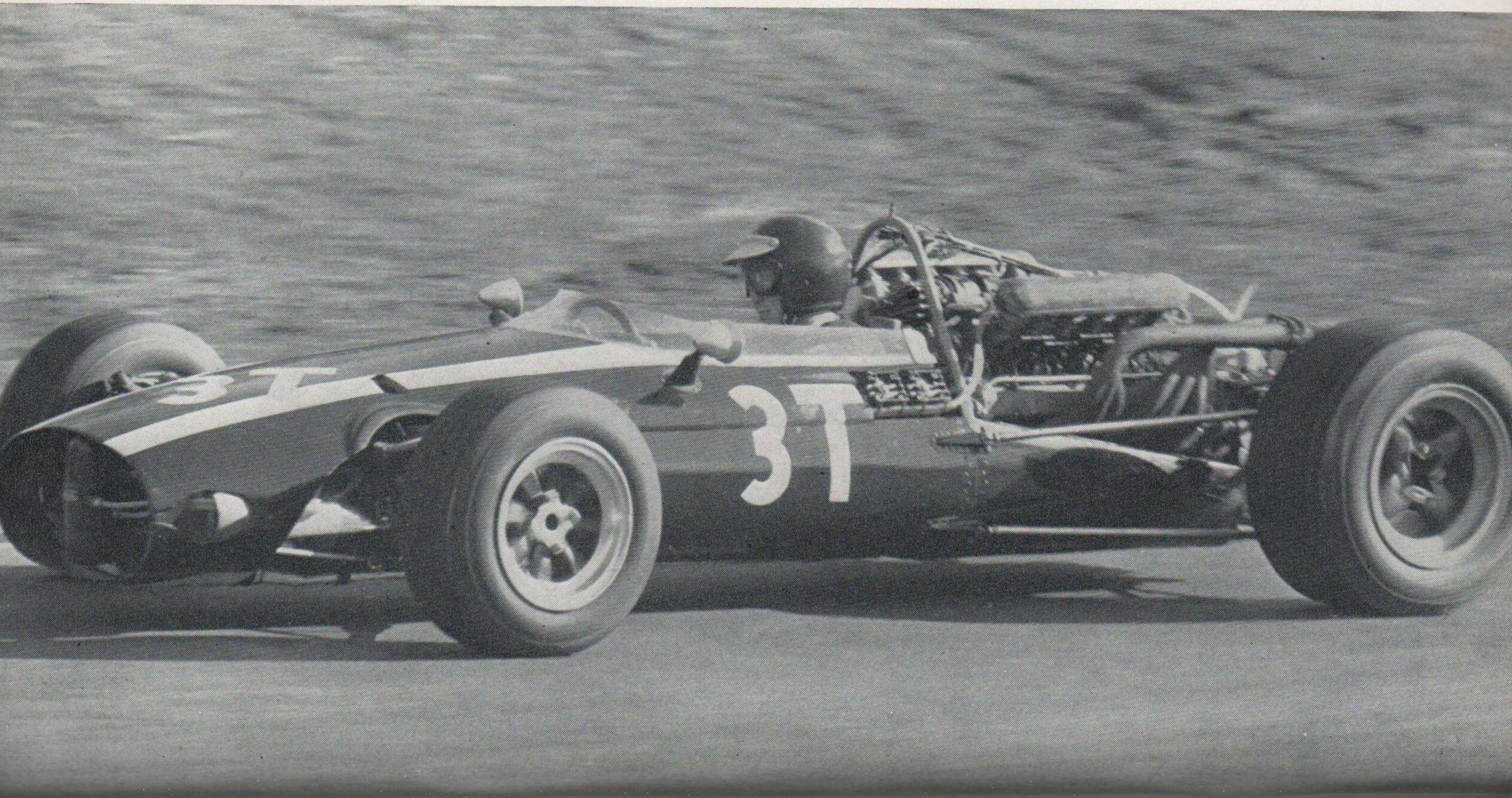
John Surtees — Honda

Photo: Autosport



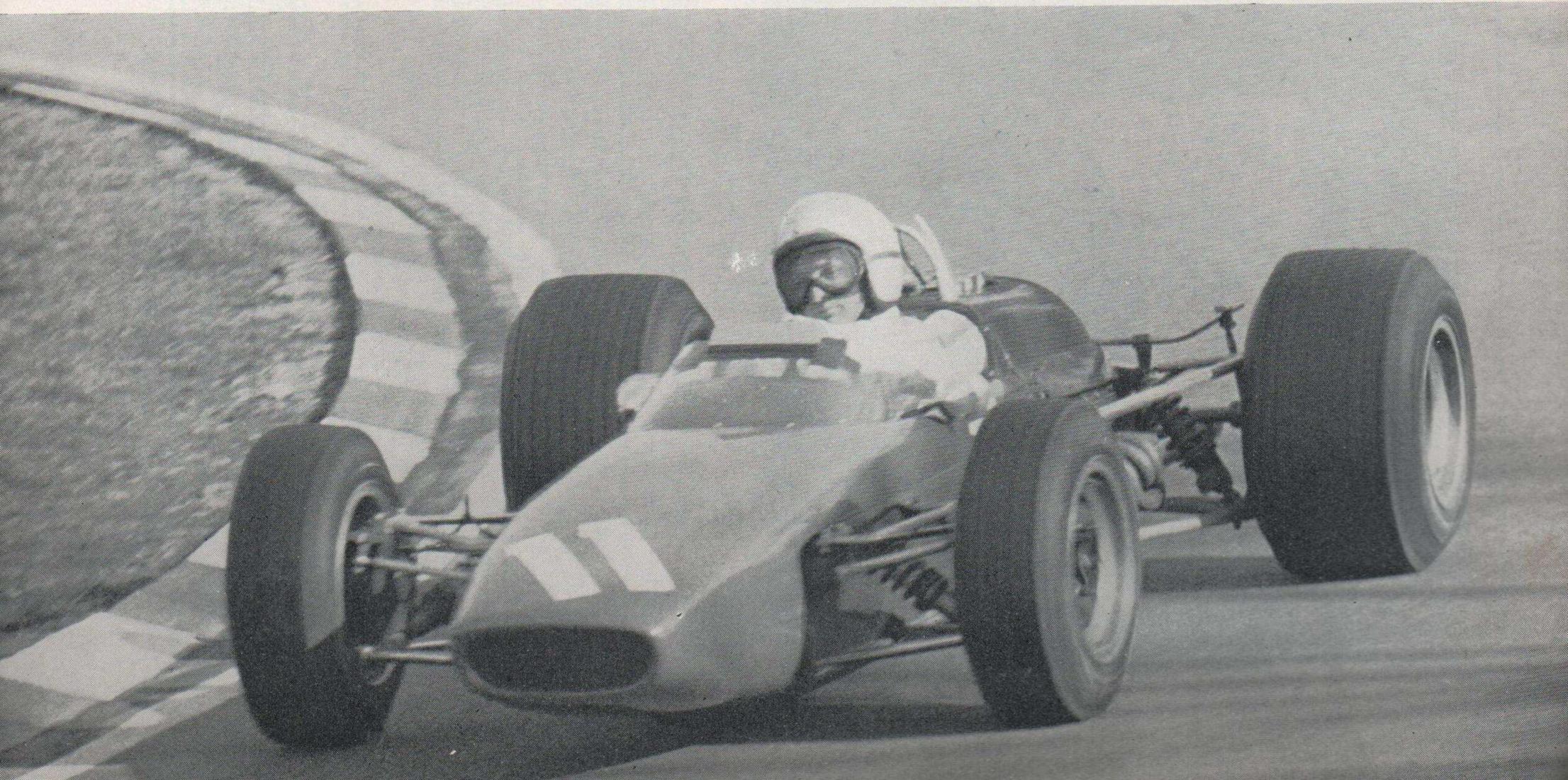
Jochen Rindt — Cooper-Maserati

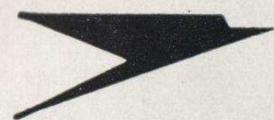
Photo: Leslie Thacker



