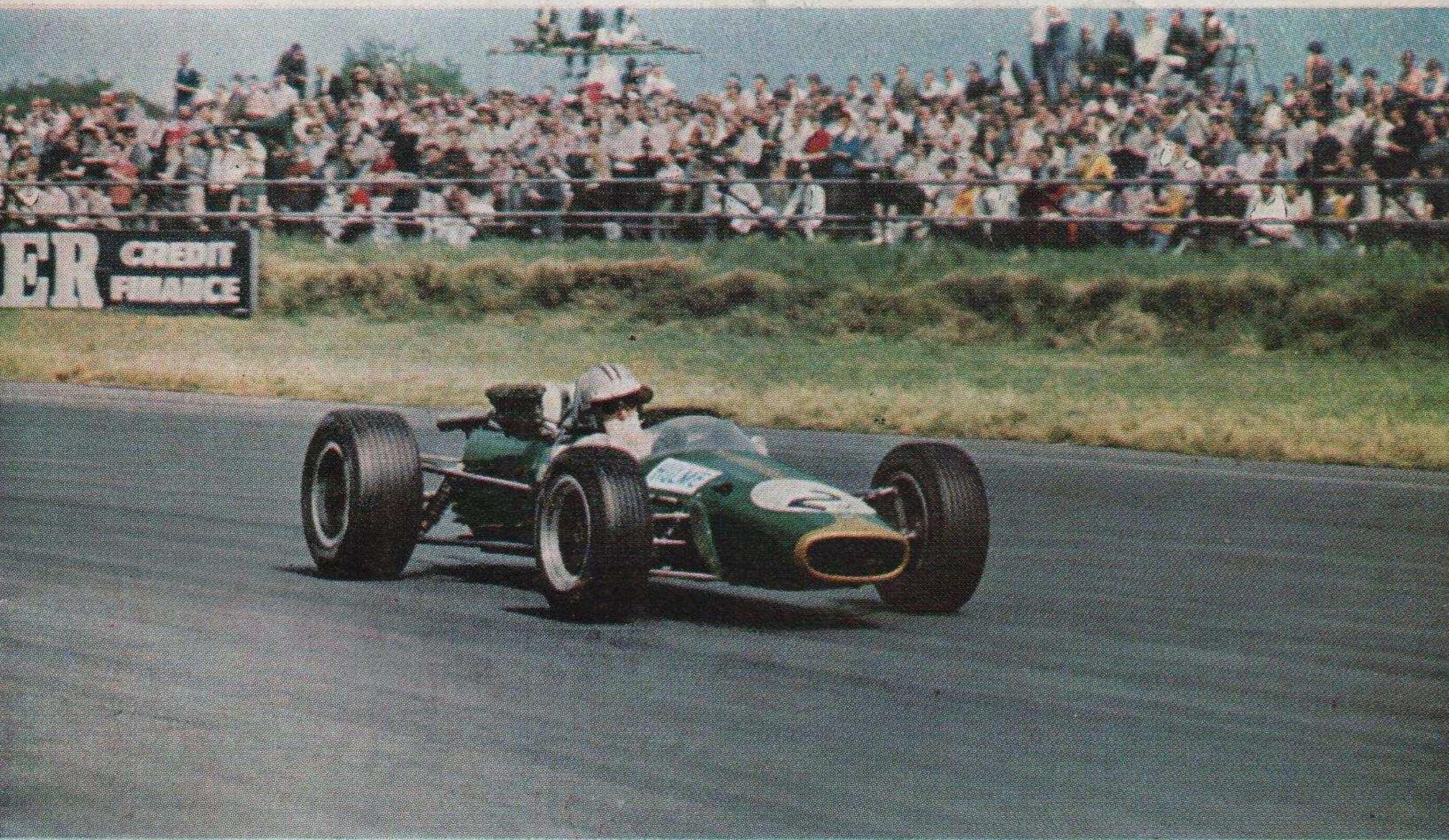




SILVERSTONE

20th International Daily Express Trophy



27th April 1968

the whole
motoring scene
every week



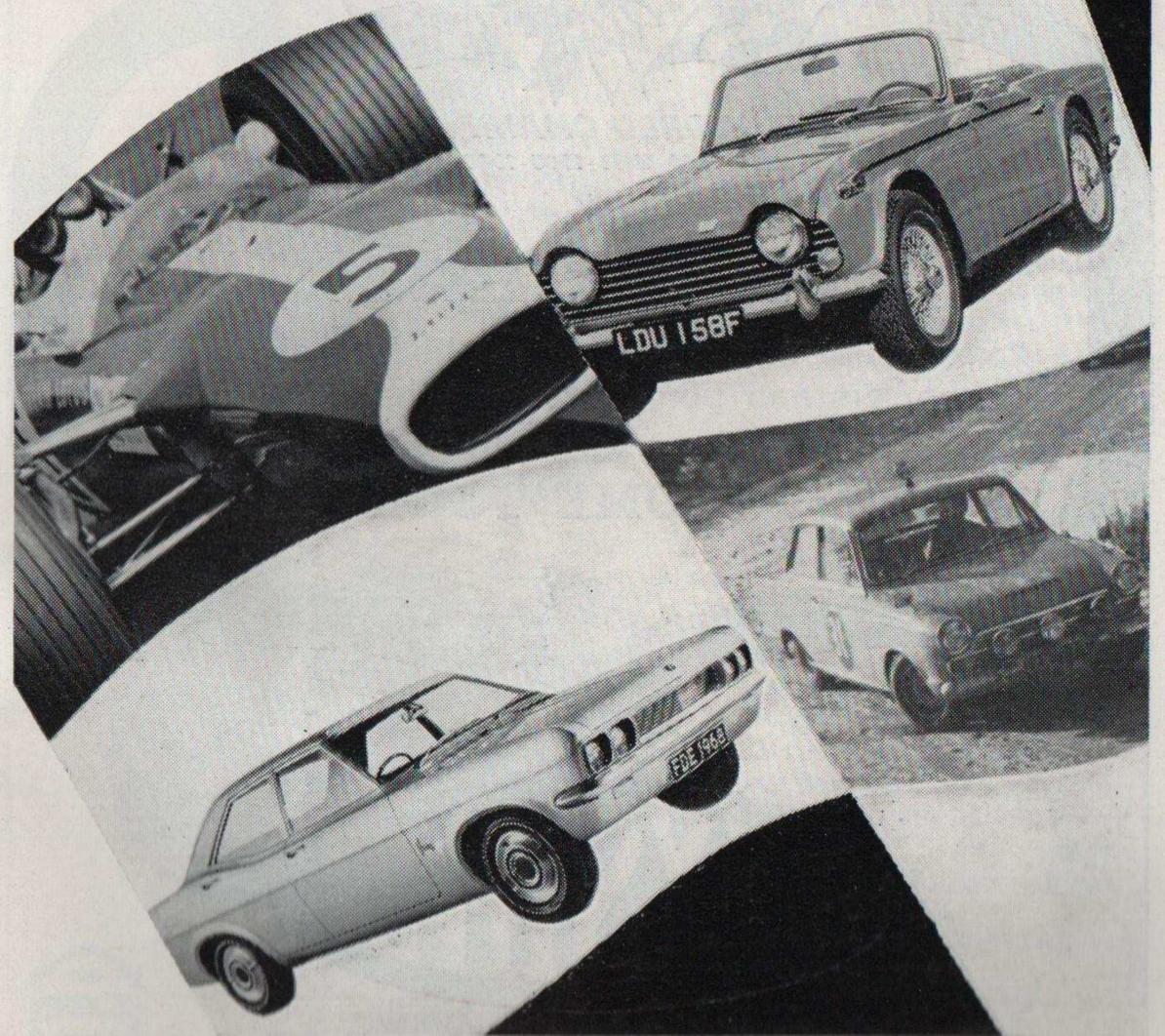
Autocar
FIRST AWAY AND ALWAYS AHEAD · THURSDAY 25 6d

For the safety and quality of
Precision-engineered braking . . .

at all events GIRLING DISC BRAKES

The Best Brakes in the World

Racing and competition drivers know the vital importance of correct brake servicing—do *you* check *your* brakes regularly and insist on genuine replacement parts?



BALANCING

For the finest Electronic Balancing Service do as the World Champions did for their Crankshafts in 1959 1960 1963 1965 1966 1967



CYLINDER HEADS

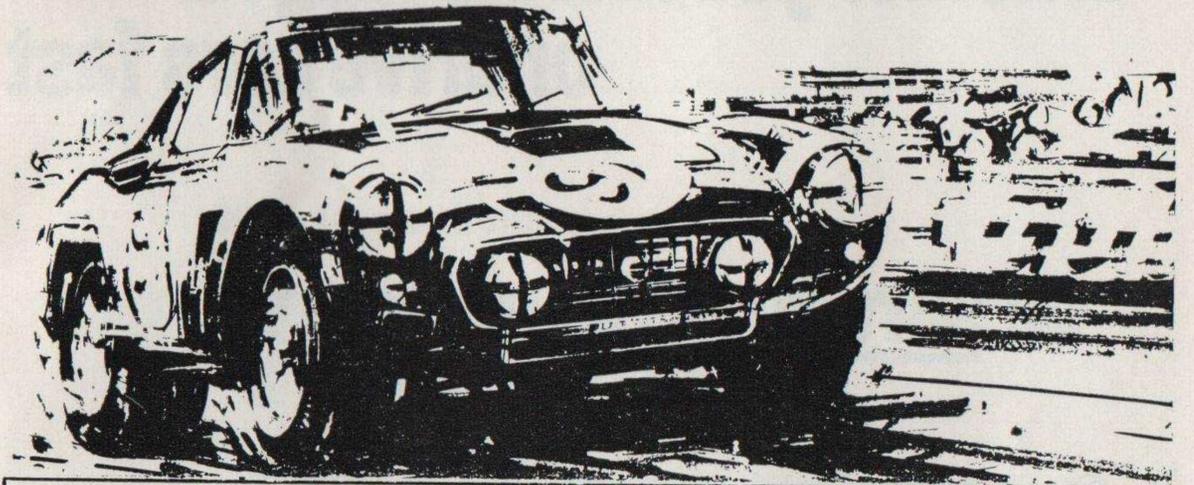
For equal compression, polished combustion chambers and ports, with matched manifolds

COME TO

LAYSTALL

53, Gt. Suffolk St. London, S.E.1.
WATERloo 6141

SERCK keep hot cars cool...



OIL COOLERS

A Serck oil cooler kit is essential for keeping lubrication systems cool in competition or on long high-speed runs. The kits which are tailored to fit individual models, consist of a lightweight, brazed-aluminium cooler unit, piping, unions, mounting brackets and, where necessary, a sandwich block or adaptor to fit the oil filter. Recommended retail prices begin at £9.15.0. Available from your garage or any Serck Services branch (See telephone directory for address).

RADIATORS

Practically every manufacturer of F.1, F.2, F.3, G.T. Prototype and Sports Racing Cars fits Serck Radiators. The few who don't can find out what they are missing by contacting Serck S.M.S. Company, Coronation Road, London N.W.10. Telephone: 01-965 5442.



SERCK SERVICES

Head Office: 456 Stratford Rd., Birmingham 11

**Whether you drive a fast car
or drive cars fast**

be sure to drive on Avon



Avon Turbospeed Mk4

For sustained high speeds, extra stability and more wet road grip.

Avon Radial

Superb wet grip, progressive warning of breakaway.

Avon Super Safety

The family motoring tyre that gives you 38% more wet road grip!

then you'll be sure to drive safe



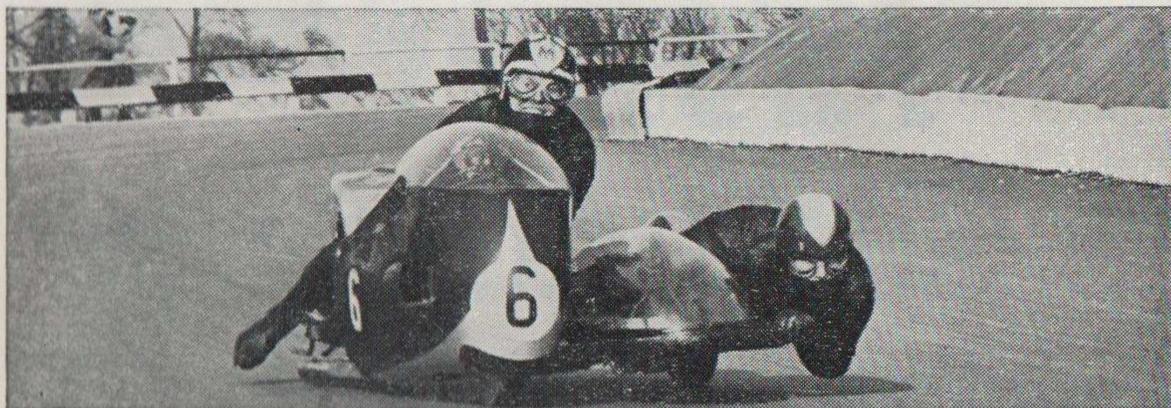
20th International

**TROPHY
MEETING**

Saturday 27th April, 1968

SILVERSTONE

Organised by the
British Racing Drivers' Club
In association with the
Daily Express



**Whether you prefer 2, 3 or 4 wheels
Ferodo brake linings are race and
rally proved for your safety**

FERODO



FERODO Limited Chapel-en-le-Frith

A Turner & Newall company

12/71

Contents

- 11 Foreword by The Hon. Gerald Lascelles, President of the British Racing Drivers' Club
- 12 Officials of the Meeting
- 15 Trophies and Awards
- 17 20th Daily Express Trophy Basil Cardew
- 22 The Formula One Scene Innes Ireland
- 27 Out of the Past Bill Boddy
- 48 Piston V. Turbine Gregor Grant

Sports Car Race for Players Trophy 10.30 a.m.

- 36 Entrants
- 37 Lap Score Chart

Saloon Car Race for Duckhams Trophy 11.40 a.m.

- 38 Entrants
- 39 Lap Score Chart

Race for Formula III for Caravans International Trophy 12.45 p.m.

- 42 Entrants
- 43 Lap Score Chart

20th International "Daily Express" Trophy Race 2.30 p.m.

- 44 Entrants
- 45 Lap Score Chart

Race for Historic Cars 4.30 p.m.

- 46 Entrants
- 47 Lap Score Chart



YOU KNOW WHO WON THE BIG ONES IN 1967!

**It's 1, 2, 3 for Goodyear in
1968 Race of Champions!**

Goodyear's continuing supremacy
was proved again in the very first
Big One of 1968, with the first
three drivers *all* on Goodyear tyres.

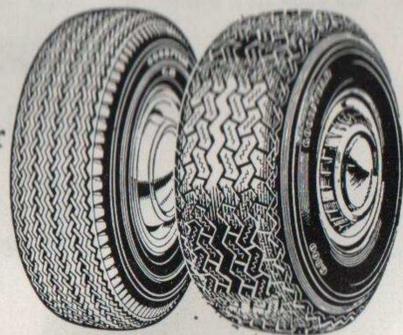
**Last year, drivers on Goodyear
tyres scooped the world.**

Goodyear firsts included: the
World Grand Prix Championship (for
the second successive year); the Indianapolis 500;

Le Mans 24-Hour Race (for the third consecutive year); the Monaco,
French, German, Belgian and Canadian Grands Prix;
the gruelling Shell 4000 Rally.

The know-how that wins the *Big Ones* is the
know-how behind Goodyear tyres for everyday
motoring. Know-how that produced the Polyester
G8 cross-ply tyre and the Goodyear G800,
today's most advanced radial.

Corner safer, stop faster and get thousands
more miles—with Goodyear tyres.



GOOD YEAR
The Safety-Minded Company

Foreword

The Hon. Gerald Lascelles

President of the British Racing Driver's Club

TODAY the world of Motor Sport still mourns for Jim Clark, who was a familiar figure at Silverstone, and the winner of the 1967 R.A.C. Grand Prix at the Circuit. To everyone who saw him drive, he was an impeccable master of his art, and one of the great racing drivers of all time. Today he would have received the B.R.D.C. Gold Star, awarded to him for surpassing J. M. Fangio's record of 24 Grand Prix victories—Jim's 25th was in South Africa on New Year's Day. To those of us who knew him personally, he was a true sportsman, his head unturned by success, his humour and determination never diminished by failure.

During the afternoon, before the start of the Daily Express Trophy Race, we shall pause for a minute to remember this remarkable Scotsman, Jim Clark, O.B.E., World Champion driver twice over, and first British winner of the Indianapolis 500.

1968 marks the third year of the current Formula 1, the cars which you will see contesting the big race today. Already there is evidence of improved reliability and safety in harnessing more than 400 horsepower to the road, an achievement of design and development which the sceptics claimed as impossible when the Formula was announced. Now is the time, with eight works teams actively involved in the Championship series, and a ninth about to make its first appearance, for the International Sporting Commission to decide that this Formula should be extended beyond the five-year period originally prescribed.

The strength and viability of the three-litre Formula is confirmed by the existence of no less than eight different engine designs, each of which is still far short of its ultimate power potential. Development programmes are planned far in advance, and designers are not willing to commit themselves to work on a project which can be cut short by the abrupt termination of any Formula laid down by the governing body.

My warmest thanks on behalf of the Club go to Sir Max Aitken and the Daily Express, without whose loyal support Silverstone might not have become the established home of British Motor Racing, and to all our helpers round the circuit.

I wish you all a good day's racing.

*President
British Racing Driver's Club.*

April 27th, 1968.

Officials of the Meeting

This Meeting is held under the International Sporting Code of the Federation Internationale de l'Automobile, General Competition Rules of the Royal Automobile Club and Supplementary Regulations issued by the British Racing Drivers' Club.

STEWARDS: John Gott, M.B.E., G.M.(R.A.C.), T. Blackburn, Esq., The Hon. Gerald Lascelles, J. A. Ellison, Esq., D. J. Scannell, O.B.E.

JUDGES: R. L. Clarke, Esq., W. E. Daniel, Esq., J. H. Kemsley, Esq., P. Fortheringham-Parker, Esq., W. M. Couper, Esq.

OBSERVERS: Chief Observers: M. H. Morris Goodall and E. H. G. Browning. **Observers:** A. Daunt Bateman, D. N. Brown, A. Dart, G. Dunham, J. B. Emmott, A. J. Holberton, J. W. S. Holgate, R. M. Holland, D. J. G. Lamden, J. Marshall, B. G. P. de Mattos, I. Patterson, Lord Rosehill, J. W. Rowley, G. H. Symonds, E. Thompson, D. Truman, M. H. Wilby, C. D. V. Wilson. **Assistant Observers:** J. P. Ashton, L. S. Deal, B. W. Ferris, R. Gibson Jarvie, R. J. Hodson, E. J. Pennock, P. W. Samengo-Turner, P. J. Sargent, C. T. Snowdon, S. Tett.

FLAG MARSHALS: Chief Flag Marshals and Starters: K. D. Evans and W. Ruck-Keene. **Flag Marshals:** J. D. Bannister, G. F. Bond, Sqdn. Ldr. E. A. Brittain, A.F.C.(Rtd), P. J. Christensen, V. M. Christensen, J. Clark, W. N. Clarke, R. G. Eaton, S. A. Ekins, B. E. Fox, W. O. Gascoigne, G. E. Haddon, N. P. Higgins, A. J. Hunt, R. W. Johnson, R. King Farlow, R. Mitton, P. Richards, K. G. Sharpe, W. G. Standing, H. W. Startin, I. E. Tucker, J. Uren, P. G. Vale.

PIT MARSHALS: Chief Pit Marshal: P. C. T. Clark. **Asst. Chief Pit Marshals:** G. Connelly and P. Corrie. **Pit Marshals:** K. E. C. Barton, I. Betteridge, E. W. Bunce, J. E. Clowes, P. K. Dawe, W. Gibbs, J. N. K. Hay, J. S. Hitchens, A. N. Hunt, T. Ireland, E. A. Mortimore, P. R. Muncaster, C. Osborne-Door, L. J. Roy Taylor, P. Waumsley. **Clerks:** Mrs. I. Betteridge, Mrs. P. C. T. Clark.

PADDOCK MARSHALS: Chief Paddock Marshal: M. J. M. Bosley. **Asst. Chief Paddock Marshals:** Flt. Lt. A. B. Galuska, A. Hargreaves. **Paddock Marshals:** F. H. Barnes, G. F. Bond, D. R. Broadhurst, H. W. Brockbank, I. M. Curtis, W. K. Dalby, K. Danielli, H. Dix, H. M. Driver, B. B. Duthie, T. Entwistle, L. J. Foxley, P. D. Friend, J. Friend, K. Gibson, P. J. Hindle, V. Howkins, F. Keevill, P. B. Kingston, G. A. S. Knox-Gore, W. A. S. Knox-Gore, T. R. Miller, L. A. Monaghan, P. T. Morom, R. J. O'Shea, D. J. Payne, K. F. Roberts, R. Robinson, N. W. Rogers, B. W. Walker, K. Wilson, L. B. Wooster, J. W. Wooton, B. Wright.

PIT AREA MARSHALS: Chief Pit Area Marshal: L. Barrington Upton. **Pit Area Marshals:** F. Ashley, C. Aston, A. K. Cooper, P. K. Cooper, A. M. Gayes, R. D. Grace, Miss R. M. Green, F. J. Perrott, J. S. Perry, W. H. Perrott, G. Richards, C. A. Rodgers, J. N. Sumner.

TIMEKEEPERS: C. Audrey (in charge), F. A. Lane, E. A. Colman, A. S. Barritt. **Assisted by:** Mrs. D. Audrey, Miss P. Burt, Miss. P. Wallis.