Bruce McLaren — McLaren-BRM

Photo: Leslie Thacker





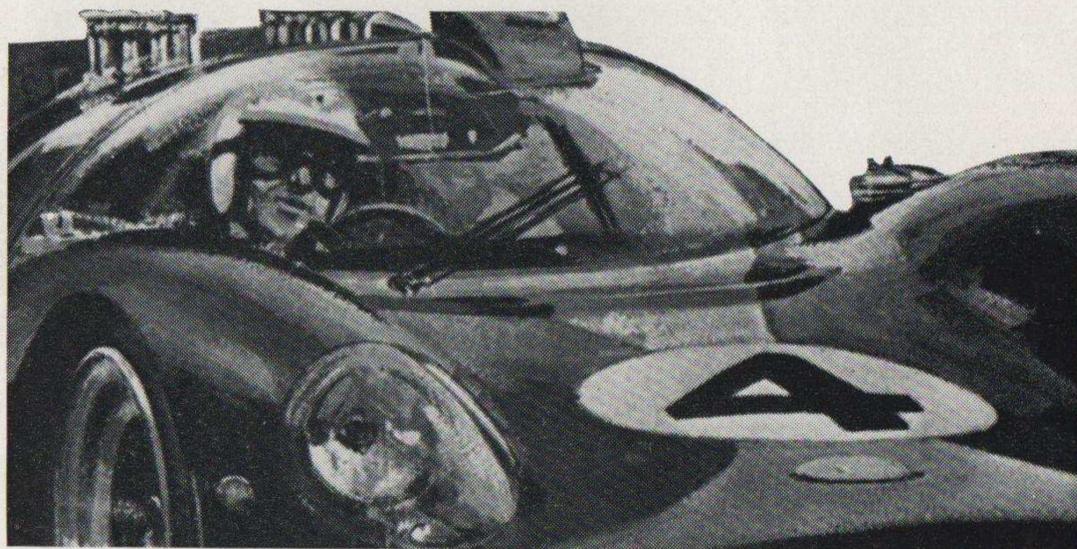
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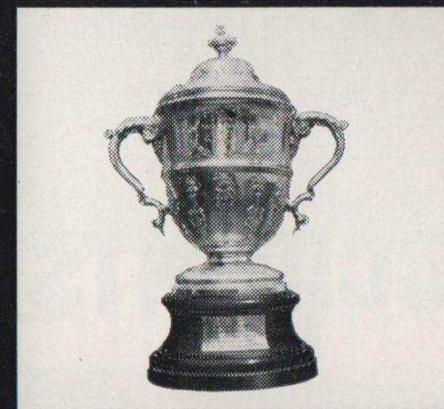
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