MEDICAL AND FIRST AID ARRANGEMENTS: Chief Medical Officer: Mr. F. J. C. Mathews, F.R.C.S. **Deputy Chief Medical Officer:** Dr. P. H. Smith. **Consultant:** Mr. J. H. C. Phillips, F.R.C.S. **Medical Liaison Officer:** Dr. W. Carton Winterbottom. **Doctors:** Dr. N. H. Barley, Dr. C. J. Buckingham, Dr. G. F. Cockings, Dr. M. H. Daniels, Dr. C. E. Friskney, Dr. G. R. C. D. Gibson, Dr. P. Griffiths, Dr. F. S. Harlow, Dr. A. M. Lindsay, Dr. D. Lindsay, Dr. T. Fife Morris, Dr. D. J. F. Munro, Dr. J. D. Nelms, Dr. K. W. Oldham, Dr. H. P. Phillips, Dr. K. M. Saunders, Dr. T. J. Scannell, Dr. T. A. Williamson. Members of St. Mary's Hospital (Paddington) Motor Club.

COURSE MARSHALS: Chief Course Marshal: Arthur Tooth. **Asst. Chief Course Marshals:** K. N. Crowe, N. P. Crowe, R. H. Davies. **Course Marshals:** Members of the following Clubs: Aston Martin Owners' Club, Bentley Drivers' Club, British Motor Racing Marshals' Club, The M.G. Car Club, Midlands Motoring Enthusiasts' Club, Northampton and District Car Club, North Staffs Motor Club, Nottingham Sports Car Club, Peterborough Motor Club, 750 Motor Club, Vintage Sports Car Club.

SCRUTINEERS: Chief Scrutineer: Major L. F. H. Woolston. **Scrutineers:** F. Harrison, P. F. Jowitt, Flt. Lt. G. T. Roussel, Dr. G. A. Meek, G. W. G. Ward. **Eligibility Scrutineers:** C. A. A. D. Mitchell, S. R. Proctor, E. A. Wands-worth. **Clerks:** Wg. Cdr. & Mrs. J. R. Trotman, B. Gilbert-Smith, Major W. J. Port, R.E. **Scrutineers' Marshals:** N. Didwell, A. W. Lawson and Members of the Bugatti Owners' Club.

LIAISON MARSHALS: Members of the Metropolitan Police Motor Driving School Club.

SCOREBOARDS: Members of the Bentley Drivers' Club and Assistants.

RACE CONTROLLER: R. C. A. Smith.

RACE CONTROL: Miss F. Boddy, Mrs. K. Cooke, Mrs. B. Facer, Miss J. I. Osborne-Door, Miss R. A. Pringle, Miss C. Sadler, Mrs. C. J. Snowdon, Mrs. W. Carton Winterbottom, Mrs. E. C. Zetl. Messrs. D. E. Buck, B. R. Darlow, M. Stuart, L. George.

AIRFIELD CONTROL: Col. C. Barker and Members of B.M.R.M.C. Flt/Lt. G. W. Capel and Members of 1563 (Bucks) Sqdn. A.T.C.

PUBLIC RELATIONS: Tim Odhams, Roger Palmer.

PRESS SECRETARY: G. H. Macbeth.

RACE ORGANIZING COMMITTEE: C. Audrey, K. D. Evans, F. R. Gerard.

FIRE PROTECTION: Divisional Officer Davy and Units of Northamptonshire Fire Brigade. Marshals of the British Motor Racing Marshals' Club.

COMMENTATORS: Peter Scott-Russell, K. H. Douglas, J. Tilling, L. Leston, N. Hay.

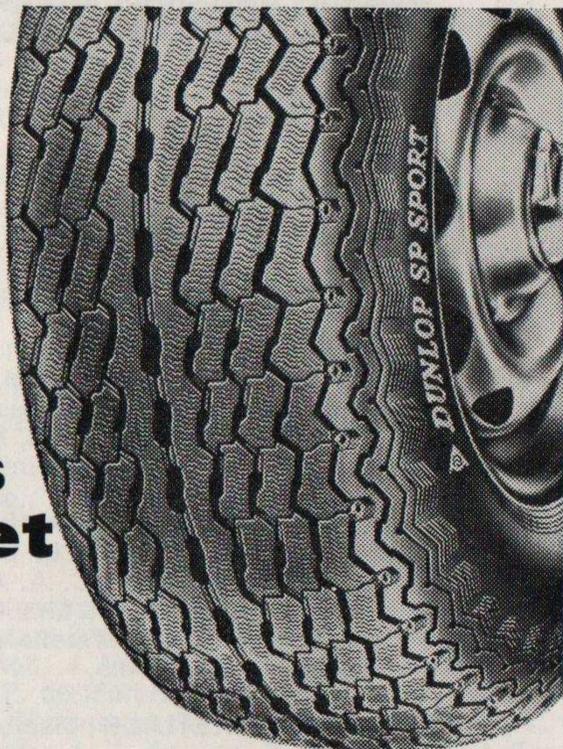
TRACK MANAGER: J. W. Brown. **Deputy:** J. P. A. Wade.

DEPUTY CLERK OF THE COURSE: G. R. Hall.

CLERK OF THE COURSE: J. G. S. Sears.

SECRETARY OF THE MEETING: Anthony Salmon.

Fit the world's first aquajet tyre



SP Sport is the latest and greatest development in the range of Dunlop radials which have dominated big international rallies for years. It brings a bigger thrill than ever to high-performance motoring, combined with an ever greater degree of assurance and safety worth every penny of its higher manufacturing cost. All the standard radial plusses are built into this handsome husky-looking tyre. The smoother, more comfortable ride. The superb control at speed. The quieter running. The higher mileage and fuel saving. All these, and the most revolutionary plus of all—the unique plus—**AQUAJETS!**

NEW UNIQUE AQUAJET ACTION

Aquajets are shoulder vents which *pump* away surface water between tyre and road when braking pressure is applied. Result—an even bigger area of bone-dry contact with the road. Greater safety than ever before for high performance motoring.

PLUS ANTI-AQUAPLANE CHANNELLING

Wide channelling in the centre of the tread, sluices water away to the rear of the tyre out of harm's way. The squat profile means increased contact with the road, firmer grip, a new feeling of stability and control.

➤ The new **DUNLOP**
SP SPORT

The tyre that goes with the car that goes.

The SP Sport is being made in the following sizes:

145-10, 145-13, 155-13, 165-13, 165-15, 175-13, 185-15

Trophies and Awards

International Trophy Race for the "DAILY EXPRESS" Trophy

To the Entrant of the car finishing:

1st the "DAILY EXPRESS" Trophy and £750
2nd £350. 3rd £125. 4th £80. 5th £50. 6th £40. 7th £30.
8th £20.

International Sports Car Race for "PLAYERS" Trophy

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

"PLAYERS" Trophy

1st £350. 2nd £300. 3rd £250. 4th £200. 5th £150. 6th £100.
7th £85. 8th £80. 9th £75. 10th £70. 11th £65. 12th £60.
13th £55. 14th £50. 15th £45. 16th £40. 17th £35. 18th to
24th £25. 25th to 32nd £20.

In each class except overall winner. 1st £50. 2nd £20.
3rd £10.

International Saloon Car Race for "DUCKHAMS" Trophy

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

"DUCKHAMS" Trophy

1st £300. 2nd £200. 3rd £150. 4th £100. 5th £95. 6th £90.
7th £85. 8th £80. 9th £75. 10th £70. 11th £65. 12th £60.
13th £55. 14th £50. 15th £45. 16th £40. 17th £35. 18th to 24th
£30. 25th to 30th £25. 31st to 36th £20.

In each class, except overall winner: 1st £30. 2nd £20.
3rd £10.

Formula III Race for the "CARAVANS INTERNATIONAL" Trophy

To the Entrant of the car finishing:

1st The "CARAVANS INTERNATIONAL" Trophy and
£175. 2nd £125. 3rd £100. 4th £90. 5th £80. 6th £70. 7th £60.
8th £55. 9th £50. 10th £45. 11th to 15th £40. 16th to 20th £35.
21st to 25th £30. 26th to 30th £25.

Historic Car Race

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

1st £50. 2nd £45. 3rd £40. 4th. £35 5th £30. 6th £25. 7th £25.
8th to 30th £20.

All trophies to be won outright

20th International Daily Express Trophy

by **BASIL CARDEW**

of the "Daily Express"

Silverstone—the very name has a romantic ring to the aficionados of motor racing—is Britain's greatest festival of speed. Today's meeting is no exception with a complete cross-section of motor racing and events for cars as diversified as Formula One, saloon cars and historic racing cars.

This combination of all-round racing activities plus the great expertise of the British Racing Drivers' Club and the backing of the Daily Express has made the traditional International Trophy meeting not only the first important event of the season but also the Mecca of all racing fans.

This year we celebrate the 20th year of the association between the B.R.D.C. and the Daily Express.

It is no coincidence that during those 20 years British cars and British drivers have grown to a position of dominance in the international motoring scene. Whether in Europe, America, Africa or Australasia our racing men and machines now enjoy universal admiration.

How different was the situation just after the last war, when the B.R.D.C. and Tom Blackburn, chairman of Beaverbrook Newspapers, sat down to plan a motor racing festival at the war-time bomber base at Silverstone near Towcester.

Since that date all the great names of motor racing have battled for victory honours over the high speed 4.71 kilometre circuit.

Giuseppe Farina—the very first world champion driver—Juan Fangio, Alberto Ascari, Mike Hawthorn, Graham Hill and Jim Clark all have their names inscribed on the Silverstone Hall of Fame.

Today's meeting is no exception as a breeding ground for future champions. Many of the youngsters competing in the Formula Three event hope for world honours and look forward to inheriting the proud mantle that has been worn by men like Stirling Moss, Peter Collins and Tony Brooks.

Personally I tip three youngsters for the future. Mike Walker, the 22-year-old leader of the Chequered Flag—Scalextric racing team and his 19-year-old team-mate Ian Ashley, have both gone through the mill of the Formula Three European circuit and despite their youth are this year enjoying a "sponsored" drive.

The third man is Peter Westbury, who drives a Brabham for the Ian Walker Team Celebrity.

All three will be contesting the Formula Three event at Silverstone today.

In the main International Trophy Race two young men stand out as great hopes for the future. Both have already made their mark in the sport in Formula Two and other types of racing, but 1968 promises to be the year which will put both their names on the map in capital letters.

First there is Piers Courage—son of the head of the Courage Brewery complex, and married to the late Earl Howe's beautiful daughter Sally.

Over the last few years Piers has campaigned with considerable success in Formula Three and latterly Formula Two. But a reputation for being "hairy" seemed likely to prevent him from finally reaching the top echelon in the Grand Prix field.

But the winter season in the Tasman Series very soon changed the minds of the men who are responsible for sponsoring and managing Formula One teams.

Driving a Formula Two McLaren car, borrowed from John Coombes, the young Courage showed that he was the equal of the best of the current crop of drivers by finishing third in the series behind the late Jim Clark and Chris Amon, who now drives for Ferrari.

His most dramatic exploit "down under" was his win at Longford in Tasmania in appalling conditions, with pouring rain and a flooded track.

I need hardly remind you that the Tasman Formula allows cars of 2.7 litres—1100 c.c.s more than the Courage machine.

The second new star must be Jackie Ickx, driving the lone Ferrari in today's race. Ickx is the son of a famous Belgian motoring journalist. At 16 he was motor cycle champion of Belgium, and at 18 he was driving saloon cars with Sir John Whitmore for the Alan Mann racing team. Sheer talent, great skill and outstanding courage have rocketed him into the prestigious Ferrari team. He is a man to watch today.

Doing battle with the new stars will be most of the great Prix circus.

The fantastic Jack Brabham—the old man—who has three times won the World Championship, the only man to do so in a car of his own manufacture.



**Black bonnet and grille,
power/disc brakes, rev counter
and an electric clock
don't make Viva G. T. go faster.
But something sure does.**

A 2-litre, ohc, twin carb
112 bhp engine with four
bright exhaust pipes does
the trick. Viva Gran Turismo.
All-black luxury inside.
Ammeter, 120-mph speedometer.
Oil pressure and temperature
gauges. Twin bonnet air scoops.
Beefy gearbox with a short
snappy shift. Coil suspension
right round.

The Vauxhall Breed's got style.

Viva Gran Turismo.
£1063 purchase tax paid.

Denny Hulme, the current World Champion and former Brabham protégé, now driving for the Bruce McLaren motor racing team. A tough-looking, straight-talking, genius behind the wheel, Hulme is a man who can always pull out that little bit extra needed to win the big race.

In the B.R.M. team, now led by Mike Spence and partnered by Pedro (Mexican Pete) Rodriguez, we have the potential one, two winning combination. The 1968 car is a completely re-designed vehicle with a chassis by Len Terry—of Lotus and Indianapolis fame—with the very promising B.R.M. V-12 motor.

Then there is the young Austrian Jochen Rindt, one of the greatest motor racing talents to emerge in the last five years. Already in Formula Two he has shown himself to be almost invincible and now, backed by the great Brabham Organization he must be considered as a potential World Champion.

Bruce McLaren, who has always been close to but never quite made the top award in motor racing must, too, now be considered in the same light. His win in the Race of Champions earlier this year has given him a new confidence in Formula One previously only discernible in his successful forays against the Americans in the Can-Am Series.

Finally there is "Grandad".

Graham Hill, who at 38 has graced the motor racing scene in his own unique and heartwarming manner. Few people in life can display such personality allied with such determination and courage.

At Silverstone Graham has always been a force to be reckoned with, and some of his greatest and most exciting victories have taken place in this circuit.

All in all today promises to be an enthralling and entertaining experience.

I hope you all enjoy it.

Ford introduce their private member's bill.

 THE FORDSPORT CLUB.	
Admission into more than 50 race meetings. Plus 2 guests.	up to 25% discount
Entry to Mallory Park. FordSport day, 2nd September.	no charge
Members only entry to Brands Hatch, Mallory Park and Snetterton clubhouses.	no charge
Members special parking facilities at selected race meetings.	no charge
'All in' FordSport flights to Monaco Grand Prix. 5 days for £30. Page Tours Ltd.	members reduced price
Members FordSport rally jacket.	less 14/9 discount
Technical advice on high performance problems.	no charge
Members FordSport badge and tie.	no charge
Trackside reports from the major events in members bulletin. Plus FordSport bulletin binder.	no charge
Invitation to drive around 4 racing circuits.	no charge

When you've paid your petrol tax and purchase tax and road tax bills, take a look at what we're offering.

It's the kind of bill you get if you're a member of the FordSport club.

Our bid to put a little fun back into motoring.

Of course you have to be a Ford owner to join. After all, it's only fair that Ford owners should be the first to share Ford's racing success.

And when it comes to racing success Ford have more than anyone.

So no other manufacturers can make their customers quite the same kind of offer.

Every member becomes part of our FordSport team. Using the same clubhouses as people like world champ' Denny Hulme. (Where they'll pick up loads of racing information.)

And there'll be lots of goodies from the club. Including outings, film shows, a badge and tie and all.

For 2 gns. membership, we think the club will make motoring an enjoyable hobby again.

If you have any doubts give the bill above a second reading.



SL1

Please send me more information about the FordSport Club.

NAME _____

ADDRESS _____

Post to
The FordSport Club, 132-135 Fleet St., London EC4

9 out of 11 Grand Prix in 1967 were won on VANDERVELL BEARINGS

Further proof of
Vandervell quality and reliability

SINCE 1951 THE ONLY BEARING WITH THESE WINNING RECORDS

126 GRAND PRIX · 14 LE MANS

11 WORLD CHAMPIONSHIPS

9 WORLD CHAMPIONSHIPS OF MANUFACTURERS

TRIALS AND RALLIES EVERYWHERE

(Subject to official confirmation)

Race-track proved for the motorways of the world



VANDERVELL BEARINGS AND BUSHES



VANDERVELL PRODUCTS LIMITED · WESTERN AVENUE · ACTON · LONDON W3

The Formula 1 Scene

INNIS IRELAND

Sports Editor—AUTOCAR

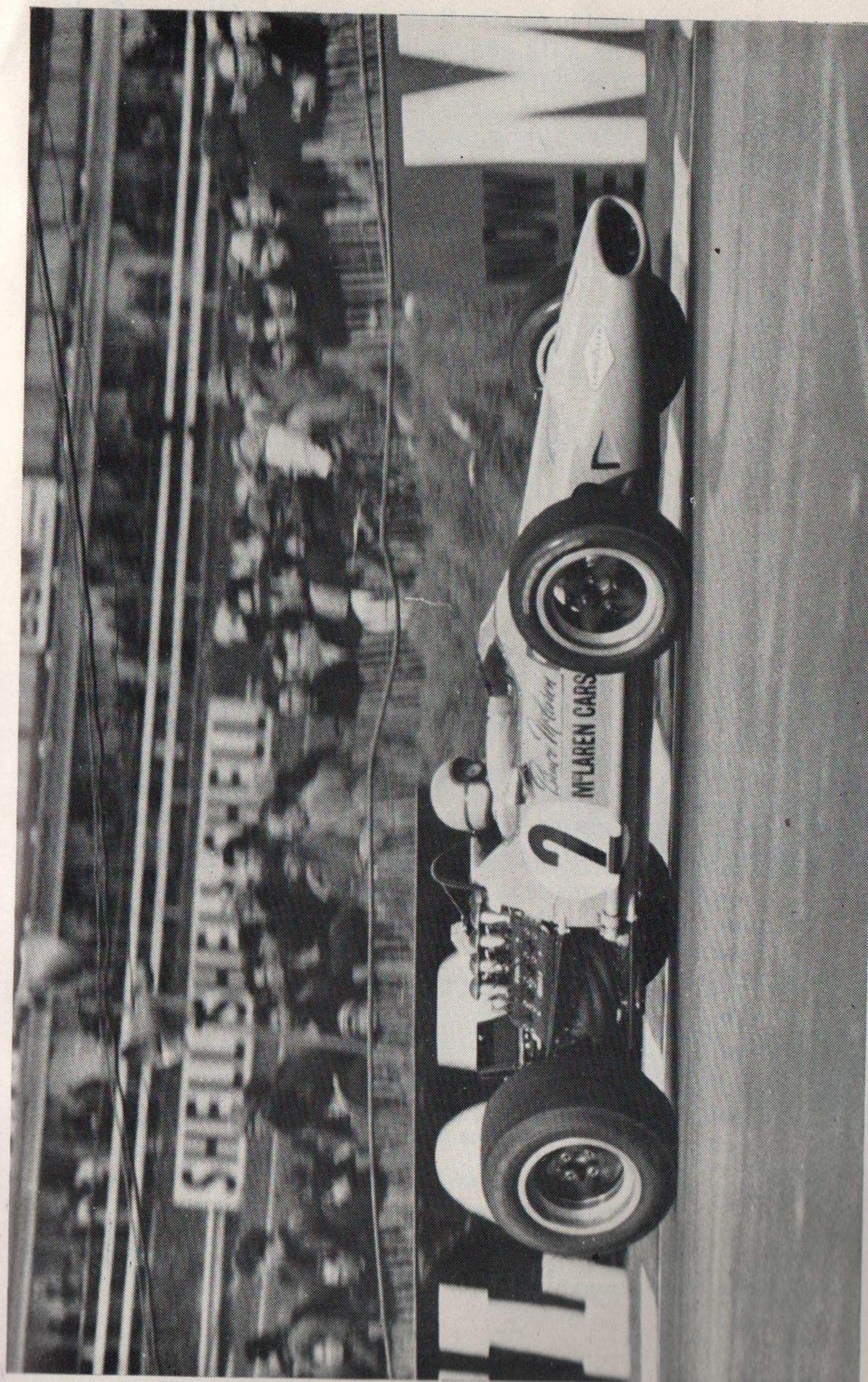
The Spring Meeting at Silverstone, organized by the B.R.D.C., is one of the dates in the International Calendar which has become a tradition; one thinks of it in the same way that one does the Monaco Grand Prix. Although it is no longer the first meeting for Formula 1 cars in the European season, its timing seems to fall more in line with the appearance of new cars. Today, we can expect to see a comprehensive entry of the latest cars which will compete for top honours in the World Championship events during 1968.

Today, looking forward to the race, I find more excitement in the cars than there has been for many years, and the British Racing Drivers Club have done wonders in their entries for the Daily Express International Trophy Race. There are so many new cars, several of them using the same Ford V-8 engine which suddenly sprang into prominence last season when Jim Clark won the Dutch Grand Prix in the new Lotus on its first outing.

The Repco-Brabham entries for Brabham and Rindt should be full of interest, for the engine is a new, and more powerful unit which has just arrived from Australia. Rindt is appearing in this team for the first time, and his fiery driving should be worth watching in this very competitive car.

B.R.M. were the team who produced the greatest surprise, and a very pleasant one, at the Race of Champions in March. The cars running today are the Len Terry-designed chassis which were used in the recent Tasman series and have the V-12 engines. The cars seem to be much more manageable than the H-16s, with both Spence and Rodriguez proving the point at Brands Hatch.

Another team using the V-12 B.R.M. engine are Cooper. So far the car hasn't produced any fireworks, which is not surprising when one considers that it has been using the same old slave engine which has done all the testing and development. With the new engine the car should be capable of matching the performance of the works B.R.M.s. Frank Gardner will be driving the lone entry.



Bruce McLaren — McLaren-Ford

Picture courtesy of Autocar

We can expect to see the first appearance of the new Eagle Mk 1 A with its V-12 engine in the capable hands of the American driver-constructor, Dan Gurney. The team have had a major re-organization during the winter, and they are now making their own engines. Recent bench tests have revealed that this engine is producing 441 b.h.p. Gurney is one of the best drivers of the moment, and his car is certainly due for further success.

I am a little disappointed to find but one entry from the prancing horse stable—Ferrari—but one is better than none! The car that Ickx is driving is not the latest chassis, but the engine is, being the four valve per cylinder unit. Ickx is a newcomer to Formula 1, but is full of promise.

Lotus need no introduction to the Silverstone spectators, although the colours of the team are perhaps unfamiliar. The recent tragic accident in which Jim Clark lost his life has reduced the entry from the team to one car, but one may be sure that Graham Hill will fly the team colours proudly and well. His car is much the same as last season, with detail design improvements. Reliability has improved considerably, and surely Hill must be a popular favourite.

But it is to the McLaren cars, in their bright orange colours, that I would look for the chaps most likely to upset the apple-cart. The cars are immaculately prepared and built, and they are using the same Ford V-8 engines as Team Lotus. McLaren has done a great deal of testing and is thoroughly familiar with the car. Hulme, the reigning World Champion, is not so fortunate, and is driving for only the second time. The car is very fast indeed, and it handles well.

And so the scene is set, the stage laid, with practice times and today's race itself being a worthy pointer to the Grand Prix season.



Stop the mighty roar of local traffic.

The 8 watt output of Radiomobile 980 rises clear above traffic roar. Radiomobile car radio is without equal in sound quality and sound power.

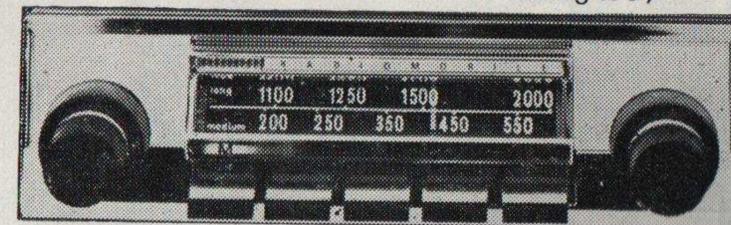
The Radiomobile permeability tuner and built-in filters plus the unique fitting techniques which only your Radiomobile dealer provides, guarantee this.

Radiomobile car radio talks big.

But you can hear its whisper just as clearly.

Apply a convenience test to Radiomobile 980. With five push buttons and automatic wave change, choose

your own station at the flick of a finger. Choose any station—from 'pop' to classical. There's manual tuning too;



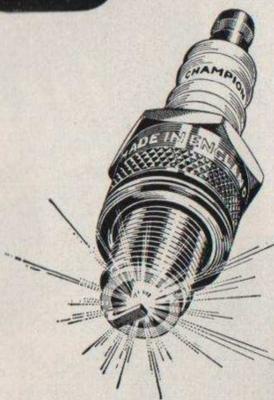
and an on/off warning light.

See your local dealer (write for a list). Have Radiomobile car radio fitted. And get tuned in.

Radiomobile the only car radio exclusively recommended by B.M.C., Jaguar, Rootes, Rover and Standard-Triumph.

Radiomobile Ltd., Goodwood Works, London, N.W.2.

GO CHAMPION



**THE SPARK PLUG
CHOSEN BY WORLD
CHAMPIONSHIP
WINNERS FOR THE
LAST THREE YEARS**

*There's a Champion
plug of the same
quality for every car*



**FIT NEW CHAMPIONS
AROUND EVERY 10,000 MILES**



Out of the Past . . .

BILL BODDY

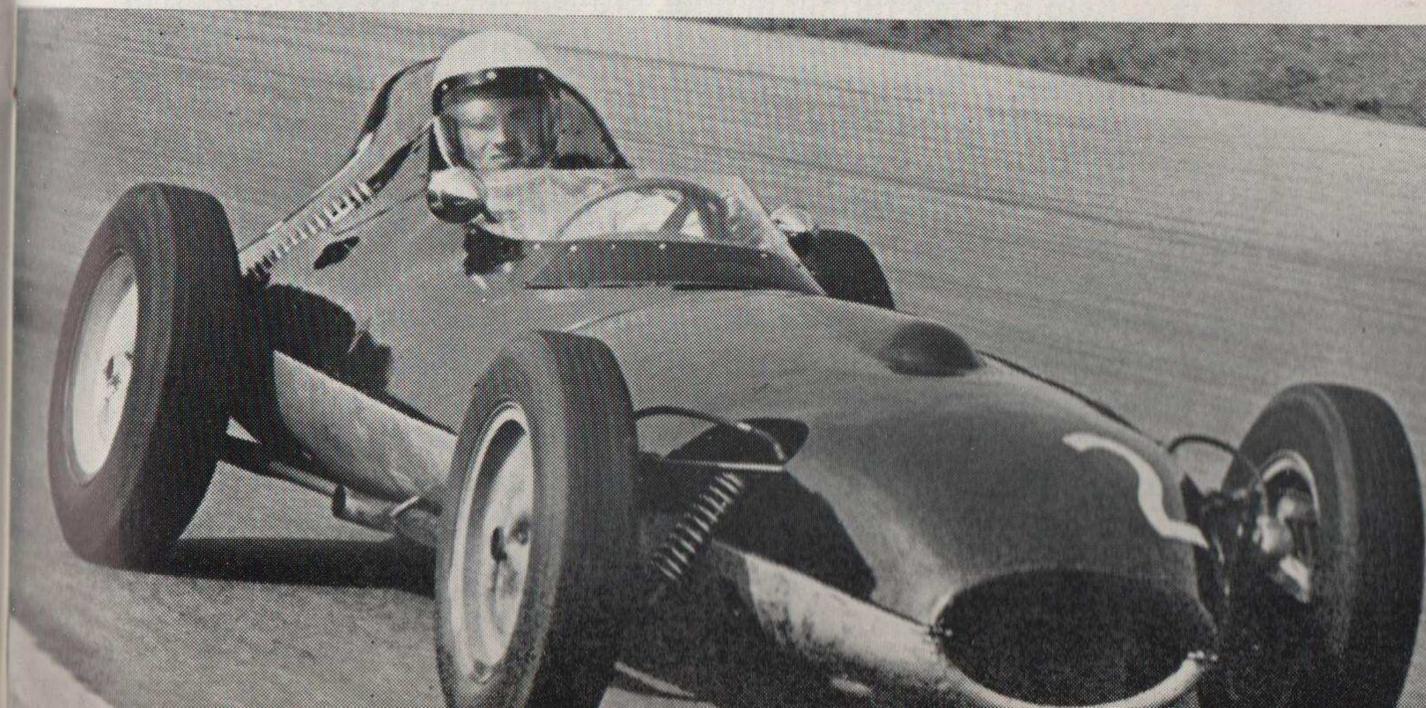
Editor of MOTOR SPORT

This race, in which the youngest car competing will be nine years old, is not intended to provide light relief. After the modern racing, these historic cars may seem slow, especially if they have to run on a wet track. They do not have the sort of suspension set-ups which glue today's racing cars to the track, nor do they have the benefit of enormous tyre sections for transferring their not inconsiderable power to the road.

But what this race does is to demonstrate how earlier generations of racing drivers appeared to their public, how they had to hold power-slides, cope with over-steer, and could be seen doing these things, because they sit upright in comparatively roomy cockpits, instead of lying on their backs in coffin-like projectiles. In other words, the sight, sound and smell of the older racing cars is very different from what went on earlier in the afternoon during this memorable day at Silverstone. They are well worth watching, apart altogether from the speeds they can accomplish.

The entry list contains three Lotus 16s, which were built for the later period of Formula One racing to the 2½-litre engine limit. These cars have Coventry-Climax power units, which were very remotely related to a war-time fire-pump unit and without which the racing-car manufacturers of a decade ago, B.R.M. and Ferrari apart, would have been without any means of powering their cars. Bill Wilks has the full 2½-litre engine, Le Sage and Boorer the interim 2-litre Climax engines in their somewhat earlier Lotuses. Against these light, compact cars, which were the last front-engined G.P. cars of Colin Chapman, are ranged four 250F Maseratis, famous as six cylinder

Lotus 16

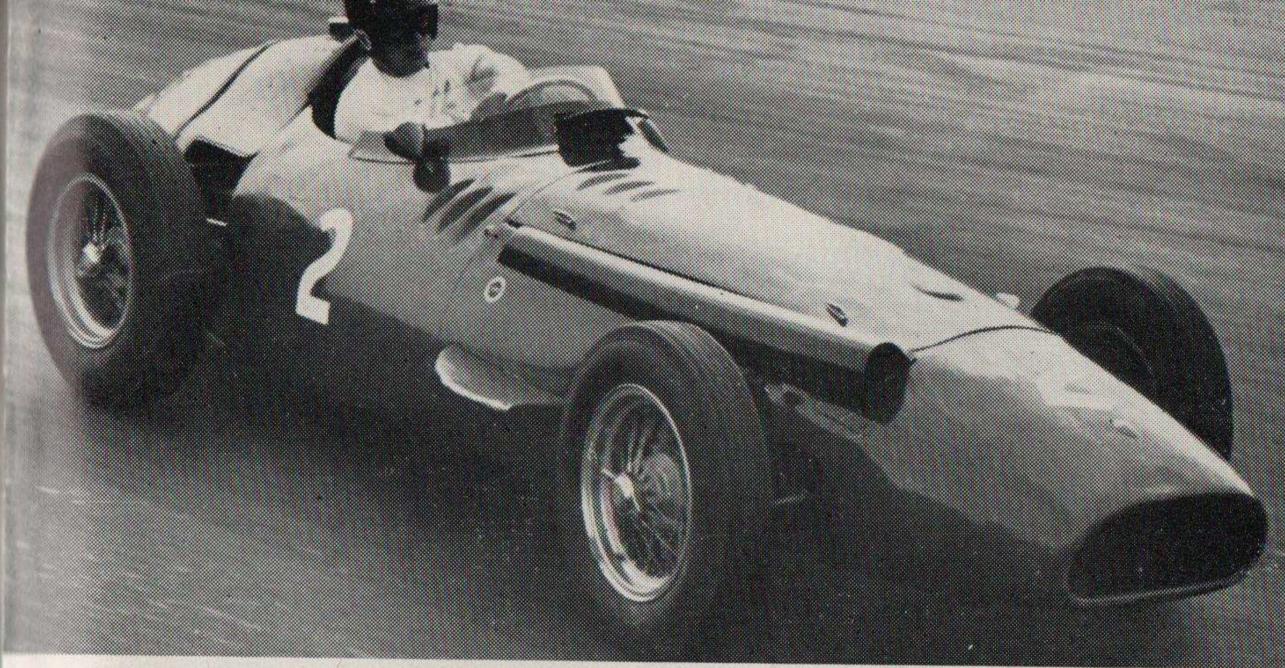


twin-cam space-frame Italian cars, also front-engined, which brought fame to drivers of the calibre of Moss and Fangio. Of these potent 2½-litre Maseratis, those of the Hon. Patrick Lindsay and Charles Lucas are the 1957 lightweight versions, Maserati taking the Manufacturers' Championship that year, the Marquis of Clydesdale and Colin Crabbe driving not quite such potent 1956 models.

Then there are a couple of Cooper-Bristols from an earlier era of motor racing, the late Charles Cooper having virtually evolved the modern form of rear-engined racing car when building a motorcycle-engined 500 c.c. car for his son John. But these particular Coopers have six-cylinder cross-push-rod inclined-valve Bristol engines at the front of the chassis and represent the 1952 Formula Two cars, of the type with which the late Mike Hawthorn first began to prove that he was a driver of World Championship proportions. Hampered by an engine which was more "sports" than "racing", these Coopers have all-independent suspension by transverse leaf springs and wishbones and poke out about 135 b.h.p., giving them a top speed in the region of 140 m.p.h., compared to some 170 m.p.h. of the Maseratis.

Alan Cottam's lone Connaught is a 1953 AL10 single-seater which recalls the gallant effort made by a small British concern based in Surrey to compete against the might of the Continental entries one-and-a-half decades ago. Today the green of Britain is supreme in International motor racing but this has come about—and I sometimes wonder whether we make quite enough of it—through the pioneering of makes like Alta, H.W.M., Connaught and Vanwall. The A-type Connaught is a Formula Two car with a 2-litre four-cylinder engine based on the Lea-Francis production engine, suitably developed, and installed in a tubular chassis with torsion-bar i.f.s. and a de Dion back axle. Road holding is good but lack of power limits top speed to about 135 m.p.h.

Going back further in time, pre-war racing is represented in today's entry list by that very famous Spa Special Aston Martin, which is a long-distance sports car which has innumerable club races to its credit and gained initial fame in the 24-hour event in Belgium, one of the single overhead camshaft K3 M.G. Magnette racers from the days when the late Cecil Kimber infused enthusiasm and initiated a busy racing programme at Abingdon, and Lindsay's very splendid *monoposto* Alfa Romeo, brought back to this country from Australia, this being the ultimate in these advanced Tipo B Grand Prix cars from the celebrated Milan factory, having Dubonnet i.f.s., dual propeller shafts to a back axle sprung on reversed ¼-elliptic leaf springs, and the 2.9-litre version of straight-eight supercharged twin-cam engine. Quite who will



Maserati 250F

drive this Alfa Romeo I do not know at the time of writing but it would be easy to visualize Tazio Nuvolari in its classic cockpit!

To predict the winner in any motor race is a stupid thing to attempt. But I shall expect to see Lucas lead the field, closely pursued by Lindsay, Clydesdale and the Lotus drivers.

Amongst the pre-war representatives there is an excellent turn-out of E.R.A.s, those supercharged 1½-litre cars with engines based on that of the Riley with its inclined o.h. valves operated by twin high-set camshafts and short push-rods, an epicyclic gearbox, and harsh-sprung half-elliptically-suspended chassis. These "English Racing Automobiles" won many *voiturette* races for Britain and both the B-series cars and the more sophisticated C-model of Donald Day and Gahagan's 2-litre version are entered today. Their supercharged engines sound and go extremely well but the very handsome Grand Prix Bugattis should keep up round the corners by reason of their impeccable road-clinging qualities. The H.W.-Alta, like the Connaughts, represents another praiseworthy attempt to put the green of Britain (well, they were green in those days!) ahead of the red of Italy in just-post-war racing, while Lockhart's Rover is something different again, a special single-seater evolved by some young engineers at the Rover Co. for their own use, its de Dion back-end having something in common with that of the successful present-day Rover 2000 and Three-Thousand-Five catalogue models. Finally, look carefully at that huge 10½-litre V12 Delage, built in 1923 for French hill climbs and which had an honourable Brooklands career in the hands of John Cobb, Oliver Bertram and brave little Mrs. Kay Petre (who got it round the banked track at 134.75 m.p.h.). For like Brooklands itself, it belongs to an era which will never return, one of the giants from the heroic days of motor racing.

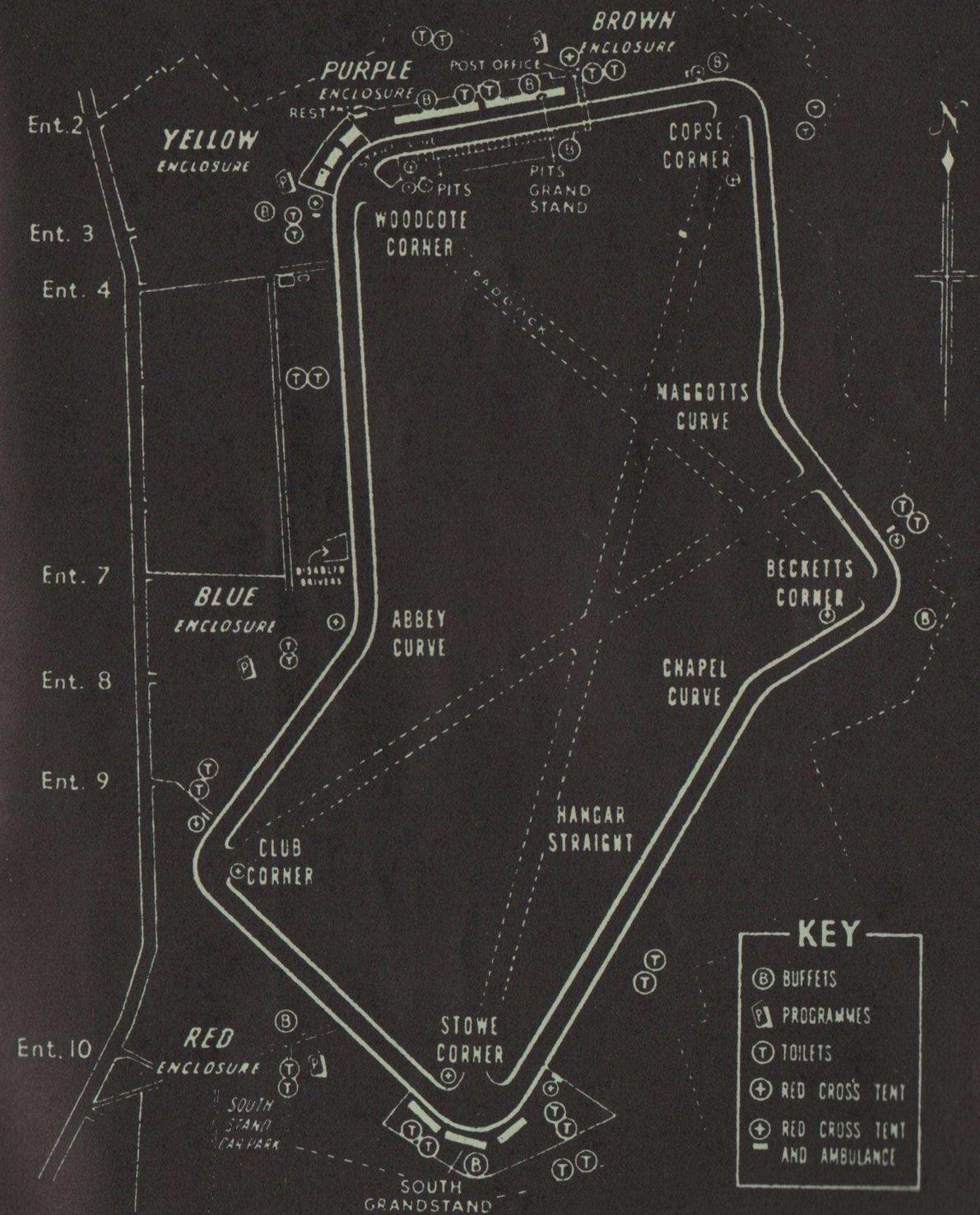
Senior Service CONQUEST



Full size—Full quality
4'7 for 20

SILVERSTONE CIRCUIT

20th ANNUAL INTERNATIONAL TROPHY, APRIL 27th, 1968



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

The information in this programme is strictly copyright

Fords take Easter Rally Honours

Escort Wins 1500 mile Circuit of Ireland Rally - outright!

Cortina Lotus 2nd overall in East African Safari Rally!



It's through rally successes such as these that the Ford Competitions Department is able to develop equipment which improves the performance and driving comfort of these cars. This equipment is tested under extreme competitive conditions. To pass on the know-how we have gained, the Ford Performance Centre have published 'The Ford Book of Plus Performance', which is filled with experienced advice and details of high performance equipment for the Ford range.

Now, for the first time, Ford developed equipment is available for the Escort range and includes: Magnesium wheels. Steel main bearing caps. Tuftrided crankshafts. Special reclining seats with headrests. High pressure oil pumps. Salisbury limited slip diff. Various crown wheel and pinion ratios.

If you would like details of these and many others or a copy of 'The Ford Book of Plus Performance' (cost 8/6d including postage), fill in the coupon below and send to: **Eric Bristow, Ford Performance Centre, Boreham, Essex.**

Please send me:

Free details of the high performance equipment for the Escort range

A copy of 'The Ford Book of Plus Performance'

for which I enclose a P.O. for 8/6d payable to Ford Motor Company and crossed ' & Co'.

Name _____

Address _____

**Ford Performance Centre,
Boreham, Essex.**



SILVERSTONE G.P. CIRCUIT

FASTEST LAPS BEFORE 27th APRIL 1968

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 27.0	121.12	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	D. Hulme	15. 7.67
" III (1964/66)	1 38.8	106.65	Lotus	G. Hill	27. 3.67
" III (1966/70)	1 37.2	108.41	Brabham	J. Rindt	27. 3.67
Historic Racing (P/Wr)	1 55.8	90.99	Lotus	P. Arundell	20. 7.63
Historic Racing (Pt/Wr)	1 47.0	98.48	Brabham	A. Rollinson	27. 3.67
Formule Libre	1 36.6	109.08	Brabham	C. Irwin	14. 5.66
			Brabham	P. Gethin	15. 7.67
			E.R.A.	P. Waller	14. 5.66
			Maserati	C. Lucas	29. 4.67
			Lotus-Chev.	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 36.0	109.76	Porsche	T. Dean	29. 4.67
2000 to 3000	1 34.6	111.39	Ferrari	D. Piper	29. 4.67
3000 to 4000	1 39.6	105.80	Ferrari	J. Edmonds	29. 4.67
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	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 1600 Grp. 5	1 46.0	99.41	Ford Lotus	P. Hawkins	15. 7.67
1600 to 2000 Grp. 5	1 47.2	98.29	Porsche	V. Elford	15. 7.67
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
			Ford	F. Gardner	15. 7.67
3500 to 5000 Grp. 5	1 41.4	103.92	Ford	J. Sears	22. 5.64
Over 5000 Grps. 1/2	1 49.6	96.14	Ford	F. Gardner	29. 4.67
Over 5000 Grp. 5	1 41.4	103.92	Ford		
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 46.0	99.41	Lotus	P. Jackson	27. 3.67
1600 to 2000	1 37.2	108.41	Porsche	T. Dean	27. 3.67
2000 to 2600	1 56.8	90.22	Morgan	A. House	3.10.64
2600 to 3500	1 42.8	102.50	Ferrari	M. Parkes	11. 5.63
3500 to 5000	1 35.6	110.22	Ford	R. P. Hawkins	27. 3.67

Silverstone Lap Speed Table

One lap of Silverstone Circuit equals 2.927 miles (4.71 kilometers). 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.
1-24 ...	125-44 ...	201-88	1-49 ...	96-67 ...	155-57	2-14 ...	78-64 ...	126-55
1-25 ...	125-29 ...	201-64	1-50 ...	95-79 ...	154-16	2-15 ...	78-05 ...	125-61
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

FLYING DISPLAY

This month is the 25th Anniversary of the opening of Silverstone as a wartime airfield.