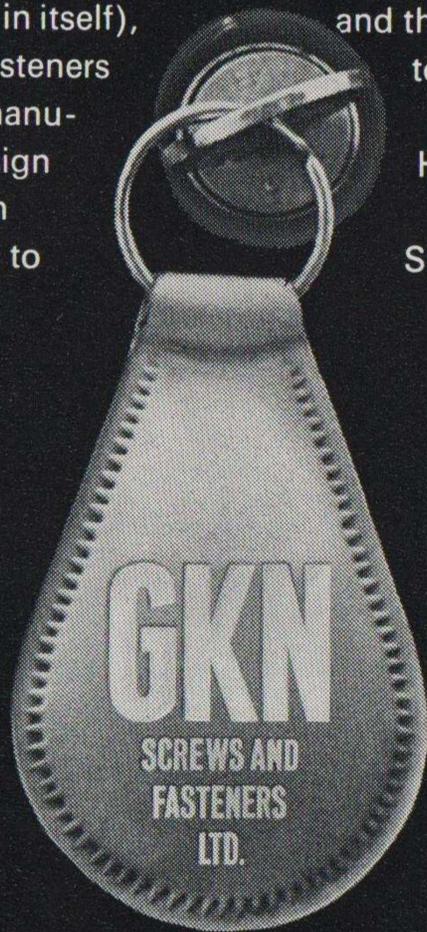
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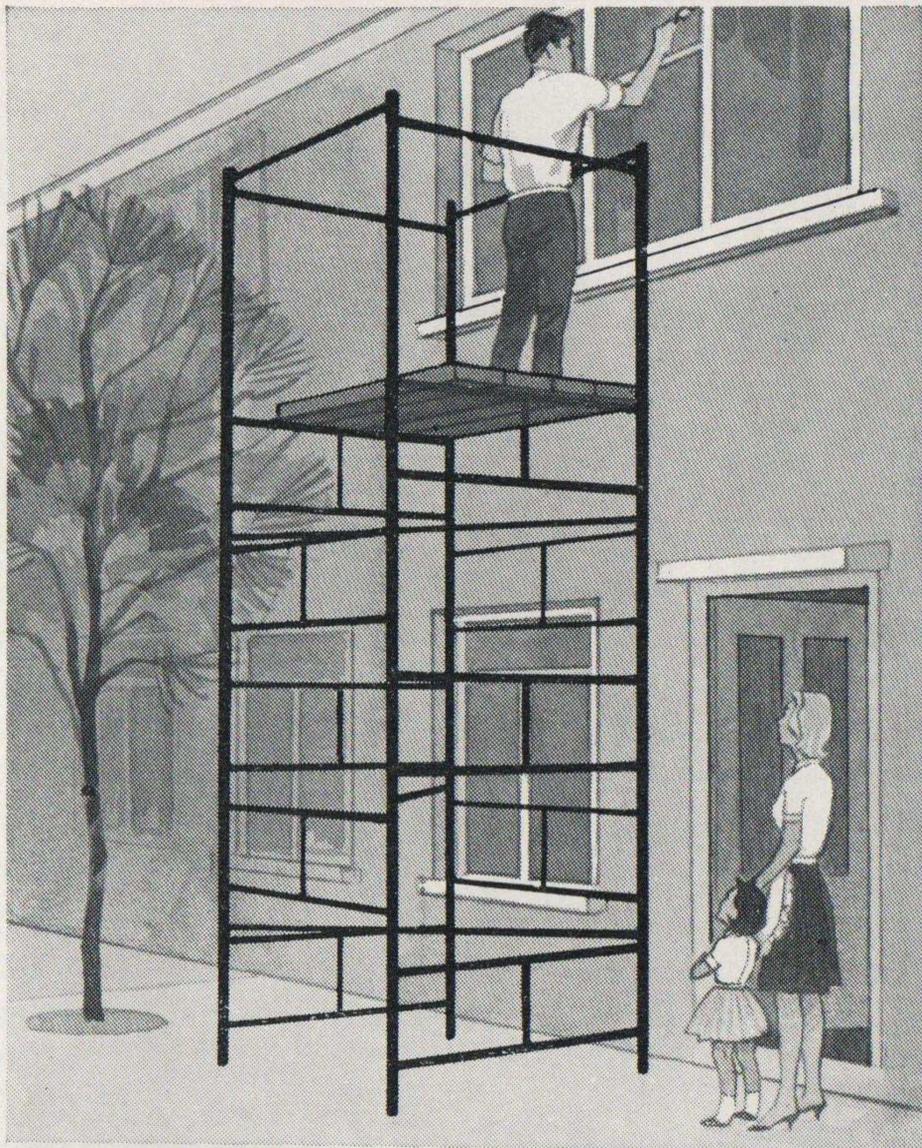
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BRITISH GRAND PRIX, 1948-66