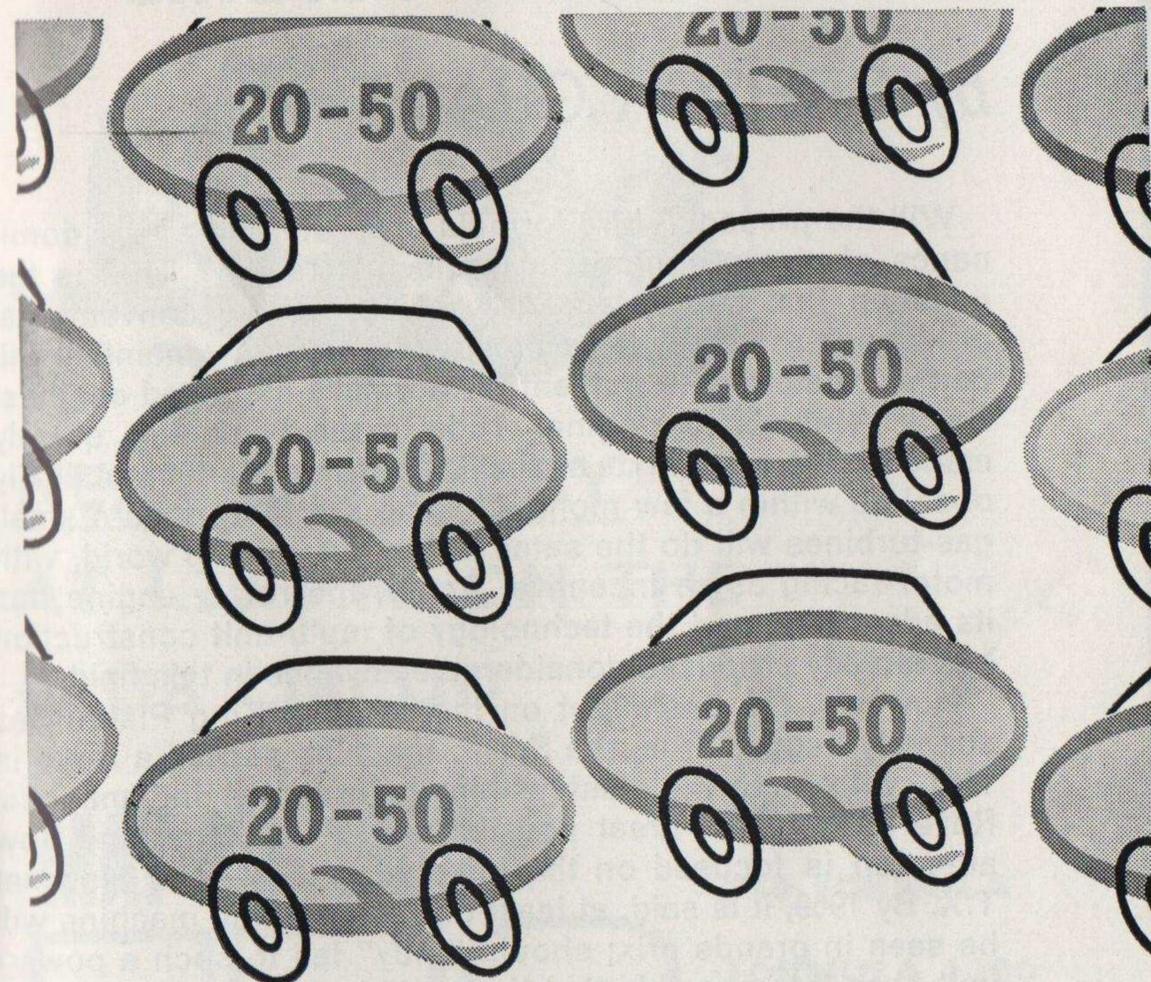
A Spitfire and the Skylark Aerobatic team will give the following demonstrations and have kindly been permitted to do so by the Participation Committee, Ministry of Defence, to whom we are most grateful. The Spitfire will give a fly past, and it comes from the Historic Flight Section, Coltishall. It is a Mk.XIX powered by a 2-stage cent. blower V12 R.R. Griffon Engine giving 2,000 b.h.p. Its maximum speed is 446 m.p.h. at 26,000 ft. and stalling speed of 70 m.p.h. Wing span 36 ft. 10 ins. This model was used for 'photo recce and Met flights. It will be flown by S/Ldr. J. G. Ince, who is 39, married with two boys and comes from Blackpool. He joined the R.A.F. in 1947 and has 3,500 flying hours, all on fighters.

The Skylark Aerobatic Team of 4 Chipmunk Aircraft will give a display of co-ordinated and formation aerobatics. They come from the Central Flying School, Little Rissington, the Commandant of which is Air Commodore Frank Dodd, D.S.O., D.F.C., A.F.C., and the main function of C.F.S. is to train instructors.

The Chipmunk is the basic trainer aircraft of the R.A.F. and all pilots complete 30 hours on this aircraft before going straight on to Jet Provosts. It first entered service in 1950 and was reintroduced as a basic trainer in 1966. It is powered by a Gipsy Major engine of 145 b.h.p., has a maximum speed of 173 m.p.h. and a stalling speed of 40 m.p.h. and a duration of 2½ hours. The Flight is under the command of S/Ldr. Brian A. Owens, M.B.E., who is 40, married with 2 sons and comes from Herefordshire. He joined the service in 1945 and became a qualified Instructor in 1961 and has instructed the University Squadrons of Oxford and Wales. He has 4,300 flying hours to his credit all on fighters. Other members of the team are:

F/Lt. Gordon Webb is 42, married with two children, comes from Bath and has 4,300 flying hours mostly on V Bombers. F/Lt. Peter J. Dunner is 29, married with no children. His father was an airgunner during the war and he comes from Edinburgh. He joined the service in 1960 from the Edinburgh University Air Squadron and has 2,300 flying hours mainly on V Bombers. F/Lt. Barry Nelson is 30, married with no children, he comes from Dublin and has 3,300 flying hours mostly on V Bombers.

The Spitfire will give a display from 1.35 p.m. - 1.40 p.m. The Skylarks will give a display from 1.40 p.m. - 1.50 p.m. and will then land and it is proposed immediately to take the pilots on a one lap tour of the Circuit in an open vehicle.



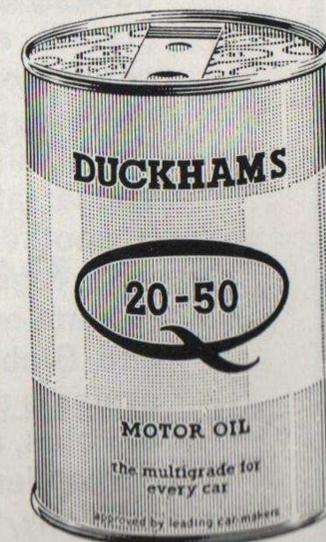
Are you a motorist?

... already enjoying peace of mind motoring; without the worry of rising oil consumption or falling oil pressure; with the confidence of full bodied engine protection even at sustained motorway speeds; with freedom from harmful sludge, a hazard of cold running-short journey conditions; with protection from corrosive wear even when parked for prolonged periods in the open?

If not - change to

DUCKHAMS

the oil with the perfect body



For free literature and key ring, write to Duckhams Oils, Summit House, West Wickham, Kent.

Piston versus Turbine

by GREGOR GRANT

Will the present 3-litre formula spell the end of the dominance of piston engines in grand prix racing? That is the question that technicians are asking, as the conventional power-unit gradually moves towards what many maintain will be the ultimate development for normally-aspirated engines. Frank Whittle's jet engine, crude in the beginning, quickly made such superb units as the Rolls-Royce Merlin practically obsolete within a few months. Some say that modern small gas-turbines will do the same in the automobile world, with motor-racing as an incentive. Again, the rotary engine has its advocates, and the technology of multi-unit construction has already produced considerable advance in this field.

However, the onslaught on the reign of King Piston has scarcely begun. True, the S.T.P. machine started a trend in 1967, with victory almost within its grasp at Indianapolis. Rover-B.R.M. had great possibilities at Le Mans, and now attention is focused on the interesting American Howmet T.X. By 1969, it is said, at least one gas-turbine machine will be seen in grands prix; should "Indy" fall to such a power-unit, then it is possible that there will be more.

Yet this is all, more or less, conjecture. During 1968 the battle will be confined to piston engines, and to two schools of thought. On the one hand there is the V-8 brigade, as exemplified by Ford-Cosworth and Repco-Brabham. The former is used by Gold Leaf Team Lotus, McLaren, Matra International (Tyrell), and Walker-Durlacher (Lotus). The V-12 advocates comprise Ferrari, Honda, Eagle, Matra (France) and B.R.M., the last-named also being fitted by Cooper and Parnell. B.R.M. also have the controversial H-16. Two other V-8s may appear later, one being the Abarth and the other, Alfa Romeo in another chassis.

As regards chassis design, the majority favour monocoque or semi-monocoque construction, the exceptions being Eagle and Brabham with space-frames. In general, suspension systems are closely related, the influence of Colin Chapman of Lotus, and Eric Broadley of Lola having spread to the other contenders, including Ferrari.

Briefly, the aim of a modern formula one designer is to build as compact a car as possible, make it as near the minimum weight as is feasible, and install the most powerful engine available. Yet power is not the be-all and end-all, for as has



NEXT SATURDAY

AT 1.30 P.M. ON THE

CLUB CIRCUIT

MAY 4th 1968

750

SILVERSTONE

RACES FOR:

750 FORMULA

FORMULA 1200

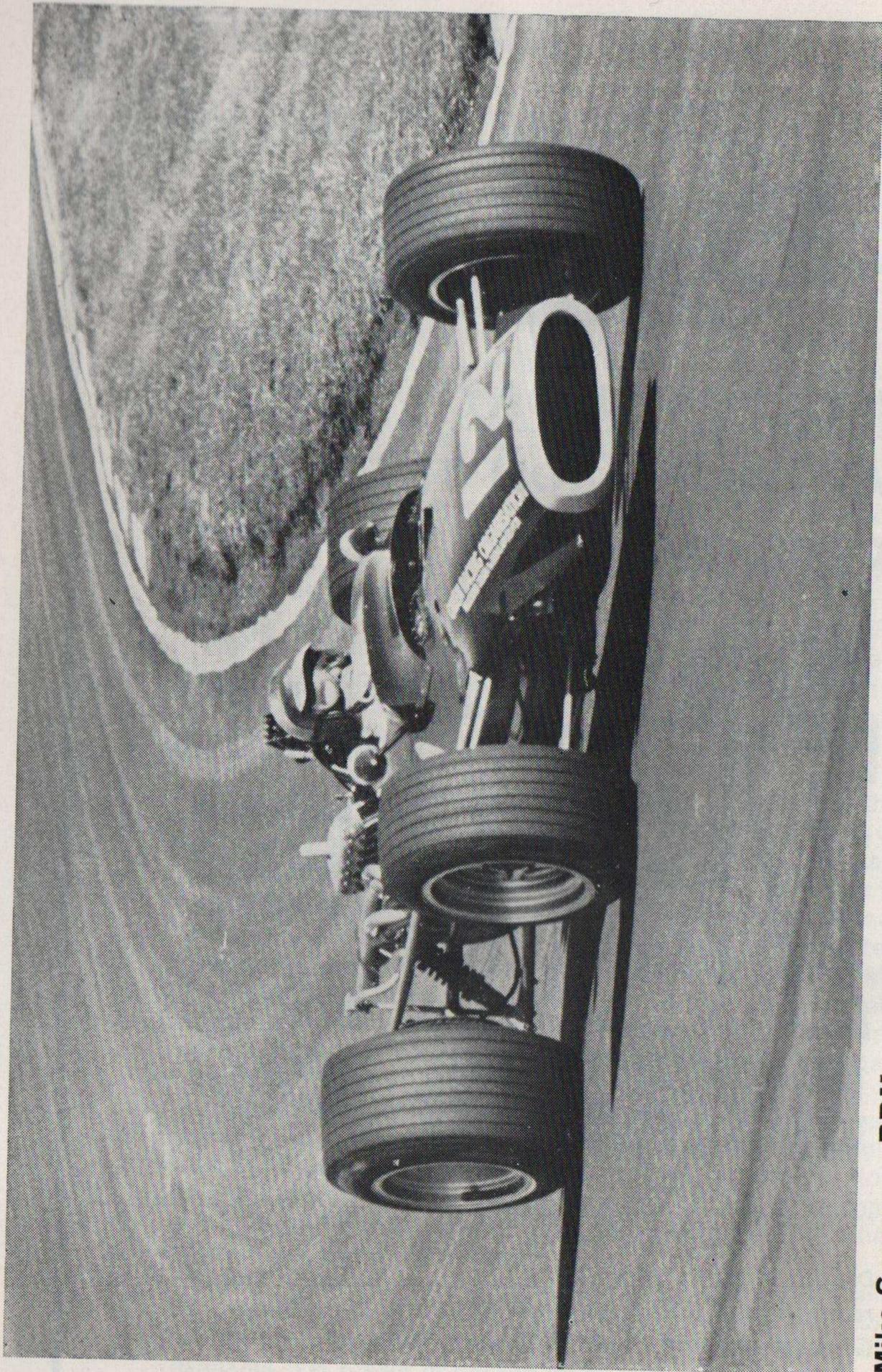
MONOPOSTO

**FORMULA
MINI-SE7EN**

**SPORTS &
GT CARS**

**SALOON
VINTAGE &
PVT's**

Don't miss the exciting opening rounds for the 1968 F1200 Chapman Cup. Goodacre 750F and Reliant 750F Championships.



Mike Spence — BRM

Photo by courtesy of Autocar

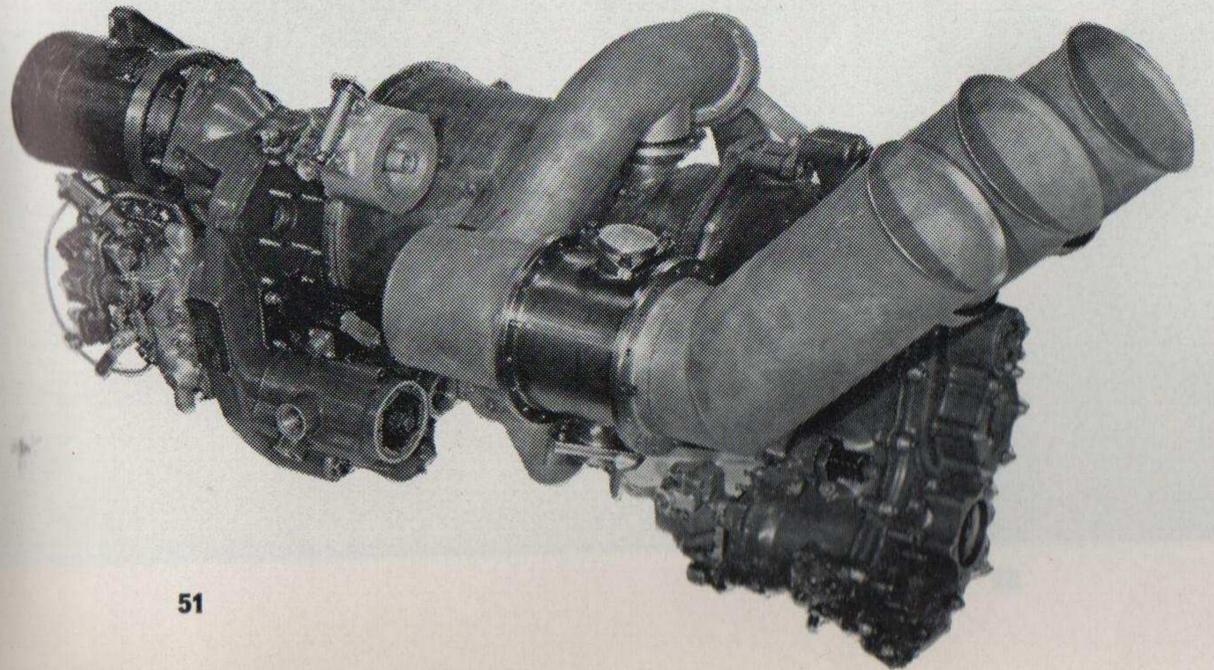
been proved in the past, reasonably good torque is essential in the medium speed ranges, otherwise drivers experience difficulty in controlling their cars. An engine that produces its power in a narrow r.p.m. band at the top end, can be most disconcerting, and such a machine can be almost uncontrollable on wet and slippery surfaces.

Currently, the Ford-Cosworth is giving over 400 b.h.p.—output which may soon be regarded as a *minimum*, for entrants with world championship aspirations.

Despite the withdrawal of certain influential concerns from direct support, formula one still holds the stage, as the most advanced form of automobile engineering to be found. No one in it can afford to stand still for long, for nothing becomes as obsolescent as a racing car on which development work has virtually ceased. It is a constant struggle, with unexpected problems suddenly facing entrants, even following exhaustive tests. Critics may say that motor racing has little effect on normal passenger car design, but events have proved that this is not the case. During recent years, there have been immense improvements in braking, suspension, and engines—all due in some way to planned motor racing. Probably the biggest advance has been in tyres, where new compounds have been tried in racing, and then introduced for production vehicles. Fuel-injection has been almost universal in racing for some time, and now quite a number of passenger cars are so fitted.

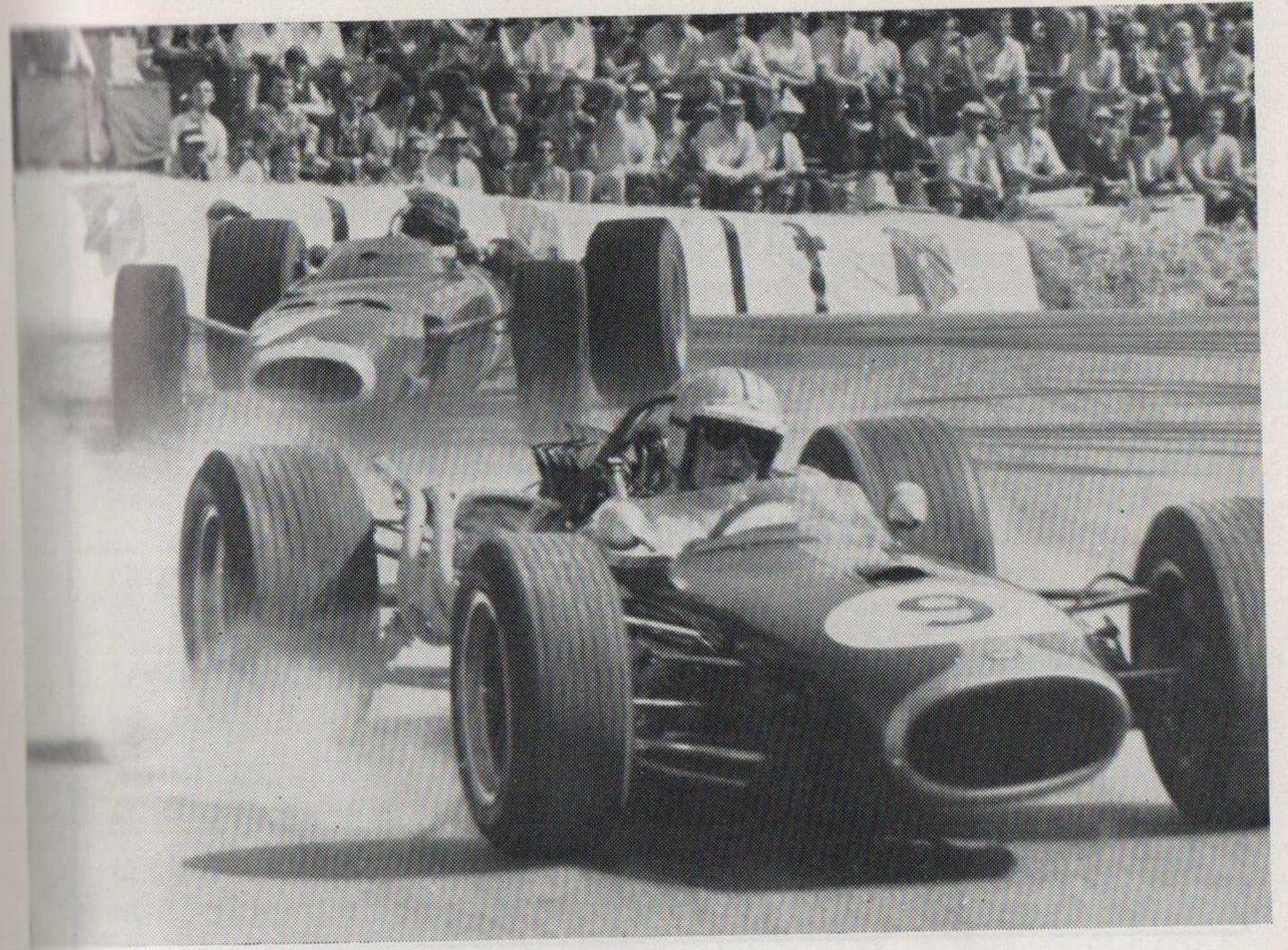
The sound and fury of piston-engined grand prix engines, may eventually give way to the whistle of gas-turbines—but until constructors have to accept defeat by other forms of propulsion, King Piston could hold sway for several years to come.

The Continental TS 325-1 experimental gas turbine engine.

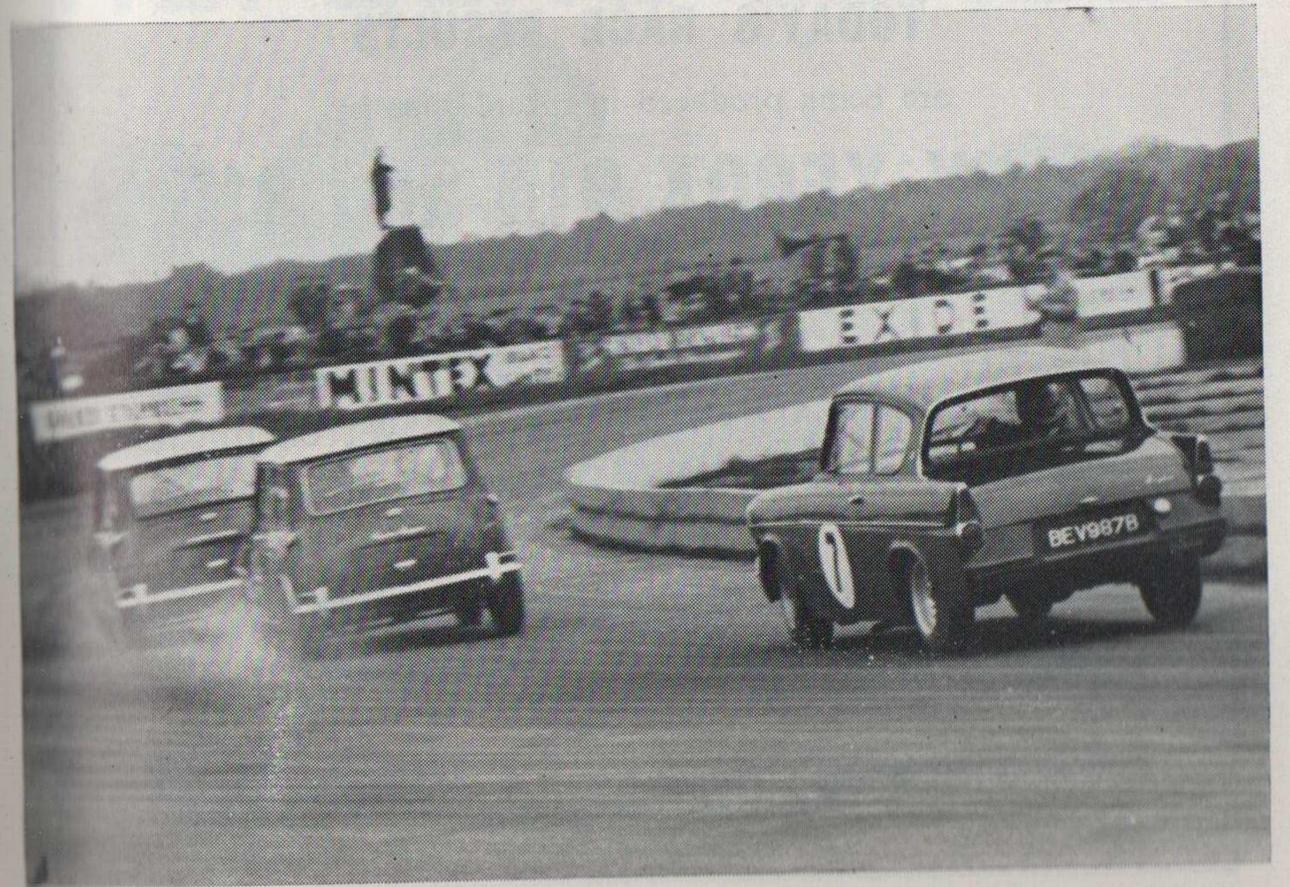




Champs in 20 years' time?



It's all go! — with the Big 'uns and the Little 'uns



ANTONE

(EPSOM) LTD.

**Provide the Public Address
and Communications System at
Silverstone Circuit**

**In addition they equip many major events including
Shelsley Walsh and Prescott**

113 LONGDOWN LANE SOUTH, EPSOM, SURREY

TODAY'S RACE RESULTS

are being produced in record time by

RANK XEROX 914 and 813

OFFICE COPIERS

UNBEATEN RECORD DUE TO:

- Instant dry copies
- Without wet chemicals
- Onto ordinary paper
- No waste, no pit-stop



RANK XEROX
LIMITED

Rank Xerox (Rentals) Ltd. U.K. Division, 84-86 Gt. Portland St. London, W.1.
Telephone: MUSEum 5010

PSL

*Announce one of the most important practical
motor racing books ever published*

MOTOR RACING IN SAFETY—

THE HUMAN FACTORS—by Dr Michael Henderson, BA., MB., BChir

This is a book for every racing driver who values his life; for all keen motor racing enthusiasts who want to increase their appreciation of just what are the dangers and stresses to which a racing driver subjects himself, and how he can overcome many of them; and for car designers, automobile engineers, and all concerned with safety on circuits, whose duty it is to acquaint themselves fully with the results of up-to-date research into the whole question of driver, car and circuit safety. In his foreword, Louis T. Stanley, Director-General of the International Grand Prix Medical Service, says: 'It is bound to be a standard work on the subject... Motor Racing in Safety has all the ingredients of a specialised best-seller'. **36s. net** (p & p 1s 6d)

FROM YOUR BOOKSELLER OR DIRECT FROM THE PUBLISHERS

To: Patrick Stephens Limited, Brooks House, Upper Thames Street, London EC4.
Please send me a copy of MOTOR RACING IN SAFETY—THE HUMAN FACTORS. I enclose my remittance of 37s. 6d. (including post and pkg.)

NAME

ADDRESS

(BLOCK CAPS

PLEASE)

HEPOLITE LEADS!



Competitors from all nations rely on the superb quality of HEPOLITE pistons, pins, rings and liners for peak performance and success. You can also achieve top performance, reliability and real economy from your engine by installing HEPOLITE fine quality products.


HEPOLITE

Hepworth & Grandage Limited
Bradford 4

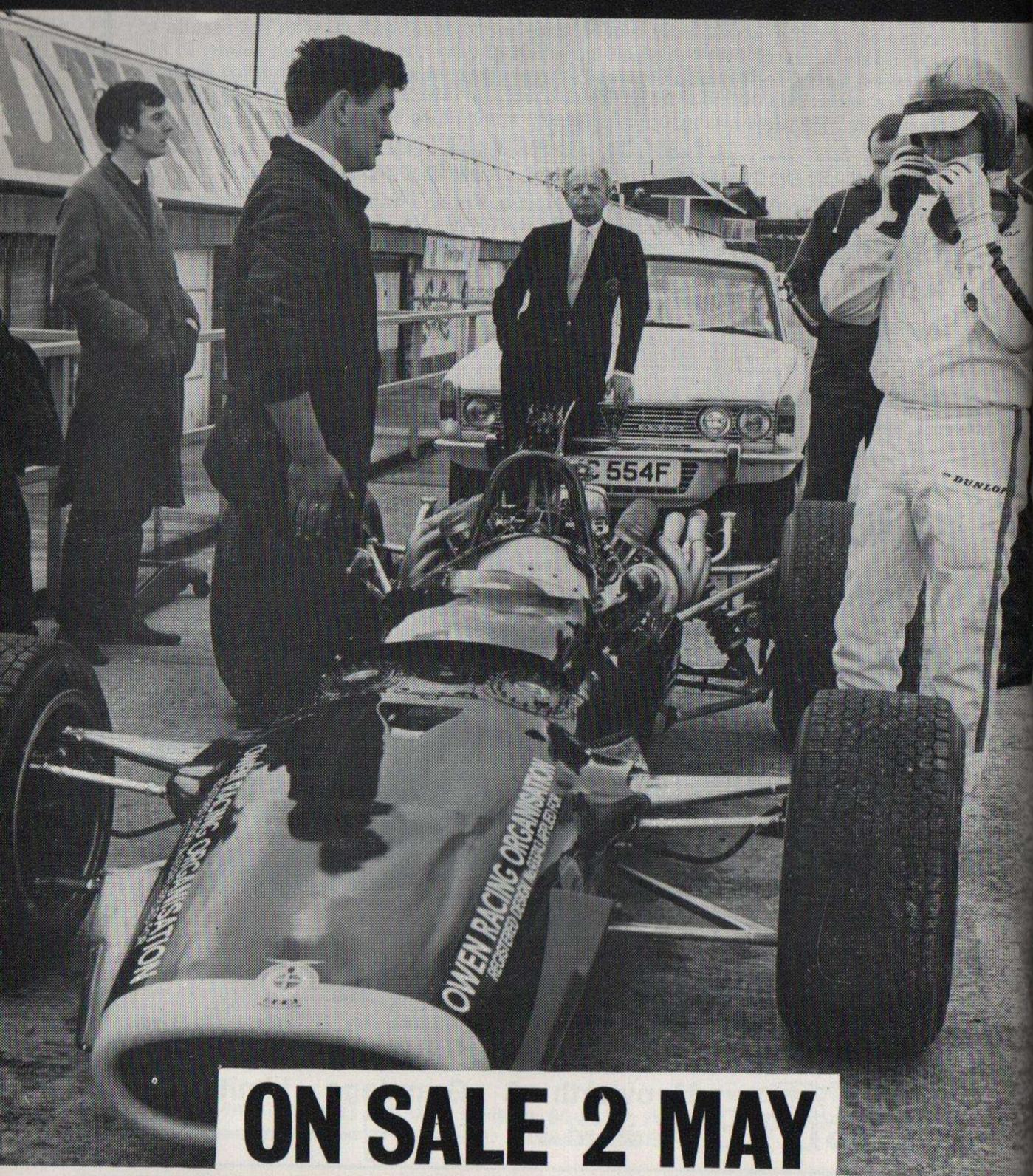
 THE ASSOCIATED ENGINEERING GROUP

INTERNATIONAL

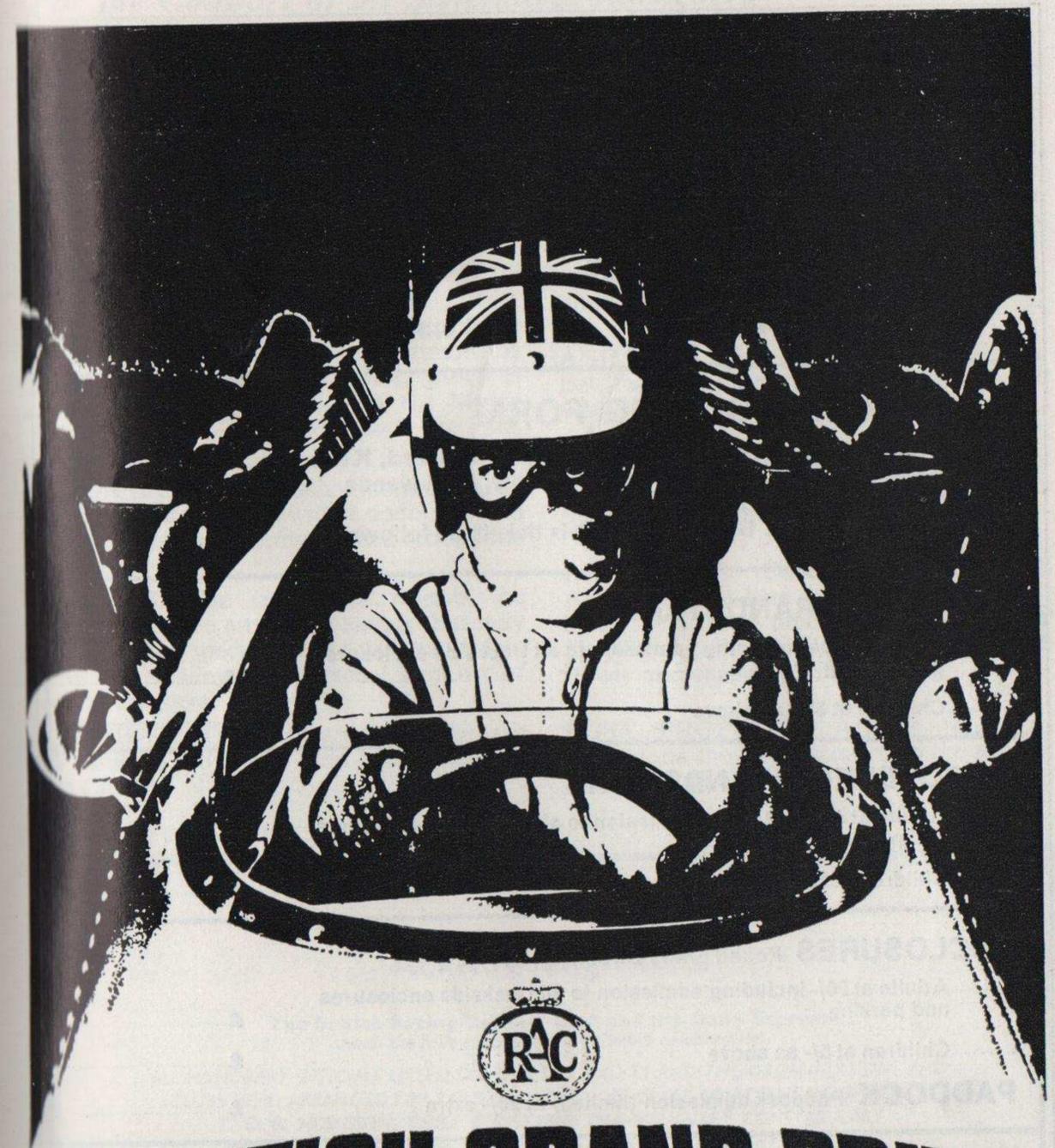
Silverstone International
Monza 1000 Kms Tulip Rally
Jochen Rindt Raymond Mays
Keith Duckworth William Court

SPEED WORLD

Week ending 4 May 1968 Vol.1 No.1 Price 2



**ON SALE 2 MAY
AND EVERY THURSDAY**



BRITISH GRAND PRIX

world championship race sponsored by the **DAILY MAIL**

BRANDS HATCH

20th JULY 1968

SEE OVERLEAF FOR FULL DETAILS

HERE IS THE PROGRAMME SATURDAY 20th JULY

6.30 a.m. Gates open.	1.15 p.m. Lunch Interval and Air Display.
11.30 a.m. 20-lap CLEARWAY TROPHY International Formula 3 Race.	3.00 p.m. R.A.C. BRITISH GRAND PRIX World Championship Formula One Race over 80 laps.
12.30 p.m. 20-lap GUARDS TROPHY International Saloon Car Race.	6.00 p.m. Chris Barber's Jazz Band.

ADVANCED BOOKING FORM

To: Brands Hatch Circuit Ltd., Fawkham, Dartford, Kent
 Telephone: West Ash 333 (For enquiries only. No advance bookings can be made by telephone).
 Kindly forward R.A.C. British Grand Prix tickets as follows:

COVERED GRANDSTANDS

.....Adults at 50/- including admission to all trackside enclosures and parking £.....
Children at 35/- as above £.....

UNCOVERED GRANDSTAND

.....Adults at 40/- including admission to all trackside enclosures and parking £.....
Children at 25/- as above £.....

ENCLOSURES Round Entire Circuit

.....Adults at 20/- including admission to all trackside enclosures and parking £.....
Children at 5/- as above £.....

PADDOCK Paddock admission (limited) at 20/- extra

£.....

SOUTH BANK SLOPE

.....Car Park tickets (limited to 1,000 only) at 20/-
 Enclosure tickets are required for all occupants £.....

Enclosed please find cash P.O. Cheque for £.....

Please make cheques payable to Brands Hatch Circuit Ltd.

NAME.....

ADDRESS.....

.....Please attach stamped and addressed envelope

BOOK EARLY AND AVOID DISAPPOINTMENT

For the Comfort of all Silverstone Racegoers

PLEASE NOTE

PARKING. Should your car be in the front row, nearest the Circuit, please leave it where the Arrendant has indicated, until the meeting is over.

TRACK. All races are run in a clockwise direction.

POST OFFICE. All postal enquiries for correspondence, parcels, etc., should be made at the mobile post office, which is situated on the public side of the Motor bridge between the pits and the pits grandstand.

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.

CONSIDERATION. Please avoid damage to valuable crops and land in and around the Circuit.

INVALID CARRIAGES. There is a special enclosure for spectators in invalid carriages. You are specially requested not to stand in front of these vehicles obstructing the view of the occupants. Remember they cannot see any of the racing unless their view is unobstructed.

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

SAFETY. The banking erected round this Circuit is there for your protection. It is forbidden to stand, sit or climb on it.

DEPARTURE. Police and Car Park Attendants are here to facilitate your exit from the Circuit quickly and safely after the Meeting. Please do your part and drive slowly and carefully when leaving.

LOST PROPERTY. Articles found at Silverstone should be handed to the nearest policeman or B.R.D.C. official.

Acknowledgments

The British Racing Drivers' Club and the Daily Express
thank 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.

T. C. B. HODGSON, CHIEF CONSTABLE THAMES VALLEY CONSTABULARY
 JOHN GOTT, M.B.E., G.M., CHIEF CONSTABLE OF NORTHAMPTONSHIRE.

NORTHAMPTONSHIRE FIRE BRIGADE AND
 CHIEF OFFICER C. H. MOUNTFORD, M.B.E.

THE ROYAL AUTOMOBILE CLUB. THE AUTOMOBILE ASSOCIATION.

THE BRITISH MOTOR CORPORATION LTD. THE ROVER CO. LTD.

SHELL-MEX & B.P. LTD. ESSO PETROLEUM CO. LTD. CASTROL LTD.

RANK-XEROX LTD. JOSEPH LUCAS LTD.

W. GROSE LTD. (NORTHAMPTON). OLIVETTI LTD.

ERNEST NEWTON & CO. LTD. ENOTTS LTD.

ARTHUR MULLINER (NORTHAMPTON). RONEO LTD.

DENNIS'S GARAGE (WISBECH). ANTONE LTD.

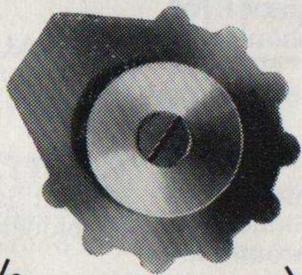
REPRESENTATIVES OF VARIOUS GOVERNMENT DEPARTMENTS AND THE LOCAL AUTHORITIES OF NORTHAMPTONSHIRE AND BUCKINGHAMSHIRE.

THE PUBLISHERS OF: AUTOCAR, AUTOCOURSE, AUTOSPORT,

MOTOR, MOTORING NEWS, MOTOR RACING, MOTOR SPORT.

{GEO. ANGUS LTD. BURT, BOLTON & HAYWOOD LTD.

'I've
clicked!'



and clicked-and clicked-and clicked-and clicked
with

ARMSTRONG Roadholder

SHOCK ABSORBERS

Armstrong Roadholder adjustable shock absorbers are used by the world's leading racing car constructors and enable the driver to set up the car to suit the requirements of each individual racing circuit... get on to the shock absorbers the champions use then you'll really click. See your tuning shop, he has a model to suit most popular cars.



Firmaride

Non adjustable but with increased firmer settings.



Ajustaride 8

Adjustable for 8 degrees of setting, fits inside a coil spring—ideal where there are clearance difficulties.



Ajustaride 22

Instantly adjustable to 22 degrees of setting. This is the unit used on almost all British Grand Prix cars and in world class rallying.

ARMSTRONG PATENTS CO. LTD. BEVERLEY YORKS.

TROPHY MEETINGS 1949-1967

PREVIOUS RESULTS

August 20, 1949

THE DAILY EXPRESS TROPHY RACE—30 LAPS

1st: A. Ascari (Ferrari) 89.58 m.p.h. 2nd: G. Farina (Maserati). 3rd: L. Villosesi (Ferrari).

PRODUCTION CAR RACE—25 LAPS

GENERAL CATEGORY: 1st: L. Johnson (Jaguar) 82.80 m.p.h. 2nd: P. D. C. Walker (Jaguar) 82.80 m.p.h. 1,501-2,500 c.c.—1st: N. Culpan (Frazer-Nash). CLASS RESULTS: over 2,500 c.c.—1st: L. Johnson (Jaguar) 82.80 m.p.h. 1,501-2,500 c.c.—1st: N. Culpan (Frazer-Nash) 81.73 m.p.h. Up to 1,500 c.c.—1st: E. Thompson (H.R.G.) 70.89 m.p.h. TEAM PRIZE: 1st: HEALEY. Drivers: A. P. R. Rolt, Louis Chiron, T. H. Wisdom.

500 c.c. RACE—10 LAPS

1st: E. Brandon (Cooper) 79.61 m.p.h. 2nd: S. Moss (Cooper). 3rd: R. Dryden (Cooper).