PREVIOUS RESULTS

October 2, 1948

SILVERSTONE—250 MILES, 65 LAPS

1st: L. Villoresi (Maserati), 3h. 18m. 3s. (72.28 m.p.h.). 2nd: A. Ascari (Maserati), 3h. 18m. 17s. (72.19 m.p.h.). 3rd: F. R. Gerard (E.R.A.), 3h. 20m. 6s. (71.54 m.p.h.). 4th L. Rosier (Talbot-Lago), 3h. 22m. 38.6s. (70.65 m.p.h.). *Fastest Lap:* L. Villoresi (Maserati), 76.82 m.p.h.

May 14, 1948

SILVERSTONE—300 MILES, 100 LAPS

1st: E. de Graffenreid (Maserati), 3h. 52m. 50 2s. (77.31 m.p.h.). 2nd: F. R. Gerard (E.R.A.) 3h. 53m. 55 4s. (76.95 m.p.h.). 3rd: L. Rosier (Talbot-Lago), 3h. 53m. 50s. (76.21 m.p.h. 99 laps). 4th: D. Hampshire/W. E. Cotton (E.R.A.), 3h. 54m. 40s. (75.94 m.p.h., 99 laps). *Fastest Lap:* B. Bira (Maserati), 82.82 m.p.h.

May 13, 1950

SILVERSTONE—202 MILES, 70 LAPS

1st: G. Farina (Alfa Romeo), 2h. 13m. 23.6s. (90.95 m.p.h.). 2nd: L. Fagiolo (Alfa Romeo), 2h. 13m. 26.2s. (90.92 m.p.h.). 3rd: R. Parnell (Alfa Romeo), 2h. 14m. 15.6s. (90.37 m.p.h.). 4th: Y. Giraud-Cabantous (Talbot-Lago), 2h. 13m. 25s. (88.3 m.p.h. 68 laps). *Fastest Lap:* G. Farina (Alfa Romeo), 94.02 m.p.h.

July 14, 1951

SILVERSTONE—253 MILES, 90 LAPS

1st: F. Gonzalez (Ferrari), 2h. 42m. 18.2s. (96.11 m.p.h.). 2nd: J. M. Fangio (Alfa Romeo), 2h. 43m. 9.2s. (95.61 m.p.h.). 3rd: L. Villoresi (Ferrari), 2h. 43m. 18.6s. (93.39 m.p.h. 88 laps). 4th: F. Bonetto (Alfa Romeo), 2h. 43m. 7.2s. (92.44 m.p.h. 87 laps). *Fastest Lap:* G. Farina (Alfa Romeo), 99.99 m.p.h.

July 19, 1952

SILVERSTONE—249 MILES, 85 LAPS

1st: A. Ascari (Ferrari), 2h. 44m. 11s. (90.92 m.p.h.). 2nd P. Tsruffi (Ferrari), 2h. 44m. 16s. (89.81 m.p.h. 84 laps). 3rd: J. M. Hawthorn (Cooper-Bristol), 2h. 44m. 3s. (88.60 m.p.h. 83 laps). 4th: D. Poore (Connaught), 2h. 44m. 4s. (88.31 m.p.h. 83 laps). *Fastest Lap:* A. Ascari (Ferrari), 94.09 m.p.h.

July 18, 1953

SILVERSTONE—263 MILES, 90 LAPS

1st: A. Ascari (Ferrari), 2h. 50m. (92.97 m.p.h.). 2nd: J. M. Fangio (Maserati), 2h. 51m. (92.43 m.p.h.). 3rd: G. Farina (Ferrari), 2h. 50m. 12s. (90.8 m.p.h. 88 laps). 4th: F. Gonzalez (Maserati), 2h. 50m. 58s. (90.13 m.p.h. 88 laps). *Fastest Laps:* A. Ascari (Ferrari) and F. Gonzalez (Maserati), 95.79 m.p.h.

July 17, 1954

SILVERSTONE—270 MILES, 90 LAPS

1st: F. Gonzalez (Ferrari), 2h. 56m. 14s. (89.69 m.p.h.). 2nd: J. M. Hawthorn (Ferrari), 2h. 57m. 24s. (89.1 m.p.h. 89 laps). 3rd: O. Marimon (Maserati), 2h. 57m. (88.31 m.p.h. 87 laps). 4th: J. M. Fangio (Mercedes-Benz), 2h. 57m. 27s. (88.08 m.p.h. 87 laps). *Fastest Laps:* F. Gonzalez J. M. Hawthorn (Ferrari), S. Moss, A. Ascari, O. Marimon (Maserati), and J. Behra (Gordini), 95.79 m.p.h.

July 16, 1955

AINTREE—270 MILES, 90 LAPS

1st: S. Moss (Mercedes-Benz), 3h. 7m. 21.2s. (86.47 m.p.h.). 2nd: J. M. Fangio (Mercedes-Benz), 3h. 7m. 21.4s. (86.46 m.p.h.). 3rd: K. Kling (Mercedes-Benz), 3h. 8m. 33s. (85.92 m.p.h.). 4th: P. Taruffi (Mercedes-Benz), 3h. 7m. 36s. (85.39 m.p.h. 89 laps). *Fastest Lap:* S. Moss (Mercedes-Benz), 89.70 m.p.h.

July 14, 1956

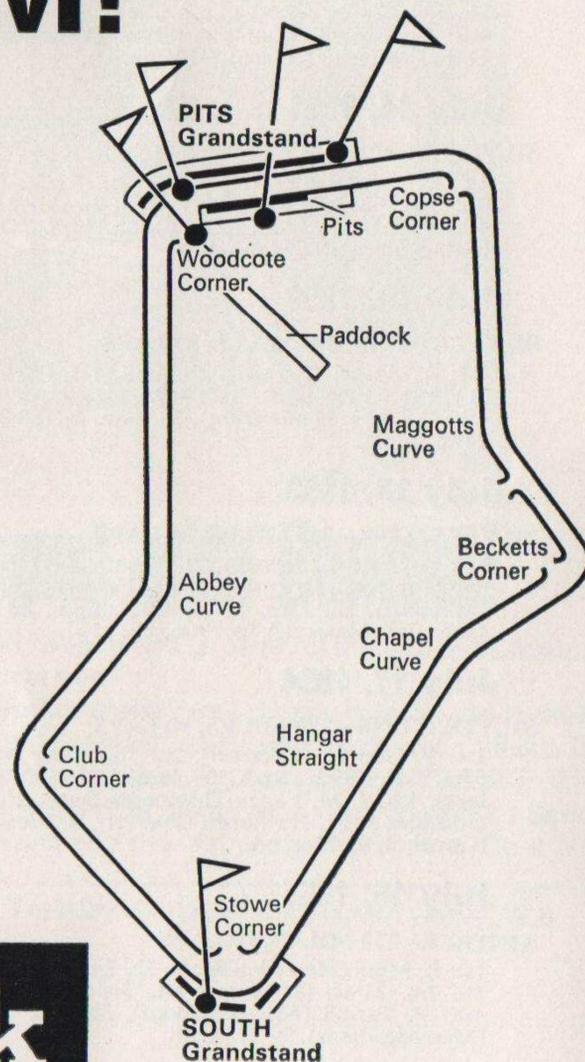
SILVERSTONE—300 MILES, 101 LAPS

1st: J. M. Fangio (Ferrari), 2h. 59m. 47s. (98.65 m.p.h.). 2nd: P. Collins/A. de Portago (Ferrari), 3h. 1m. 16.2s. (96.88 m.p.h.). 3rd: J. Behra (Maserati), 3h. 0m. 37.8s. (96.25 m.p.h. 99 laps). 4th: J. Fairman (Connaught), 3h. 1m. 20s. (94.91 m.p.h. 98 laps). *Fastest Lap:* S. Moss (Maserati), 102.1 m.p.h.

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July 20, 1957

AINTREE—270 MILES, 90 LAPS

1st: C. A. S. Brooks/S. Moss (Vanwall), 3h. 6m. 37.8s. (86.8 m.p.h.). 2nd: L. Musso (Ferrari), 3h. 7m. 3.4s. (88.6 m.p.h.). 3rd: J. M. Hawthorn (Ferrari), 3h. 7m. 20.6s. (86.47 m.p.h.). 4th: M. Trintignant/P. Collins (Ferrari), 3h. 8m. 44s. (83.93 m.p.h. 88 laps). *Fastest Lap:* S. Moss, 90.60 m.p.h.