August 26, 1950

THE DAILY EXPRESS TROPHY RACE—35 LAPS

1st: G. Farina (Alfa Romeo) 90.16 m.p.h. 2nd: J. Fangio (Alfa Romeo). 3rd: P. Whitehead (Ferrari).

PRODUCTION CAR RACE—30 LAPS

GENERAL CATEGORY: 1st: A. Ascari (Ferrari) 83.72 m.p.h. 2nd: Serafini (Ferrari). 3rd: P. D. C. Walker (Jaguar). CLASS RESULTS: Over 3,000 c.c.—1st: P. D. C. Walker (Jaguar) 81.88 m.p.h. 2,001-3,000 c.c.—1st: D. Hamilton (Healey) 79.92 m.p.h. 1,501-2,000 c.c.—1st: A. Ascari (Ferrari) 83.72 m.p.h. 1,101-1,500 c.c.—1st: G. A. Ruddock (H.R.G.) 71.78 m.p.h. Up to 1,100 c.c.—1st: J. M. Sparrowe (Morgan) 68.28 m.p.h. TEAM PRIZE: 1st JAGUAR. Drivers: P. D. C. Walker, A. P. R. Rolt, L. G. Johnson.

500 c.c. RACE—10 LAPS

1st: S. Moss (Cooper) 79.87 m.p.h. 2nd: R. Sommer (Cooper). 3rd: A. J. Bottoms (J.B.S.).

May 5, 1951

THE DAILY EXPRESS TROPHY RACE

Abandoned at the 6th Lap. 1st: R. Parnell (Thinwall Special Ferrari) 6 laps in 16 min. 48 sec. 2nd: D. Hamilton (Talbot). 3rd: J. Fangio (Alfa Romeo).

PRODUCTION CAR 1-HOUR RACE

GENERAL CATEGORY: 1st: S. Moss (Jaguar) 84.50 m.p.h. 2nd: C. P. Dodson (Jaguar). 3rd: T. A. D. Crook (Frazer-Nash). CLASS RESULTS: Over 3,000 c.c.—1st: S. Moss (Jaguar) 84.50 m.p.h. 2,001-3,000 c.c.—1st: R. Parnell (Aston Martin) 81.42 m.p.h. 1,501-2,000 c.c.—1st: T. A. D. Crook (Frazer-Nash) 83.63 m.p.h. 1,101-1,500 c.c.—1st: R. W. Jacobs (M.G.) 72.66 m.p.h. 751-1,100 c.c.—1st: J. M. Sparrowe (Morgan) 63.90 m.p.h. Up to 750 c.c.—1st: G. Wilkins (Panhard) 63.15 m.p.h. TEAM PRIZE: Div. I: (Up to 2,000 c.c.)—1st: FRAZER-NASH. Drivers: F. R. Gerard, E. Winterbottom, D. Clarke. Div. II: (Over 2,000 c.c.)—1st: JAGUAR. Drivers: S. Moss, L. G. Johnson, P. D. C. Walker.

500 c.c. RACE—15 LAPS

1st: E. Brandon (Cooper) 78.19 m.p.h. 2nd: A. Brown (Cooper). 3rd: C. Lones (Iota).

May 10, 1952

THE DAILY EXPRESS TROPHY RACE—35 LAPS

1st: L. Macklin (H.W.M.) 85.41 m.p.h. 2nd: A. P. R. Rolt (H.W.M.). 3rd: E. de Graffenried (Maserati).

TOURING CAR RACE—17 LAPS

GENERAL CATEGORY: 1st: S. Moss (Jaguar) 75.22 m.p.h. 2nd: K. Wharton (Healey). 3rd: S. H. Allard (Allard). CLASS RESULTS: Over 3,000 c.c.—1st: S. Moss (Jaguar) 75.22 m.p.h. 2,001-3,000 c.c.—1st: K. Wharton (Healey) 74.79 m.p.h. 1,501-2,000 c.c.—1st: T. A. D. Crook (Bristol) 70.07 m.p.h. 1,101-1,500 c.c.—1st: R. W. Jacobs (M.G.) 63.42 m.p.h. TEAM PRIZE: 1st BRISTOL. Drivers: T. A. D. Crook, R. Salvadori, P. B. Buckley.

SPORTS CAR RACE—17 LAPS

GENERAL CATEGORY: 1st: S. Moss (Jaguar) 84.02 m.p.h. 2nd: R. Parnell (Aston Martin). 3rd: G. E. Abecassis (Aston Martin). CLASS RESULTS: Over 3,000 c.c.—1st: S. Moss (Jaguar) 84.02 m.p.h. 2,001-3,000 c.c.—1st: R. Parnell (Aston Martin) 83.47 m.p.h. 1,501-2,000 c.c.—1st: R. Salvadori (Frazer-Nash) 80.33 m.p.h. 1,101-1,500 c.c.—1st: F. C. Davis (Cooper-M.G.) 75.85 m.p.h. TEAM PRIZE: 1st ASTON MARTIN. Drivers: R. Parnell, G. E. Abecassis, L. Macklin.

500 c.c. RACE—15 LAPS

1st: S. Lewis-Evans (Cooper) 72.40 m.p.h. 2nd: A. Brown (Cooper). 3rd: S. Moss (Kieft).

RACE OF THE CHAMPIONS—5 LAPS

1st: S. Moss 79.83 m.p.h. 2nd: E. de Graffenried. 3rd: P. Pietsch (all driving Jaguars).

May 9, 1953

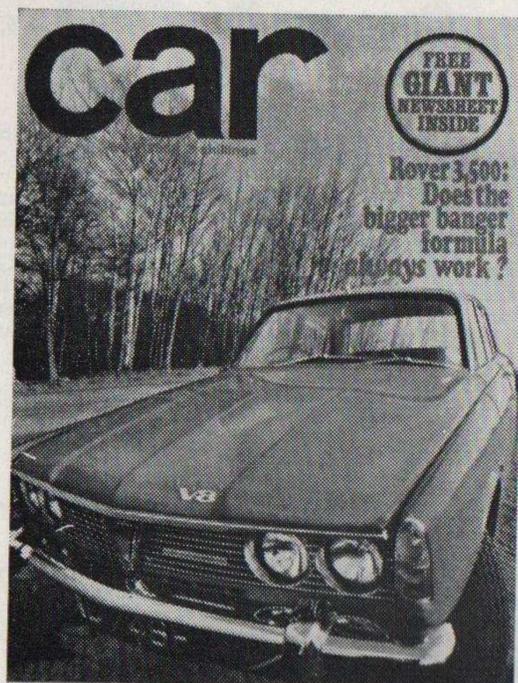
THE DAILY EXPRESS TROPHY RACE—35 LAPS

1st: J. M. Hawthorn (Ferrari) 92.29 m.p.h. 2nd: R. Salvadori (Connaught). 3rd: A. P. R. Rolt (Connaught).

SPORTS CAR RACE—17 LAPS

GENERAL CATEGORY: 1st: J. M. Hawthorn (Ferrari) 88.55 m.p.h. 2nd: T. L. H. Cole (Ferrari). 3rd: R. Parnell (Aston Martin). CLASS RESULTS: Over 3,000 c.c.—1st: J. M. Hawthorn (Ferrari) 88.55 m.p.h. 2,001-3,000 c.c.—1st: R. Parnell (Aston Martin) 87.34 m.p.h. 1,501-2,000 c.c.—1st: A. Brown (Cooper) 84.61 m.p.h. 1,101-1,500 c.c.—1st: F. C. Davis (Cooper-M.G.) 79.33 m.p.h. TEAM PRIZE: FERRARI. Drivers: J. M. Hawthorn, T. L. H. Cole, R. Baird.

IF Stirling Moss, David Phipps, Henry Manney III, L. J. K. Setright and Michael Twite are more than just names to you . . . read on!



CAR magazine, whose editor, Doug Blain, has been described by America's *Car and Driver* as 'very in, because he's made something fresh and lively grow in the petrified forest of British automotive journalism', is launching a unique 16-page pull-out supplement as a regular *free* extra.

The first issue will include reports on the BOAC 500, the East African Safari and the Thruxton Easter Meeting, plus articles by all those big names. Mike Twite (formerly MLT, Editor of *Motoring News*) is in charge of the supplement.

Not only the sport, but also the gentler world of veteran and vintage cars will be extensively catered for by the supplement, under the guiding hand of David Burgess Wise, former Editor of *Old Motor*.

car

**3/- monthly
BRITAIN'S LIVELIEST
CAR MAGAZINE**

TOURING CAR RACE—17 LAPS

GENERAL CATEGORY: 1st: S. Moss (Jaguar) 74.42 m.p.h. 2nd: G. M. Grace (Riley). 3rd: C. G. H. F. Dunham (Alvis). CLASS RESULTS: *Over 3,000 c.c.*—1st: S. Moss (Jaguar) 74.42 m.p.h. (No other finisher). *2,001-3,000 c.c.*—1st: G. H. Grace (Riley) 72.07 m.p.h. *1,501-2,000 c.c.*—1st: P. B. Buckley (Bristol) 69.38 m.p.h. *1,101-1,500 c.c.*—1st: R. W. Jacobs (M.G.) 65.61 m.p.h. *750-1,000 c.c.*—1st: G. Wilkins (Dyna-Panhard) 72.95 m.p.h. TEAM PRIZE: 1st: RILEY. Drivers: G. Gelberg, A. P. O. Rogers, G. H. Grace.

500 c.c. RACE—15 LAPS

1st: D. Parker (Kieft) 84.34 m.p.h. 2nd: R. G. Bicknell (Staride). 3rd: E. Brandon (Cooper).

May 15, 1954

THE DAILY EXPRESS TROPHY RACE—35 LAPS

1st: J. F. Gonzalez (Ferrari) 92.78 m.p.h. 2nd: J. Behra (Gordini). 3rd: A. Simon (Gordini).

SPORTS CAR RACE—17 LAPS

GENERAL CATEGORY: 1st: J. F. Gonzalez (Ferrari) 83.08 m.p.h. 2nd: G. Abecassis (H.W.M.-Jaguar). 3rd: P. D. C. Walker (Jaguar). CLASS RESULTS: *Over 3,000 c.c.*—1st: J. F. Gonzalez (Ferrari) 83.08 m.p.h. *2,001-3,000 c.c.*—1st: R. F. Salvadori (Aston Martin) 79.93 m.p.h. *1,501-2,000 c.c.*—1st: A. Brown (Cooper-Bristol) 79.22 m.p.h. *1,101-2,000 c.c.*—1st: A. C. B. Chapman (Lotus) 76.42 m.p.h. TEAM PRIZE: 1st: ECURIE ECOSSE TEAM OF JAGUARS. Drivers: P. D. C. Walker, J. Stewart, N. Sanderson.

TOURING CAR RACE—17 LAPS

GENERAL CATEGORY: 1st: I. Appleyard (Jaguar) 75.55 m.p.h. 2nd: A. P. R. Rolt (Jaguar). 3rd: S. Moss (Jaguar). CLASS RESULTS: *Over 3,000 c.c.*—1st: I. Appleyard (Jaguar) 75.55 m.p.h. *2,001-3,000 c.c.*—1st: R. Parnell (Daimler) 73.74 m.p.h. *1,501-2,000 c.c.*—1st: B. G. de Mattos (Ford) 65.91 m.p.h. *1,101-1,500 c.c.*—1st: R. W. Jacobs (M.G.) 66.77 m.p.h. *Up to 1,100 c.c.*—1st: C. A. S. Brookes (Auto-Unions D.K.W.) 64.15 m.p.h. TEAM PRIZE: 1st: JAGUAR. Drivers: I. Appleyard, A. P. R. Rolt, S. Moss.

600 c.c. RACE—15 LAPS

1st: S. Moss (Cooper) 84.21 m.p.h. 2nd: L. Leston (Cooper). 3rd: J. Russell (Cooper).

May 7, 1955

THE DAILY EXPRESS TROPHY RACE—60 LAPS

1st: P. J. Collins (Maserati) 95.94 m.p.h. 2nd: R. F. Salvadori (Maserati). 3rd: B. Bira (Maserati).

SPORTS CAR RACES—40 LAPS

GENERAL CATEGORY: 1st: R. Parnell (Aston Martin) 93.58 m.p.h. 2nd: R. F. Salvadori (Aston Martin). 3rd: A. P. R. Rolt (Jaguar). CLASS RESULTS: *Over 3,000 c.c.*—1st: A. P. R. Rolt (Jaguar) 92.98 m.p.h. *2,001-3,000 c.c.*—1st: R. Parnell (Aston Martin) 93.58 m.p.h. *1,501-2,000 c.c.*—1st: C. A. S. Brooks (Frazer-Nash) 87.81 m.p.h. *Up to 1,500 c.c.*—1st: I. L. Bueb (Cooper) 88.43 m.p.h. TEAM PRIZE: 1st: ASTON MARTIN. Drivers: R. Parnell, R. F. Salvadori, P. D. C. Walker.

TOURING CAR RACE—25 LAPS

GENERAL CATEGORY: 1st: J. M. Hawthorn (Jaguar) 78.92 m.p.h. 2nd: J. R. Stewart (Jaguar). 3rd: J. D. Titterington (Jaguar). CLASS RESULTS: *Over 3,000 c.c.*—1st: J. M. Hawthorn (Jaguar) 78.92 m.p.h. *2,001-3,000 c.c.*—1st: K. Wharton (Ford) 76.18 m.p.h. *1,501-2,000 c.c.*—1st: T. A. D. Crook (Bristol) 74.67 m.p.h. *1,101-1,500 c.c.*—1st: R. W. Jacobs (M.G.) 71.45 m.p.h. *Up to 1,100 c.c.*—1st: C. A. S. Brooks (D. K. W.) 67.66 m.p.h. TEAM PRIZE: 1st: JAGUAR. Drivers: J. M. Hawthorn, J. R. Stewart, J. D. Titterington.

500 c.c. RACE—17 LAPS

1st: I. L. Bueb (Cooper) 86.96 m.p.h. 2nd: J. Russell (Cooper). 3rd: S. Lewis-Evans (Cooper).

May 5, 1956

THE DAILY EXPRESS TROPHY RACE—60 LAPS

1st: S. Moss (Vanwall) 100.47 m.p.h. 2nd: W. A. Scott-Brown (Connaught). 3rd: D. Titterington (Connaught).

SPORTS CAR RACES—25 LAPS EACH

Up to 1,500 c.c.

GENERAL CATEGORY: 1st: R. Salvadori (Cooper) 95.13 m.p.h. 2nd: C. Chapman (Lotus). 3rd: L. Leston (Cooper). CLASS RESULTS: *1,100-1,500 c.c.*—1st: R. Salvadori (Cooper) 95.13 m.p.h. *Up to 1,100 c.c.*—1st: P. Gammon (Cooper) 98.68 m.p.h. TEAM PRIZE: 1st: COOPER. Drivers: A. E. Marsh, M. Macdowel, P. Gammon.

Over 1,500 c.c.

GENERAL CATEGORY: 1st: R. Salvadori (Aston Martin) 94.79 m.p.h. 2nd: S. Moss (Aston Martin). 3rd: R. E. Berry (Jaguar). CLASS RESULTS: *Over 3,000 c.c.*—1st: R. E. Berry (Jaguar) 93.44 m.p.h. *2,000-3,000 c.c.*—1st: R. Salvadori (Aston Martin) 94.79 m.p.h. *1,500-2,000 c.c.*—1st: W. A. Scott-Brown (Lister-Maserati) 89.48 m.p.h. TEAM PRIZE: 1st: LISTER. Drivers: W. A. Scott-Brown, A. J. Nurse, A. Moore.

TOURING CAR RACE—20 LAPS

GENERAL CATEGORY: 1st: I. Bueb (Jaguar) 80.01 m.p.h. 2nd: K. Wharton (Austin). 3rd: J. D. Hamilton (Jaguar). CLASS RESULTS: *Over 3,000 c.c.*—1st: I. Bueb (Jaguar) 80.01 m.p.h. *2,001-3,000 c.c.*—1st: K. Wharton (Austin) 79.98 m.p.h. *1,501-2,000 c.c.*—1st: J. Bonner (Alfa Romeo) 76.35 m.p.h. *1,101-1,500 c.c.*—1st: R. Parnell (Borgward) 75.21 m.p.h. *Up to 1,000 c.c.*—1st: W. A. Scott-Brown (D.K.W.) 70.76 m.p.h. TEAM PRIZE: 1st: D.K.W. Drivers: W. A. Scott-Brown, P. Hughes, R. J. W. Utley.

500 c.c. RACE—17 LAPS

1st: J. Russell (Cooper) 88.94 m.p.h. 2nd: C. C. H. David (Beart-Cooper). 3rd: I. Bueb (Cooper).

**SPRING
BANK HOLIDAY
RACING
AT
SILVERSTONE**

JUNE 3rd 1968

organised by

NOTTINGHAM SPORTS

CAR CLUB

CLUB RACING AT ITS BEST

September 14, 1957

THE DAILY EXPRESS TROPHY RACE—35 LAPS

1st: J. Behra (B.R.M.) 99.95 m.p.h. 2nd: H. Schell (B.R.M.). 3rd: R. Flockhart (B.R.M.).

SPORTS CAR RACES—15 LAPS EACH

Up to 1,500 c.c.

GENERAL CATEGORY: 1st: R. Flockhart (Lotus) 90.63 m.p.h. 2nd: K. Hall (Lotus). 3rd: I. Bueb (Lotus). **CLASS RESULTS:** 1,100-1,500 c.c.—1st: R. Flockhart (Lotus) 90.63 m.p.h. Up to 1,100 c.c.—1st: K. Hall (Lotus) 89.99 m.p.h. **TEAM PRIZE:** 1st: LOTUS. Drivers: K. Hall, P. Ashdown, A. Stacey.

Over 1,500 c.c.

GENERAL CATEGORY: 1st: R. Salvadori (Aston Martin) 96.08 m.p.h. 2nd: A. Scott-Brown (Lister-Jaguar). 3rd: N. Cunningham-Reid (Aston Martin). **CLASS RESULTS:** Over 2,700 c.c.—1st: R. Salvadori (Aston Martin) 96.08 m.p.h. 1,100-2,700 c.c.—1st: B. Naylor (Lotus-Maserati) 91 m.p.h. **TEAM PRIZE:** 1st: ASTON MARTIN. Drivers: R. Salvadori, N. Cunningham-Reid, C. A. S. Brooks.

TOURING CAR RACE—15 LAPS

GENERAL CATEGORY: 1st: J. M. Hawthorn (Jaguar) 82.19 m.p.h. 2nd: D. Hamilton (Jaguar). 3rd: I. Bueb (Jaguar). **CLASS RESULTS:** over 3,000 c.c.—1st: J. M. Hawthorn (Jaguar) 82.19 m.p.h. 2,001-3,000 c.c.—1st: G. H. Grace (Riley) 76.23 m.p.h. 1,000-2,000 c.c.—1st: A. T. Foster (M.G. Magnette) 72.17 m.p.h. Up to 1,000 c.c.—1st: N. Cunningham-Reid (D.K.W.) 70 m.p.h. **TEAM PRIZE:** 1st: JAGUAR. Drivers: J. M. Hawthorn, D. Hamilton, I. Bueb.

500 c.c. RACE—15 LAPS

1st: S. Lewis-Evans (Beart-Cooper) 88.45 m.p.h. 2nd: J. Russell (Cooper). 3rd: D. Parker (Cooper).

May 3, 1958

THE DAILY EXPRESS TROPHY RACE—50 LAPS

1st: P. Collins (Ferrari) 101.82 m.p.h. 2nd: R. Salvadori (Cooper) 101.36 m.p.h. 3rd: M. Gregory (Maserati) 101.10 m.p.h.

SPORTS CAR RACES—26 LAPS EACH

Up to 1,500 c.c.

GENERAL CATEGORY: 1st: G. Hill (Lotus) 93.07 m.p.h. 2nd: A. Stacey (Lotus) 93.04 m.p.h. 3rd: K. Hall (Lotus) 90.02 m.p.h. **CLASS RESULTS:** 1,100-1,500 c.c.—1st: G. Hill (Lotus) 93.07 m.p.h. 2nd: T. March (Lotus) 90.58 m.p.h. 3rd: J. Young (Parson) 89.89 m.p.h. Up to 1,100 c.c.—1st: A. Stacey (Lotus) 93.04 m.p.h. 2nd: K. Hall (Lotus) 39.02 m.p.h. 3rd: J. Campbell-Jones (Lotus) 91.14 m.p.h. **TEAM PRIZE:** 1st: LOTUS. Drivers: G. Hill, K. Hall, A. Stacey.

Over 1,500 c.c.

GENERAL CATEGORY: 1st: M. Gregory (Lister-Jaguar) 99.54 m.p.h. 2nd: A. Scott-Brown (Lister-Jaguar) 98.51 m.p.h. 3rd: J. M. Hawthorn (Ferrari) 97.94 m.p.h. **CLASS RESULTS:** Over 3,000 c.c.—1st: M. Gregory (Lister Jaguar) 99.54 m.p.h. 2nd: A. Scott-Brown (Lister-Jaguar) 98.51 m.p.h. 3rd: R. Salvadori (Aston Martin) 97.03 m.p.h. 1,500-3,000 c.c.—1st: J. M. Hawthorn (Ferrari) 97.94 m.p.h. 2nd: A. G. Whitehead (Aston Martin) 92.27 m.p.h. 3rd: J. Fairman (Jaguar) 91.04 m.p.h. **TEAM PRIZE:** LISTER-JAGUAR. Drivers: M. Gregory, P. Whitehead, F. Rouselle.