July 19, 1958

SILVERSTONE—225 MILES, 75 LAPS

1st: P. Collins (Ferrari), 2h. 9m. 4.2s. (102.05 m.p.h.). 2nd: J. M. Hawthorn (Ferrari), 2h. 9m. 28.4s. (101.73 m.p.h.). 3rd: R. Salvadori (Cooper), 2h. 9m. 54.8s. (101.39 m.p.h.). 4th: S. Lewis Evans (Vanwall), 2h. 9m. 55s. (101.38 m.p.h.). *Fastest Lap:* M. Hawthorn (Ferrari), 104.54 m.p.h.

July 18, 1959

AINTREE—225 MILES, 75 LAPS

1st: J. Brabham (Cooper), 2h. 30m. 11.6s. (89.88 m.p.h.). 2nd: S. Moss (B.R.M.), 2h. 30m. 33.8s. (89.67 m.p.h.). 3rd: B. McLaren (Cooper), 2h. 30m. 34s. (89.66 m.p.h.). 4th: H. Schell (B.R.M.), 2h. 30m. 18.4s. 1 lap behind. *Fastest Lap:* S. Moss/M. McLaren, 92.31 m.p.h.

July 16, 1960

SILVERSTONE—231 MILES, 77 LAPS

1st: J. Brabham (Cooper), 2h. 4m. 24.6s. (108.69 m.p.h.). 2nd: J. Surtees (Lotus), 2h. 5m. 14.2s. (107.98 m.p.h.). 3rd: I. Ireland (Lotus), 2h. 5m. 54.2. (107.40 m.p.h.). 4th: B. McLaren (Cooper), 2h. 4m. 32.4s. (107.17 m.p.h.). *Fastest Lap:* G. Hill (B.R.M.), 111.62 m.p.h.

July 15, 1961

AINTREE—225 MILES, 75 LAPS

1st: W. von Trips (Ferrari), 2h. 40m. 53.6s. (83.91 m.p.h.). 2nd: P. Hill (Ferrari), 2h. 41m. 39.6s. (83.5 m.p.h.). 3rd: R. Ginther (Ferrari), 2h. 41m. 40.4s. (83.48 m.p.h.). 4th: J. Brabham (Cooper), 2h. 42m. 2.2s. (83.31 m.p.h.). *Fastest Lap:* C. A. S. Brooks (B.R.M.), 91.68 m.p.h.

July 21, 1962

AINTREE—225 MILES, 75 LAPS

1st: J. Clark (Lotus), 2h. 26m. 20.8s. (92.25 m.p.h.). 2nd: J. Surtees (Lola), 2h. 27m. 10s. (91.75 m.p.h.). 3rd: B. McLaren (Cooper), 2h. 28m. 56s. (91.16 m.p.h.). 4th: G. Hill (B.R.M.), 2h. 28m. 17.6s. (91.04 m.p.h.). *Fastest Lap:* J. Clark (Lotus), 93.91 m.p.h.

July 20, 1963

SILVERSTONE—246 MILES, 82 LAPS

1st: J. Clark (Lotus-Climax), 2h. 14m. 9.6s. (107.75 m.p.h.). 2nd: J. Surtees (Ferrari), 2h. 14m. 35.4s. (107.00 m.p.h.). 3rd: G. Hill (B.R.M.), 2h. 14m. 47.2s. (106.84 m.p.h.). 4th: R. Ginther (B.R.M.) (105.75 m.p.h.). *Fastest Lap:* J. Surtees (Ferrari), 1m. 36s. (109.76 m.p.h.).

July 11, 1964

BRITISH & EUROPEAN GRAND PRIX—212 MILES, 80 LAPS

1st: J. Clark (Lotus-Climax), 2h. 15m. 7.0s. (94.14 m.p.h.). 2nd: G. Hill (B.R.M.), 2h. 15m. 9.8s. 3rd: J. Surtees (Ferrari), 2h. 16m. 27.6s. 4th: J. Brabham (Brabham-Climax). *Fastest Lap and New Record* by J. Clark (Lotus-Climax), 1m. 38.8s. (96.56 m.p.h.).

July 10, 1965

SILVERSTONE—240 MILES

1st: J. Clark (Lotus-Climax), 2h. 05m. 25s. (112.02 m.p.h.). 2nd: G. Hill (B.R.M.), 2h. 05m. 28.6s. (111.97 m.p.h.). 3rd: J. Surtees (Ferrari), 2h. 05m. 53s. (111.61 m.p.h.). 4th: M. Spence (Lotus-Climax), 2h. 06m. 50s. (11.143 m.p.h.). *Fastest lap:* G. Hill (B.R.M.), 1m. 32.2s. (114.29 m.p.h.).

July 16, 1966

BRANDS HATCH—212 MILES

1st: J. Brabham (Brabham-Repco), 2h. 13m. 13.4s. (95.48 m.p.h.). 2nd: D. Hulme (Brabham-Repco), 2h. 13m. 23s. 3rd: G. Hill (B.R.M.), 79 laps. 4th: J. Clark (Lotus), 79 laps. *Fastest lap:* J. Brabham (Brabham), 1m. 37s. (98.35 m.p.h.).