TOURING CAR RACE—20 LAPS

GENERAL CATEGORY: 1st: J. M. Hawthorn (Jaguar) 84.22 m.p.h. 2nd: T. Sopwith (Jaguar) 84.19 m.p.h. 3rd: R. Flockhart (Jaguar) 80.44 m.p.h. **CLASS RESULTS:** Over 3,000 c.c.—1st: J. M. Hawthorn (Jaguar) 84.22 m.p.h. 2nd: T. Sopwith (Jaguar) 84.19 m.p.h. 3rd: R. Flockhart (Jaguar) 80.44 m.p.h. 2,000-3,000 c.c.—1st: J. M. Uren (Ford) 75.77 m.p.h. 2nd: J. Sears (Austin) 75.65 m.p.h. 3rd: D. G. Scott (Ford) 73.86 m.p.h. 1,100-1,500 c.c.—1st: L. Leston (Riley) 74.68 m.p.h. 2nd: G. H. Grace (Riley) 74.29 m.p.h. 3rd: T. Bridger (Borgward) 74.25 m.p.h. Up to 1,100 c.c.—1st: G. Hill (Austin) 71.31 m.p.h. 2nd: J. M. Sparrowe (D.K.W.) 70.50 m.p.h. 3rd: R. F. Gerard (Austin) 69.72 m.p.h.

500 c.c. RACE—15 LAPS

1st: J. Russell (Cooper) 89.70 m.p.h. 2nd: D. Parker (Cooper) 87.91 m.p.h. 3rd: D. Truman (Cooper) 84.65 m.p.h.

May 2, 1959

THE DAILY EXPRESS TROPHY RACE—50 LAPS

1st: J. Brabham (Cooper) 102.73 m.p.h. 2nd: R. Salvadori (Aston Martin) 102.38 m.p.h. 3rd: R. Flockhart (B.R.M.) 102.24 m.p.h.

Up to 1,500 c.c.

1st: P. Ashdown (Lola) 93.69 m.p.h. 2nd: M. Taylor (Lola) 92.74 m.p.h. 3rd: T. Dickson (Elva) 91.61 m.p.h.

Over 1,100 c.c.

GENERAL CATEGORY: 1st: R. Salvadori (Cooper-Maserati) 98.40 m.p.h. 2nd: S. Moss (Aston Martin) 98.23 m.p.h. 3rd: I. Bueb (Jaguar-Lister) 96.77 m.p.h. **CLASS RESULTS:** 2,000-3,000 c.c.—1st: R. Salvadori (Cooper-Maserati) 98.40 m.p.h. 2nd: S. Moss (Aston Martin) 98.23 m.p.h. 3rd: I. Bueb (Lister-Jaguar) 96.77 m.p.h. 1,100-2,000 c.c.—1st: J. Brabham (Cooper) 95.44 m.p.h. 2nd: D. Graham (Lotus) 88.21 m.p.h. 3rd: E. G. Greenhall (Lotus) 86.85 m.p.h.

TOURING CAR RACE—12 LAPS

GENERAL CATEGORY: 1st: I. Bueb (Jaguar) 85.57 m.p.h. 2nd: R. Salvadori (Jaguar) 86.29 m.p.h. 3rd: G. Baillie (Jaguar) 85.88 m.p.h. **CLASS RESULTS:** Over 2,600 c.c.—1st: I. Bueb (Jaguar) 86.57 m.p.h. 2nd: R. Salvadori (Jaguar) 86.29 m.p.h. 3rd: G. Baillie (Jaguar) 95.88 m.p.h. 1,600 c.c.—2,600 c.c.—1st: P. Blond (Jaguar) 82.42 m.p.h. 2nd: Uren (Ford) 78.60 m.p.h. 3rd: D. Shale (Ford) 75.62 m.p.h. 1,100 c.c.—1,600 c.c.—1st: G. Anderson (Volvo) 77.54 m.p.h. 2nd: G. Bengston (Volvo) 77.31 m.p.h. 3rd: L. Leston (Riley) 77.28 m.p.h. Up to 1,000 c.c.—1st: G. Shepherd (Austin) 75.65 m.p.h. 2nd: J. Sprinzel (Austin) 73.86 m.p.h. 3rd: T. Fry (Austin) 71.45 m.p.h. **TEAM PRIZE:** JAGUAR. Drivers: I. Bueb, R. Salvadori, G. Baillie.

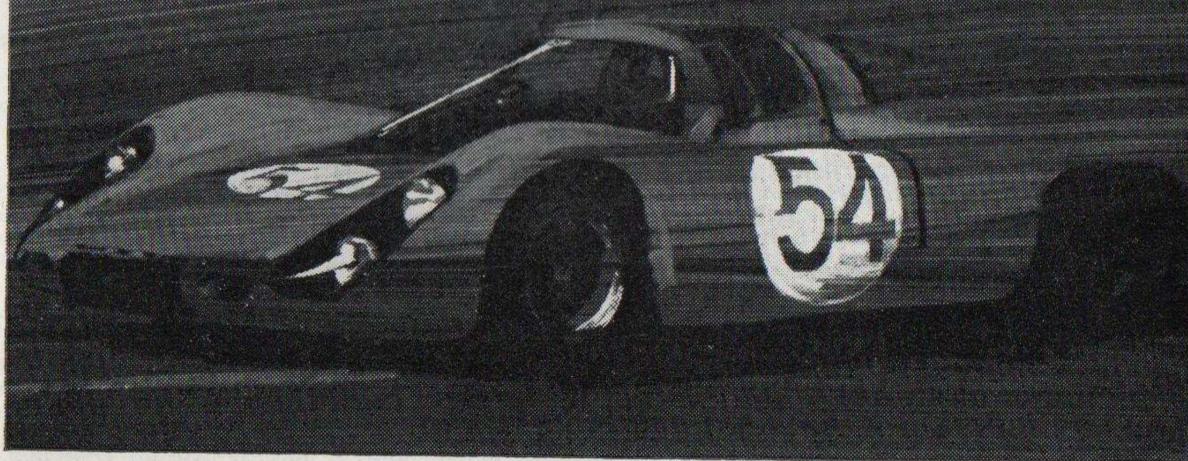
SILVERSTONE MARTINI INTERNATIONAL

Saturday 27 July 1968

Arranged by



Organised by
the Aston Martin
Owners Club



GRAND TOURING RACE—12 LAPS

GENERAL CATEGORY: 1st: S. Moss (Aston Martin) 86.94 m.p.h. 2nd: R. Salvadori (Jaguar) 85.95 m.p.h. 3rd: C. Chapman (Lotus) 85.52 m.p.h. CLASS RESULTS: *Over 2,600 c.c.*—1st: S. Moss (Aston Martin) 86.94 m.p.h. 2nd: R. Salvadori (Jaguar) 85.95 m.p.h. 3rd: J. G. Sears (Austin Healey) 84.72 m.p.h. *1,600–2,600 c.c.*—1st: C. J. Lawrence (Morgan) 82.44 m.p.h. 2nd: R. North (Triumph) 80.70 m.p.h. 3rd: A. G. W. Belcher (Morgan) 78.21 m.p.h. *1,300–1,600 c.c.*—1st: R. F. Bloxham (M.G.) 81.01 m.p.h. 2nd: A. T. Foster (M.G.) 80.98 m.p.h. 3rd: J. Bekaert (M.G.) 80.00 m.p.h. *Up to 1,300 c.c.*—1st: C. Chapman (Lotus) 85.42 m.p.h. 2nd: J. H. D. Whitmore (Lotus) 85.56 m.p.h. 3rd: J. Lawry (Lotus) 82.90 m.p.h. TEAM PRIZE: LOTUS. Drivers: C. Chapman, J. H. D. Whitmore, J. Lawry.

May 14, 1960

THE DAILY EXPRESS TROPHY RACE—50 LAPS

1st: I. Ireland (Lotus) 108.82 m.p.h. 2nd: J. Brabham (Cooper) 108.79 3rd: G. Hill (B.R.M.) 107.22 m.p.h.

SPORTS CAR RACES—25 LAPS EACH

Unlimited Sports Car Race

1st: R. Salvadori (Cooper) 100.73 m.p.h. 2nd: T. Dickson (Lotus) 97.97 m.p.h. 3rd: B. Naylor (Cooper-Maserati) 97.43 m.p.h.

1,500 c.c. Sports Car Race.

GENERAL CATEGORY: 1st: P. Ashdown (Lola) 95.17 m.p.h. 2nd: A. B. Rees (Lola) 93.68 m.p.h. 3rd: G. H. Breakell (Lotus) 93.54 m.p.h. CLASS RESULTS: *Up to 1,100 c.c.*—P. Ashdown (Lola) 95.17 m.p.h. 2nd: A. B. Rees (Lola) 93.68 m.p.h. 3rd: G. Eden (Lotus) 91.22 m.p.h. *Over 1,100 c.c.*—1st: G. H. Breakell (Lotus) 93.54 m.p.h. 2nd: R. C. Kerrison (Lotus) 89.49 m.p.h. 3rd: C. Summers 87.37 m.p.h.

TOURING CAR RACE—12 LAPS

GENERAL CATEGORY: 1st: R. Salvadori (Jaguar) 87.55 m.p.h. 2nd: S. Moss (Jaguar) 87.33 m.p.h. 3rd: G. Hill (Jaguar) 86.73 m.p.h. CLASS RESULTS: *Over 3,000 c.c.*—1st: R. Salvadori (Jaguar) 87.55 m.p.h. 2nd: S. Moss (Jaguar) 87.33 m.p.h. 3rd: G. Hill (Jaguar) 86.73 m.p.h. *1,600–3,000 c.c.*—1st: J. M. Uren (Ford) 75.09 m.p.h. 2nd: C. J. R. Willment (Ford) 74.53 m.p.h. 3rd: D. B. Haynes (Ford) 74.01 m.p.h. *1,000–1,600 c.c.*—1st: L. Leston (Volvo) 77.79 m.p.h. 2nd: W. B. Blydenstein (Borgward) 77.66 m.p.h. 3rd: G. Bengston (Volvo) 77.40 m.p.h. *Up to 1,000 c.c.*—1st: S. Isaacson (Auto-Union) 73.69 m.p.h. 2nd: G. C. Shepherd (Austin) 73.30 m.p.h. 3rd: R. Aley (Morris) 72.99 m.p.h.

FORMULA JUNIOR RACE—25 LAPS

1st: J. Clark (Lotus-Ford) 95.75 m.p.h. 2nd: J. Surtees (Cooper-Aston) 95.56 m.p.h. 3rd: M. McKee (Lotus-Ford) 94.15 m.p.h.

May 6, 1961

THE DAILY EXPRESS TROPHY RACE—82 LAPS

1st: S. Moss (Cooper) 87.09 m.p.h. 2nd: J. Brabham (Cooper) 85.35 m.p.h. 3rd: R. Salvadori (Cooper) 84.35 m.p.h.

SPORTS CAR RACE—25 LAPS

1st: S. Moss (Lotus) 102.36 m.p.h. 2nd: R. Salvadori (Cooper) 102.19 m.p.h. 3rd: C. Allison (Lotus) 101.96 m.p.h. CLASS RESULTS: *Over 3,000 c.c.*—1st: M. Salmon (Jaguar) 94.58 m.p.h. 2nd: J. Wober (Jaguar) 90.86 m.p.h. 3rd: G. Lee (Lister-Jaguar) 89.42 m.p.h. *1,500–3,000 c.c.*—1st: S. Moss (Lotus) 102.36 m.p.h. 2nd: R. Salvadori (Cooper) 102.19 m.p.h. 3rd: C. Allison (Lotus) 101.96 m.p.h. *Up to 1,500 c.c.*—1st: H. Taylor (Lotus) 95.39 m.p.h. 2nd: J. Bekaert (Lola) 91.75 m.p.h. 3rd: C. Kerrison (Lola) 91.70 m.p.h.

TOURING CAR RACE—12 LAPS

GENERAL CATEGORY: 1st: G. Hill (Jaguar) 89.54 m.p.h. 2nd: M. Parkes (Jaguar) 89.02 m.p.h. 3rd: B. McLaren (Jaguar) 87.55 m.p.h. CLASS RESULTS: *Over 3,000 c.c.*—1st: G. Hill (Jaguar) 89.54 m.p.h. 2nd: M. Parkes (Jaguar) 89.02 m.p.h. 3rd: B. McLaren (Jaguar) 87.55 m.p.h. *1,000–2,000 c.c.*—1st: P. Harper (Sunbeam) 81.27 m.p.h. 2nd: A. Hutcheson (Riley) 79.16 m.p.h. 3rd: Cuff-Miller (Sunbeam) 76.03 m.p.h. *Up to 1,000 c.c.*—1st: B. Aston (Morris) 75.40 m.p.h. 2nd: J. Whitmore (Austin) 75.38 m.p.h. 3rd: J. Aley (Morris) 75.05 m.p.h.

FORMULA JUNIOR RACE—25 LAPS

1st: J. Russell (Lotus-Ford) 99.56 m.p.h. 2nd: T. Marsh (Lotus-Ford) 99.35 m.p.h. 3rd: A. Maggs (Cooper-Austin) 99.22 m.p.h.

HISTORIC CAR RACE—12 LAPS

1st: D. Margulies (Maserati) 69.75 m.p.h. 2nd: D. Hull (E.R.A.) 69.60 m.p.h. 3rd: Hon. P. Lindsay (E.R.A.) 69.55 m.p.h.

May 12, 1962

THE DAILY EXPRESS TROPHY RACE—52 LAPS

1st: G. Hill (B.R.M.) 99.73 m.p.h. 2nd: J. Clark (Lotus) 99.73 m.p.h. 3rd: J. Surtees (Lola) 97.66 m.p.h.

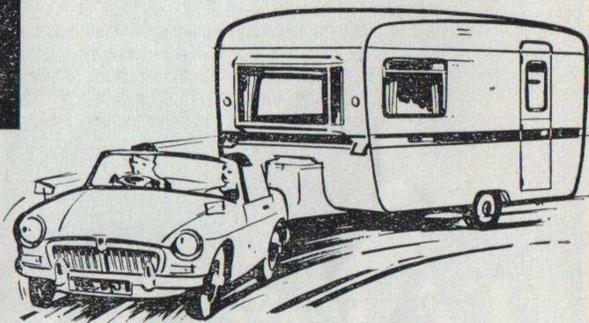
SPORTS CAR RACE—12 LAPS

1st: I. Ireland (Lotus) 86.44 m.p.h. 2nd: J. Blumer (Cooper) 86.43 m.p.h. 3rd: P. H. Sutcliffe (Jaguar) 84.21 m.p.h. CLASS RESULTS: *Over 2,000 cc.*—1st: I. Ireland (Lotus) 86.44 m.p.h. 2nd: P. H. Sutcliffe (Jaguar) 84.21 m.p.h. 3rd: J. O. Coundley (Lister-Jaguar) 82.14 m.p.h. *Up to 2,000 c.c.*—J. Blumer (Cooper) 86.43 m.p.h. 2nd: M. G. D. Graham (Lotus) 81.91 m.p.h. 3rd: R. F. Pierpont (Lotus) 81.57 m.p.h.

TOURING CAR RACE—12 LAPS

1st: G. Hill (Jaguar) 85.87 m.p.h. 2nd: M. Parkes (Jaguar) 85.71 m.p.h. 3rd: J. Sears (Jaguar) 84.39 m.p.h. CLASS RESULTS: *Over 3,000 c.c.* as above. *2,000–3,000 c.c.*—1st: I. Ireland (Ford) 76.19 m.p.h. 2nd: M. Trintignant (Ford) 75.98 m.p.h. 3rd: D. B. Haynes (Ford) 74.98 m.p.h. *1,000–2,000 c.c.*—1st: P. Harper (Sunbeam) 78.05 m.p.h. 2nd: P. J. Pilsworth (Sunbeam) 76.43 m.p.h. 3rd: P. Jopp (Sunbeam) 75.48 m.p.h. *Up to 1,100 c.c.*—1st: J. Love (Mini-Cooper) 77.65 m.p.h. 2nd: Sir J. Whitmore (Mini-Cooper) 75.59 m.p.h. 3rd: M. H. Clare (Mini-Cooper) 75.28 m.p.h. *New Class Record*—J. Love (Mini-Cooper) 78.87 m.p.h.

SEE THEM AT SPEED



Relax with them anywhere



Go caravanning with C.I.

Our track demonstration today shows how easy it is to tow a C.I. caravan behind any car – but to find out more about all the fun of caravan touring with your family, send the coupon for a guide in full colour and details of Eccles, Europe, Fairholme and Sprite caravans.

The demonstration is on the track after the Caravans International Trophy Race.



CARAVANS INTERNATIONAL
the world's largest and
most experienced
caravan manufacturers

To: Caravans International Ltd.,
Emson Close, Saffron Walden, Essex.

Please send full colour guide and
caravan details.

Name _____

Address _____

WT/18/68 TP

GRAND TOURING CAR RACE—25 LAPS

1st: M. Parkes (Ferrari) 99.39 m.p.h. 2nd: M. Gregory (Ferrari) 98.83 m.p.h. 3rd: G. Hill (Jaguar) 93.40 m.p.h. CLASS RESULTS: *Over 2,000 c.c.*—as above. *1,000–2,000 c.c.*—1st: T. Taylor (Lotus) 93.80 m.p.h. 2nd: Sir J. Whitmore (Lotus) 91.55 m.p.h. 3rd: L. Leston (Lotus) 91.28 m.p.h. *Up to 1,000 c.c.*—1st: S. J. C. Minoprio (Marcos) 82.59 m.p.h. 2nd: J. Searbrook (Turner) 81.97 m.p.h. 3rd: B. Bennett (Turner) 81.17 m.p.h. *Grand Touring Course Record:* M. Parkes (Ferrari) 102.10 m.p.h.

FORMULA JUNIOR RACE—25 LAPS

1st: P. Arundel (Lotus-Ford) 89.09 m.p.h. 2nd: A. Maggs (Cooper-Austin) 88.91 m.p.h. 3rd: W. Bradley (Cooper-Ford) 88.35 m.p.h.

May 11, 1963

THE DAILY EXPRESS TROPHY RACE—52 LAPS

1st: J. Clark (Lotus Climax) 108.12 m.p.h. 2nd: B. McLaren (Cooper Climax) 107.60 m.p.h. 3rd: T. Taylor (Lotus Climax) 107.40 m.p.h.

SPORTS CAR RACE—12 LAPS

1st: R. Salvadori (Cooper) 106.20 m.p.h. 2nd: I. Ireland (Lotus) 106.00 m.p.h. 3rd: M. Beckwith (Lotus) 101.53 m.p.h. CLASS RESULTS: *Up to 1,150 c.c.*—1st: P. Hawkins (Lotus) 96.41 m.p.h. 2nd: C. Williams (Lotus) 93.82 m.p.h. 3rd: J. Romanes (Lotus) 93.22 m.p.h. *Over 1,150 c.c. up to 2,000 c.c.*—1st: M. Beckwith (Lotus) 101.53 m.p.h. 2nd: W. Moss (Elva) 100.53 m.p.h. 3rd: A. Hegbourne (Lotus) 100.85 m.p.h. *Over 2,000 c.c.*—R. Salvadori (Cooper) 106.20 m.p.h. 2nd: I. Ireland (Lotus) 106.00 m.p.h. 3rd: J. Coundley (Lotus) 99.30 m.p.h.

TOURING CAR RACE—12 LAPS

1st: J. Sears (Ford) 91.77 m.p.h. 2nd: R. Salvadori (Jaguar) 90.38 m.p.h. 3rd: P. Dodd (Jaguar) 88.10 m.p.h. CLASS RESULTS: *Up to 1,300 c.c.*—1st: Sir J. Whitmore (Austin) 85.81 m.p.h. 2nd: P. Hopkirk (Morris) 85.16 m.p.h. 3rd: J. D. Lewis (Morris) 80.86 m.p.h. *Over 1,300 c.c. up to 2,000 c.c.*—1st: J. Blumer (Ford) 85.61 m.p.h. 2nd: D. B. Haynes (Ford) 84.59 m.p.h. 3rd: A. S. Hutcheson (Riley) 83.90 m.p.h. *Over 3,000 c.c.*—1st: J. Sears (Ford) 91.77 m.p.h. 2nd: R. Salvadori (Jaguar) 90.38 m.p.h. 3rd: P. D. Dodd (Jaguar) 88.10 m.p.h.

GRAND TOURING CAR RACE—25 LAPS

1st: G. Hill (Jaguar) 101.02 m.p.h. 2nd: R. Salvadori (Jaguar) 99.99 m.p.h. 3rd: E. H. Protheroe (Jaguar) 96.22 m.p.h. CLASS RESULTS: *Up to 1,150 c.c.*—1st: A. Banks (Turner) 88.84 m.p.h. 2nd: C. McLaren (Marcos) 88.60 m.p.h. 3rd: A. T. Foster (M.G.) 87.09 m.p.h. *Over 1,150 c.c. up to 1,600 c.c.*—1st: T. Taylor (Lotus) 94.05 m.p.h. 2nd: D. Hobbs (Lotus) 93.70 m.p.h. 3rd: G. A. Warner (Lotus) 91.07 m.p.h. *Over 1,600 c.c. up to 2,500 c.c.*—1st: A. S. Hutcheson (M.G.) 87.25 m.p.h. 2nd: H. N. Dangerfield (Triumph) 86.30 m.p.h. *Over 2,500 c.c.* See overall result.

FORMULA JUNIOR RACE—25 LAPS

1st: D. Hulme (Repc-Brabham) 103.48 m.p.h. 2nd: D. Hobbs (Lola) 103.45 m.p.h. 3rd: P. Hawkins (Brabham) 102.99 m.p.h.

May 11, 1964

DAILY EXPRESS TROPHY RACE—52 LAPS

1st: J. Brabham (Brabham-Climax) 110.35 m.p.h. 2nd: G. Hill (B.R.M.) 110.35 m.p.h. 3rd: P. Arundel (Lotus-B.R.M.) 108.41 m.p.h. Fastest lap and F.1. record: J. Brabham (Brabham-Climax) 112.58 m.p.h.

SPORTS CAR RACE—25 LAPS

1st: B. McLaren (Cooper) 98.96 m.p.h. 2nd: R. Salvadori (Cooper-Maserati) 97.85 m.p.h. 3rd: J. Coundley (Lotus) 95.01 m.p.h. CLASS RESULTS: *Up to 1,150 c.c.*—1st: J. Hine (Lotus) 90.73 m.p.h. 2nd: P. Hawkins (Lotus) 89.90 m.p.h. 3rd: D. Prophet (Lotus) 88.12 m.p.h. *Over 1,150 c.c. and up to 2,000 c.c.*—1st: J. Sutton (Lotus) 94.28 m.p.h. 2nd: R. Nathan (Brabham) 93.15 m.p.h. 3rd: C. M. M. Williams (Lotus) 92.21 m.p.h. *Over 2,000 c.c. and up to 3,000 c.c.*—1st: B. McLaren (Cooper) 98.96 m.p.h. 2nd: J. Coundley (Lotus) 95.01 m.p.h. 3rd: H. Dibley (Brabham) 90.11 m.p.h. *Over 3,000 c.c.*—1st: R. Salvadori (Cooper-Maserati) 97.85 m.p.h. 2nd: J. Stewart (Tojeiro) 92.26 m.p.h.

PRODUCTION TOURING CAR RACE—12 LAPS

1st: J. Sears (Ford) 94.62 m.p.h. 2nd: D. Gurney (Ford) 92.81 m.p.h. 3rd: J. Clark (Ford) 92.66 m.p.h. CLASS RESULTS: *Up to 1,300 c.c.*—1st: P. Hopkirk (Austin) 86.47 m.p.h. 2nd: J. Fitzpatrick (Morris) 86.46 m.p.h. 3rd: A. R. Slotemaker (Austin) 86.45 m.p.h. *Over 1,300 c.c. up to 2,000 c.c.*—1st: J. Clark (Ford) 92.66 m.p.h. 2nd: P. Arundell (Ford) 90.72 m.p.h. 3rd: R. Olthoff (Ford) 88.88 m.p.h. *Over 2,000 c.c. up to 5,000 c.c.*—1st: B. McLaren (Jaguar) 87.97 m.p.h. 2nd: J. M. Sparrow (Jaguar) 87.74 m.p.h. 3rd: K. Wilson (Jaguar) 78.66 m.p.h. *Over 5,000 c.c.*—1st: J. Sears (Ford) 94.62 m.p.h. 2nd: D. Gurney (Ford) 92.81 m.p.h. 3rd: Sir Gawaine Baillie (Ford) 91.67 m.p.h.

GRAND TOURING CAR RACE—25 LAPS

1st: G. Hill (Ferrari) 92.63 m.p.h. 2nd: M. Salmon (Aston Martin) 92.11 m.p.h. 3rd: J. Sears (A.C.) 91.46 m.p.h. CLASS RESULTS: *Up to 1,150 c.c.*—1st: A. Hedges (M.G.) 81.68 m.p.h. 2nd: J. Mackay (Lotus) 80.18 m.p.h. 3rd: R. T. Nash (Marcos) 79.82 m.p.h. *1,500 c.c. to 1,600 c.c.*—1st: J. Clark (Lotus) 89.42 m.p.h. 2nd: P. Arundell (Lotus) 88.41 m.p.h. 3rd: J. Stewart (Lotus) 87.17 m.p.h. *1,600 to 2,500 c.c.*—1st: I. Ireland (Porsche) 89.45 m.p.h. 2nd: J. R. Stoop (Porsche) 86.55 m.p.h. 3rd: J. G. Sharp (M.G.) 82.34 m.p.h. *Over 2,500 c.c.*—1st: G. Hill (Ferrari) 92.63 m.p.h. 2nd: M. Salmon (Aston Martin) 92.11 m.p.h. 3rd: J. Sears (A.C.) 91.46 m.p.h.

INTERNATIONAL FORMULA III RACE—25 LAPS

1st: J. Stewart (Cooper-B.M.C.) 98.07 m.p.h. 2nd: W. Banks (Cooper-B.M.C.) 97.71 m.p.h. 3rd: J. F. Cardwell (Brabham-Ford) 97.35 m.p.h.

May 15, 1965

DAILY EXPRESS TROPHY RACE—52 LAPS

1st: J. Stewart (B.R.M.) 111.66 m.p.h. 2nd: J. Surtees (Ferrari) 111.60 m.p.h. 3rd: M. Spence (Lotus-Climax) 110.39 m.p.h. Fastest lap and Formula 1 record: J. Surtees (Ferrari) 113.30 m.p.h.

SPORTS CAR RACE—25 LAPS

1st: B. McLaren (McLaren-Elva) 113.58 m.p.h. 2nd: H. Dibley (Lola) 110.97 m.p.h. 3rd: J. Sears (Lotus) 110.10 m.p.h. CLASS RESULTS: *Up to 1,150 c.c.*—1st: J. Hine (Lotus) 96.21 m.p.h. 2nd: J. F. Morley (Lotus) 96.21 m.p.h. 3rd: G. Oliver (Lotus) 95.25 m.p.h. *Over 1,150 c.c. up to 2,000 c.c.*—1st: D. Hulme (Brabham) 105.80 m.p.h. 2nd: P. Gethin (Elva B.M.W.) 98.21 m.p.h. *Over 2,000 c.c.*—1st: B. McLaren (McLaren Elva) 113.56 m.p.h. 2nd: H. Dibley (Lola) 119.70 m.p.h. 3rd: J. Sears (Lotus) 110.10 m.p.h.

Who'll support your supporters?

Mills!

With a Millstand. It's more than a grandstand.
It's a great stand. Proof? The price.
Just a fraction of the cost you'd expect to pay
for an ordinary grandstand — whether you
buy or hire. And there's nothing ordinary about
this one. It can be put up, taken down — fast.
That saves you time. And money. A lot of money!
The next time you have a hand in organising a
spectator event (of any kind) you'll
be sitting pretty.

P.S. Want to control your supporters?
Ask about Mills Crowd Control Barriers.
Write or phone for details today.

Millstand System Seating
Mills Scaffold Co. Ltd., Winchester House,
53/55 Uxbridge Road, London, W.5. Tel: 01-567 3083.

MILLS

A member of the GKN Group of Companies.

“SENIOR SERVICE” TOURING RACE—12 LAPS

1st: R. Pierpoint (Ford) 93.46 m.p.h. 2nd: Sir G. Baillie (Ford) 93.06 m.p.h. 3rd: J. Sears (Ford) 92.01 m.p.h. *Up to 1,000 c.c.*—1st: W. Banks (Austin) 85.11 m.p.h. 2nd: M. Campbell-Cole (Austin) 85.10 m.p.h. 3rd: J. Anstead (Fiat-Abarth) 83.97 m.p.h. *1,000 to 1,300 c.c.*—1st: A. Lanfranchi (Morris) 89.21 m.p.h. 2nd: J. Fitzpatrick (Austin) 89.21 m.p.h. 3rd: J. D. Lewis (Austin) 88.33 m.p.h. *1,300 c.c. to 2,000 c.c.*—1st: J. Sears (Ford) 92.01 m.p.h. 2nd: M. Spence (Ford) 91.52 m.p.h. 3rd: F. Gardner (Ford) 91.05 m.p.h. *Over 2,000 c.c.*—1st: R. Pierpoint (Ford) 93.46 m.p.h. 2nd: Sir G. Baillie (Ford) 93.06 m.p.h.

INTERNATIONAL FORMULA III RACE—25 LAPS

1st: P. Courage (Brabham-Ford) 102.51 m.p.h. 2nd: R. Pike (Brabham-Ford) 101.99 m.p.h. 3rd: J. Fenning (Merlyn-Ford) 101.33 m.p.h.

INTERNATIONAL HISTORIC RACING CAR RACE—12 LAPS

1st: Hon. P. Lindsay (Maserati) 96.42 m.p.h. 2nd: R. Attwood (Maserati) 95.88 m.p.h. 3rd: W. Banks (Maserati) 95.81 m.p.h.

May 14th, 1966

DAILY EXPRESS TROPHY RACE—35 LAPS

1st: J. Brabham (Brabham) 116.06 m.p.h. 2nd: J. Surtees (Ferrari) 115.79 m.p.h. 3rd: J. Bonnier (Cooper-Maserati) 113.05 m.p.h. Fastest lap: J. Brabham, 117.34 m.p.h.

SPORTS CAR RACE—35 LAPS

1st: D. Hulme (Lola-Chevrolet) 115.89 m.p.h. 2nd: C. Amon (McLaren-Oldsmobile) 113.44 m.p.h. 3rd: B. McLaren (McLaren-Oldsmobile). Fastest Lap: D. Hulme, 118.66 m.p.h.

RADIO LONDON TROPHY FOR FORMULA III CARS—25 LAPS

1st: R. Pike (Lotus) 104.37 m.p.h. 2nd: C. Irwin (Brabham) 104.36 m.p.h. 3rd: J. Fenning (Brabham) 103.35 m.p.h. Joint fastest lap: R. Pike and C. Irwin, 105.58 m.p.h.

SALOON CAR RACE 35 LAPS

1st: Sir J. Whitmore (Ford-Falcon) 97.08 m.p.h. 2nd: Sir G. Baillie (Ford-Falcon) 96.66 m.p.h. 3rd: P. Arundell (Lotus-Ford) 96.51 m.p.h. *Up to 1,000 c.c.*—Miss A. Taylor (Ford Anglia) 88.33 m.p.h. *1,000 to 1,300 c.c.*—M. Young (Ford Anglia) 91.87 m.p.h. *1,300 to 2,000 c.c.*—P. Arundell (Ford-Lotus) 96.51 m.p.h. *Over 2,000 c.c.*—Sir J. Whitmore (Ford-Falcon) 97.08 m.p.h.

HISTORIC CAR RACE

1st: C. Lucas (Maserati) 93.35 m.p.h. 2nd: J. Spero (Maserati) 3rd: A. Cottam (Connaught).

April 29th, 1967

THE DAILY EXPRESS TROPHY RACE—52 LAPS

1st: M. Parkes (Ferrari) 114.65 m.p.h. 2nd: J. Brabham (Repcor Brabham). 3rd: J. Siffert (Cooper-Maserati).

SPORTS CAR RACE—25 LAPS

1st: D. Piper (Ferrari) 110.17 m.p.h. 2nd: D. Hulme (Ford). 3rd: P. Hawkins (Ford). CLASS RESULTS: *1300 to 2000 c.c.*—1st: W. Dryden (Lotus) 99.44 m.p.h. 2nd: P. Jackson (Lotus). 3rd: M. Hone (Porsche). *Over 2,000 c.c.*—1st: D. Piper (Ferrari) 110.17 m.p.h. 2nd: D. Hulme (Ford). 3rd: P. Hawkins (Ford).

TOURING CAR RACE—25 LAPS

1st: F. Gardner (Falcon) 101.79 m.p.h. 2nd: V. Elford (Porsche). 3rd: J. Rhodes (Mini-Cooper). CLASS RESULTS: *Up to 1,000 c.c.*—1st: J. Fitzpatrick (Anglia) 92.82 m.p.h. 2nd: A. Lanfranchi (Imp). 3rd: B. Unett (Imp). *1,001 to 1,300 c.c.*—1st: J. Rhodes (Mini-Cooper) 94.24 m.p.h. 2nd: J. Handley (Mini-Cooper). 3rd: G. Spice (Mini-Cooper). *1,301 to 2,000 c.c.*—1st: V. Elford (Porsche) 94.72 m.p.h. *Over 2,000 c.c.*—1st: F. Gardner (Falcon) 101.79 m.p.h. 2nd: T. Lynch (Chevrolet).

FORMULA III RACE—25 LAPS

1st: P. Westbury (Brabham) 105.55 m.p.h. 2nd: M. Nunn (Lotus). 3rd: A. Rollinson (Brabham).

HISTORIC CAR RACE—12 LAPS

1st: P. Brewer (Aston-Martin) 94.90 m.p.h. 2nd: C. Crabbe (Maserati). 3rd: Hon. P. Lindsay (Maserati).

PLEASE GIVE GENEROUSLY

TO THE

ST. JOHN AMBULANCE COLLECTION

AT THE CIRCUIT TODAY

THE SILVERSTONE CLUB Ltd.

founded to support the home of British motor racing

Arthur Dart,
Silverstone Club Ltd.
Dun Mill,
Whitchurch,
Aylesbury, Bucks.

APPLICATION FOR MEMBERSHIP

I desire to become a member of the Silverstone Club Limited and I hereby agree to be bound by the Memorandum and Articles of Association and the Bye-Laws of the Club.

Particulars to be stated fully and correctly (in block capitals please):—

FULL NAME

HOME ADDRESS

..... (Tel. No.)

BUSINESS ADDRESS

..... (Tel. No.)

RANK/PROFESSION/OCCUPATION

OTHER CLUBS (if any)

Applicant's signature

Member proposing

Member proposing

THE SILVERSTONE CLUB

founded to support the home of British motor racing.

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.

The already growing membership enjoys the following benefits:—

FOR AN ANNUAL MEMBER

1. Six members' free Test Days per annum.
2. Three Woodcote Corner Stands reserved free of charge to Club Members at all Club Meetings.
3. One Woodcote Corner Stand reserved to Club Members at specially reduced prices—5/- off—at major meetings.
4. Exclusive use of Clubhouse in Woodcote Enclosure at all Meetings.

FOR A LIFE MEMBER

All those listed above, plus free admission to the Stewards' Enclosure, Stewards' Toilets, and the B.R.D.C. Members' Club Bar. Plus car admission to the inside of circuit.

Annual Membership including one guest	£3 3 0
Annual Membership including two guests	£5 5 0
Junior Membership (10-17)	£1 1 0
Life Membership including one guest	£52 10 0
Life Membership including two guests	£78 15 0

Regular followers of the sport at the home of British motor racing should take advantage of this unique opportunity to support their circuit. If one works out the benefits obtained it is, in fact, economically wise to join. A Life Member, for example, will, in as little as four years, gain benefits worth the whole of his life subscription.

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.

Facing this page will be found an application form for those wishing to join. On it will also be found the Hon. Secretary's name and address; he will be happy to provide further details and answer any queries.

THE BRITISH RACING DRIVERS' CLUB

1968 Silverstone Meetings

Not all spectators are aware that during the season there are no less than forty-four meetings at Silverstone. To assist enthusiasts to enjoy many happy days' motor racing, the 1968 Silverstone Calendar is shown below.

March			
Coventry & Warwicks Motor Club	Sprint	Saturday	9th Restricted
Vintage Sports Car Club (Pomeroy)		Saturday	16th Closed
Nottingham Sports Car Club	Sunday		24th Restricted
Midland Automobile Club		Saturday	30th Restricted
April			
British Automobile Racing Club		Saturday	6th Closed
Nottingham Sports Car Club	Easter Holiday	Monday	15th Restricted
Vintage Sports Car Club		Saturday	20th Closed
★B.R.D.C. Daily Express International Trophy		Saturday	27th International
May			
750 Motor Club		Saturday	4th Restricted
Nottingham Sports Car Club	Sunday		12th Restricted
Aston Martin Owners' Club		Saturday	18th Restricted
Eight Clubs		Saturday	25th Closed
June			
M.G. Car Club		Saturday	1st Closed
Nottingham Sports Car Club	Spring Holiday	Monday	3rd Restricted
750 Motor Club		Saturday	8th Restricted
S.U.N.B.A.C.		Saturday	15th Restricted
British Automobile Racing Club	Sunday		23rd Closed
Midland Motoring Enthusiasts Club		Saturday	29th Restricted
July			
Motor Cycling Club		Saturday	6th Restricted
British Motor Racing Marshals' Club		Saturday	13th Restricted
Vintage Sports Car Club		Saturday	20th Closed
★Aston Martin Owners' Club (Martini)		Saturday	27th International
August			
750 Motor Club (Six Hour Relay)		Saturday	3rd National
Austin Healey Club		Saturday	10th Closed
Bentley Drivers' Club		Saturday	17th Restricted
British Automobile Racing Club	Sunday		25th Closed
Jaguar Drivers' Club (Colibri)		Saturday	31st National
Sept.			
Nottingham Sports Car Club	Summer Holiday	Monday	2nd Restricted
S.U.N.B.A.C.		Saturday	7th Restricted
Peterborough Motor Club		Saturday	14th Restricted
M.G. Car Club		Saturday	21st Restricted
North Staffs. Motor Club		Saturday	28th Restricted
Oct.			
British Automobile Racing Club		Saturday	5th Closed
★B.R.D.C. Clubmen's Championship		Saturday	19th Restricted
			26th
Nov.			
Herts. County Auto and Aero Club	Sprint	Saturday	2nd Restricted
M.G. Car Club	Sprint	Saturday	9th Restricted
Bath Karting Club		Saturday	16th National
Nottingham Sports Car Club	Sprint	Saturday	23rd Restricted
Sporting Owner Drivers' Club	Sprint	Saturday	30th Restricted
Dec.			
Vintage Sports Car Club Driving Test		Saturday	7th Closed

★—G.P. Circuit

Tel: Silverstone 271/2

Silverstone Circuits Ltd.
Silverstone, Nr. Towcester, Northants.

Printed by Cox & Wyman Ltd., London, Reading and Fakenham

The most compact.



The compact is an American idea. A small car with big car virtues. Like the Sunbeam Stiletto. Thus.

The engine is the Imp Sport 875cc single OHC inclined four-cylinder. 0-50 in 10.6 secs. ('Motor' road test.) Top speed 90 mph. Plus big car features. Wind-up windows. Carpet, wall-to-wall. Amblair-upholstered seats. Outside: great trim. Black vinyl covered roof. Four headlights.

*Recommended price ex-works inc. p.t. seat belts extra.

And small car advantages. Parking. Garage space. Economy. No other small car combines luxury and performance like this. For only £813*.

Come and take a test drive. Rootes new deal is your new deal.

The Sunbeam Stiletto

SUNBEAM  ROOTES

"With-it motorists

are going

SQUARE



It's a square world for new car owners and buyers. The sweeping curves and rounded bonnets of the early sixties are out. Swinging squares and dominant rectangles are in.

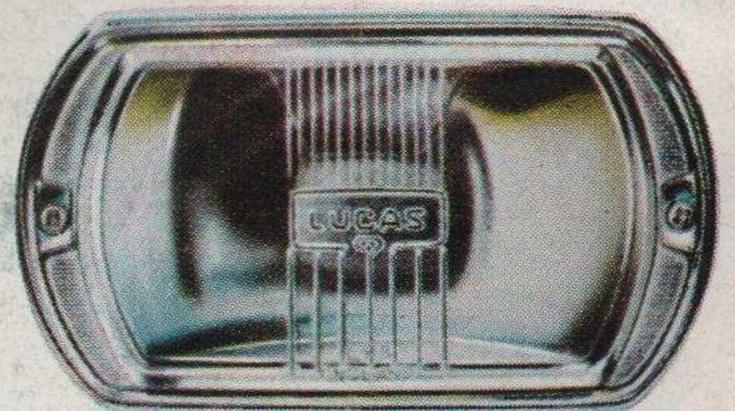
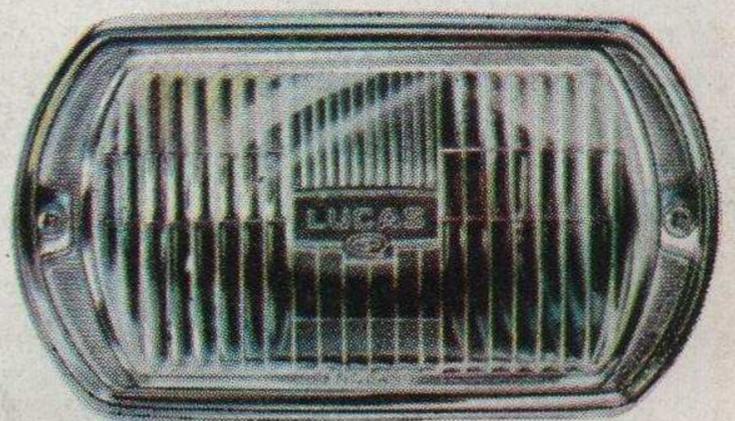
Lucas greet the trend—and the Spring—with a brilliant new pair of auxiliary lamps, the SQUARE 8's.

If there's a new car in your future (or in your recent past, for that matter) you must see these stylish newcomers. They look great. But they don't *just* look great. They're powerful, too with quartz-halogen light power and Lucas beam control.

Ask for the SQUARE PAIR—by Lucas. O.K., they're not *really* square. But then, neither are you, or Lucas. Suitable for upright or pendant mounting.

Recommended price

SQUARE 8 FOG AND LONG RANGE LAMPS £5. 19. 6 each including cover, switch and cable.



LUCAS **8**
SQUARE

QUARTZ-HALOGEN
FOG AND
LONG RANGE LAMPS

With each SQUARE 8, there's a free protective cover in simulated black leather finish. It's tough enough to shrug off flying stones, it keeps the lens clean for instant use and it shows you're as smart as it looks.