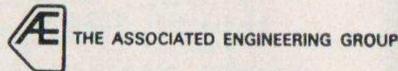
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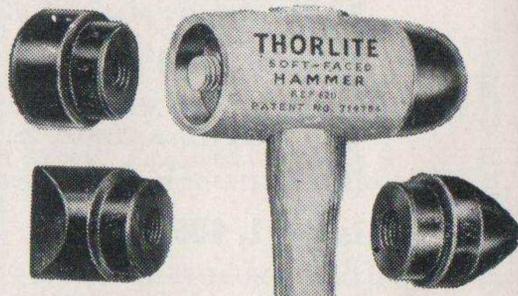


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INFORMATION. Results, commentaries and other information will be announced on a public address system installed around the circuit.

VIEWING. The promoters reserve the right to remove any small stands that may be erected by spectators and which interfere with the viewing and personal comfort of other racegoers.

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ANIMALS. Dogs and other animals are not, in any circumstances, admitted to the Circuit.

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and the following for their valuable co-operation

ALL HONORARY OFFICIALS LISTED ON PAGES 12 AND 13 AND THE ORGANIZATIONS AND CLUBS WHO ARRANGED FOR PARTIES OF THEIR MEMBERS TO ATTEND AS OFFICIALS.

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The Silverstone Club was formed early in 1966 by a group of enthusiastic followers of the sport, and in particular loyal supporters of Silverstone Circuit, anxious to help 'their' circuit in any possible way. The idea was that any surplus monies earned by the new Club would automatically be used on behalf of the circuit—in the early stages for the members of the new Club, but finally for the good of the public at large. In return for this very sympathetic attitude, the British Racing Drivers' Club has found it possible to offer unusual benefits to the members of the Silverstone Club.

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4. Exclusive use of Clubhouse in Woodcote Enclosure at all Meetings.

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A distinctive badge is available to members. It is the actual shape of the circuit and embodies an inset miniature version of the B.R.D.C. badge.

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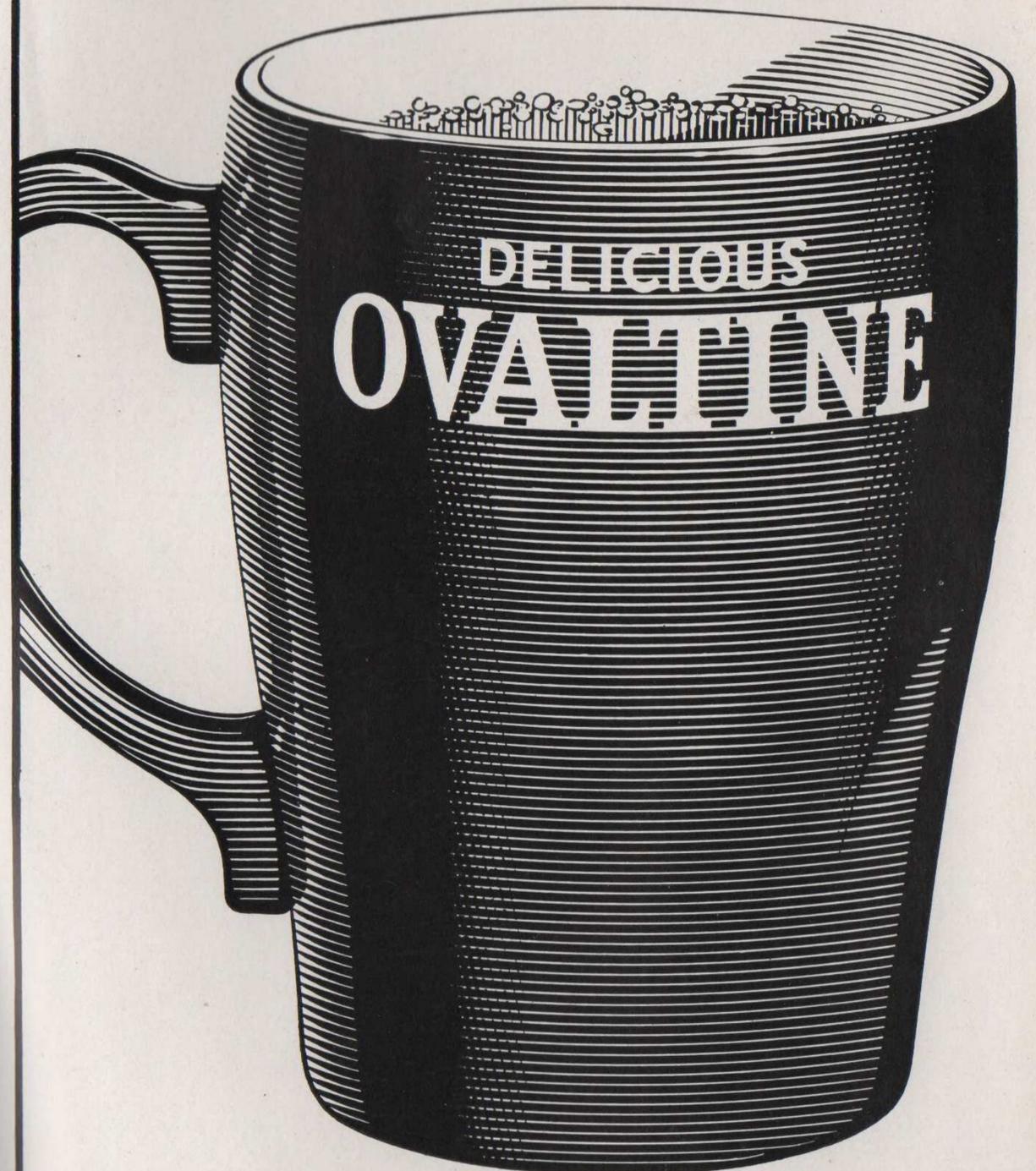
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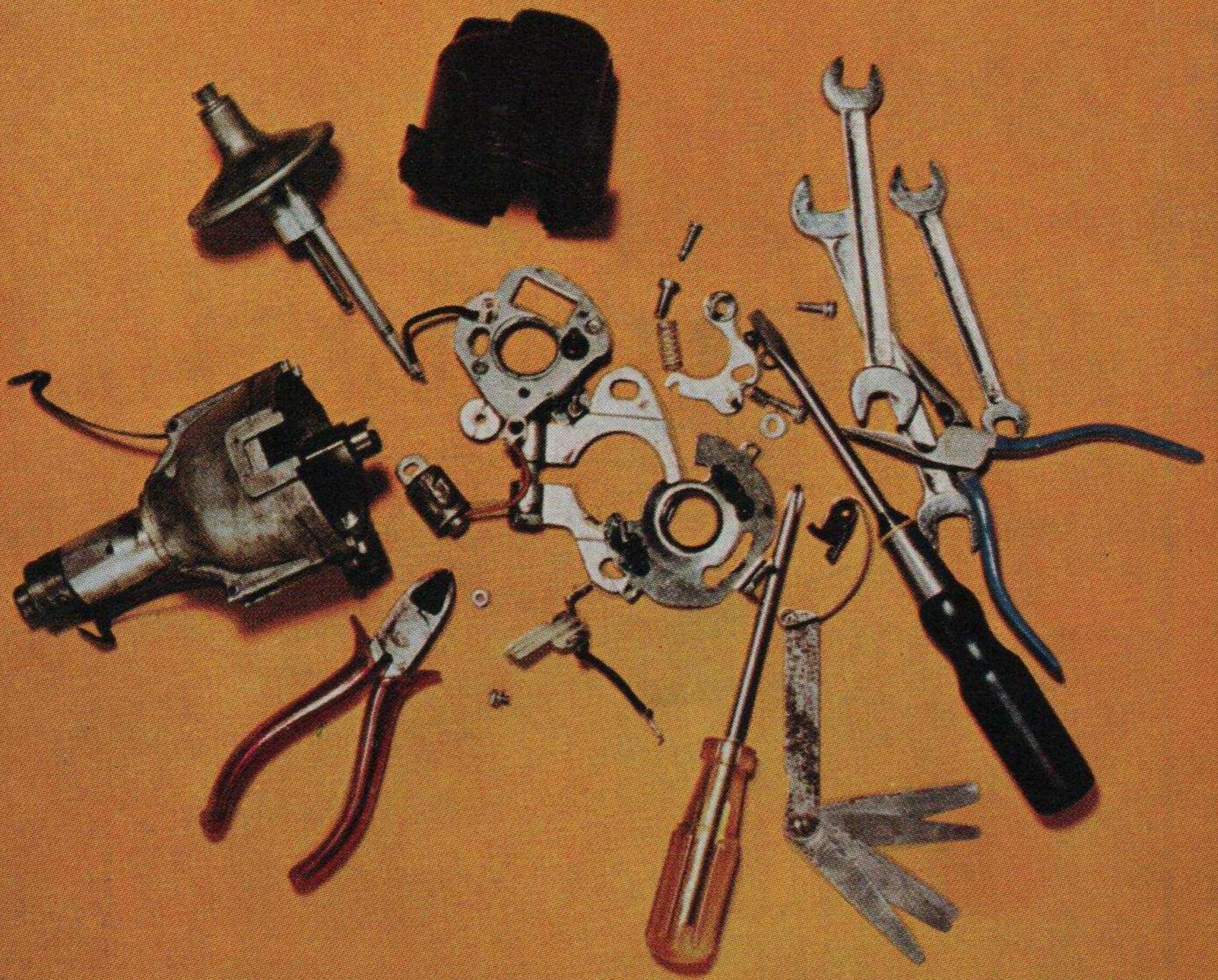
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